



Community Workshop #2

October 19, 2013

Agenda

9:00 am Session I

Introductions

Planning & Design Concepts

Opportunity Areas Open House

- Urban Greening

- Connectivity

- San Pablo Ave Built & Open Space

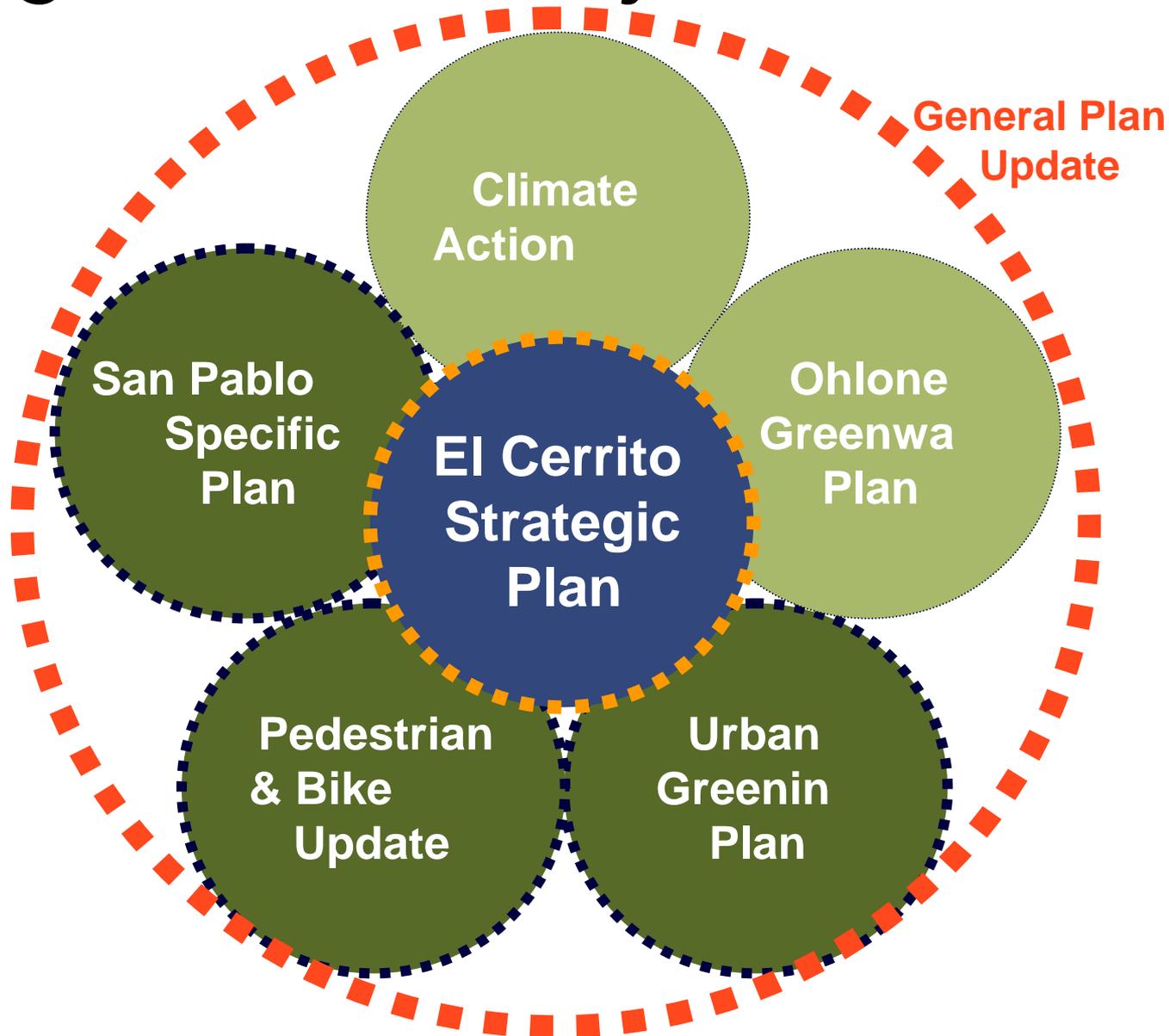
11:00 am Session II (Repeat of Session I)



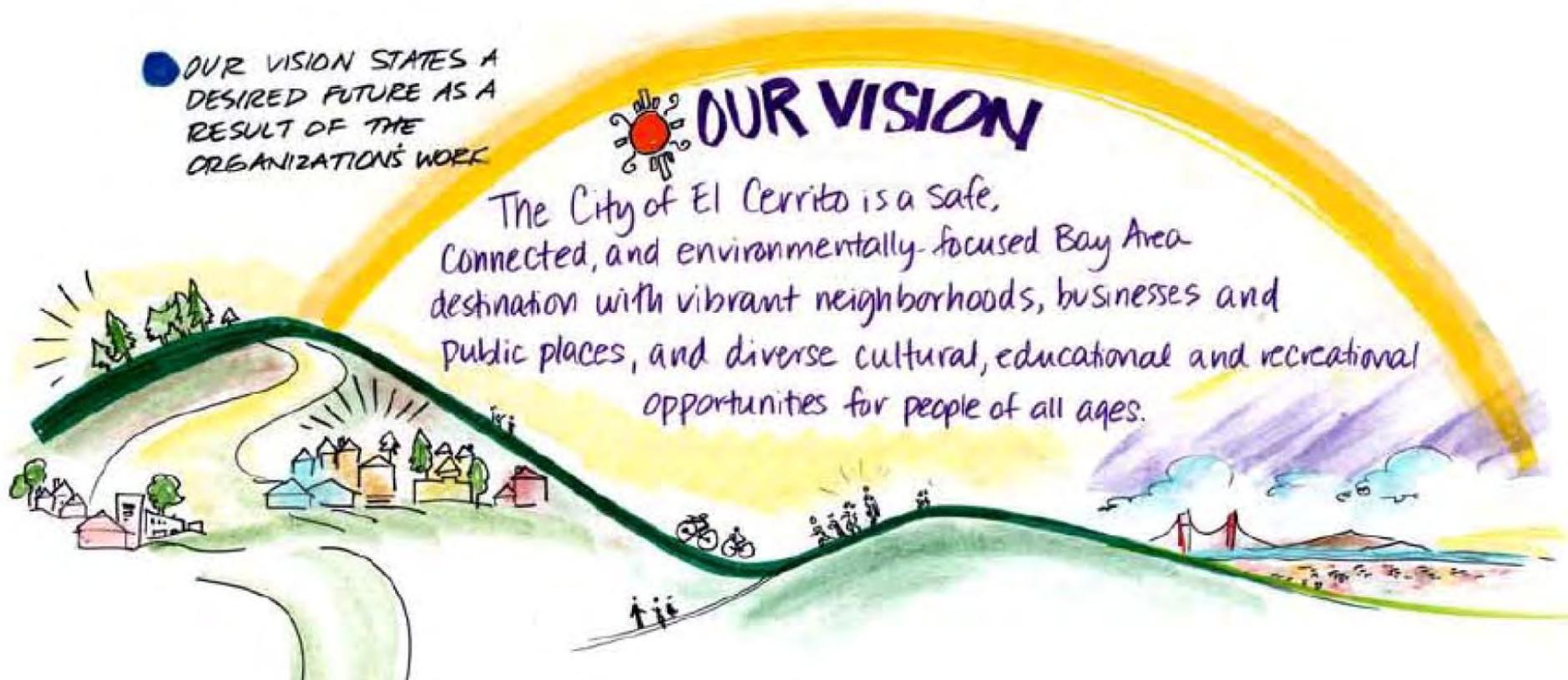
Related Planning Efforts



Integration With City-Wide Initiatives!



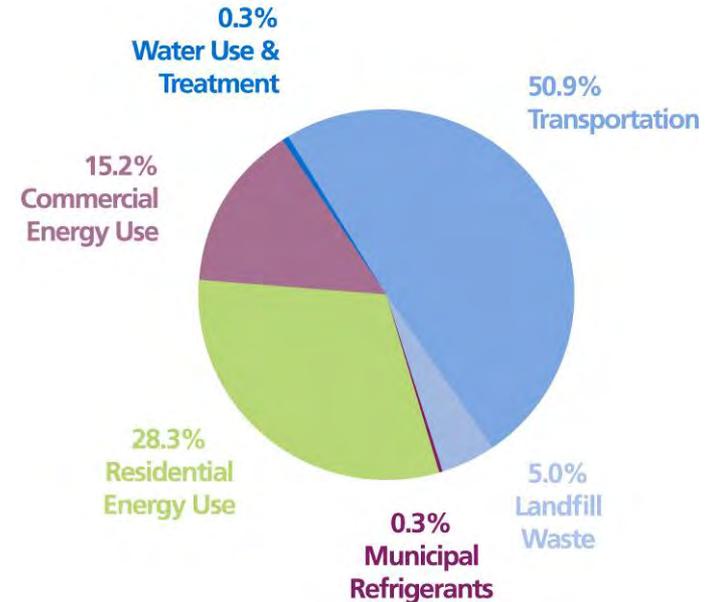
Strategic Action Plan



- Deepen a sense of place and community identity
- Foster environmental sustainability citywide

Climate Action Plan

- Increase economic base to create more jobs, encourage greater vitality and more pedestrian friendly economic activity
- Continue to invest in infrastructure that invites people to walk, bike and take transit in El Cerrito
- Increase and enhance urban green open space to protect biodiversity, conserve natural resources & water, foster walking and bicycling, and improve health & quality of life
- Develop alternative transportation outreach & incentive campaigns tailored to El Cerrito



**...driving
19 miles less
per week per
household
member!**

General Plan

- Quality development with distinct destination areas, including commercial areas, civic center and community places
- New development in San Pablo Ave corridor take place in mixed use activity centers & select perpendicular streets to allow more pedestrian environment.
- Increased residential development to enhance existing neighborhoods
- Access to balance automobile use with improved transit, bike and pedestrian opportunities
- Preservation & enhancement of natural features, trees, creeks, natural open spaces - and historical features



Circulation Plan for Bicyclists and Pedestrians

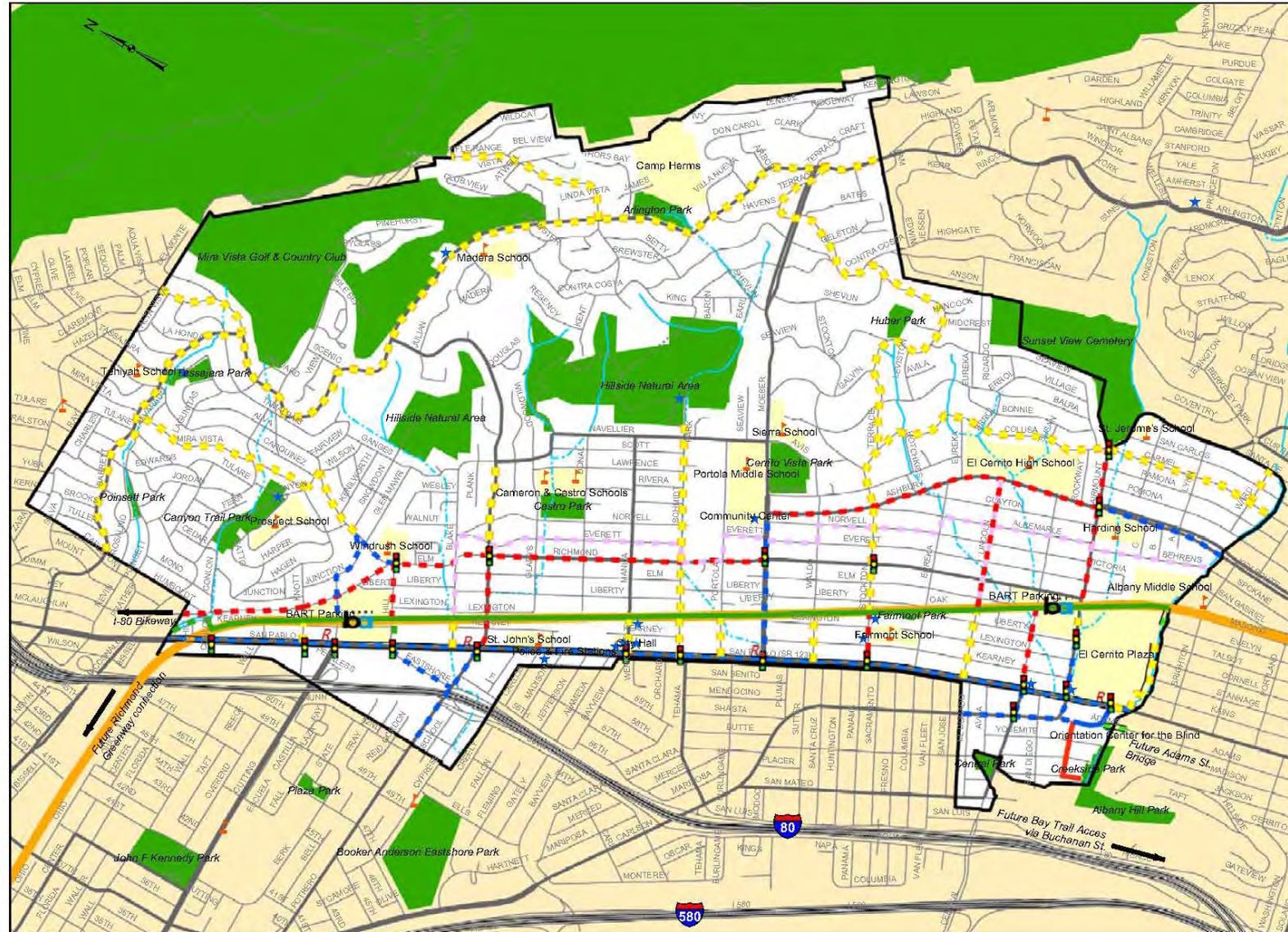
Figure 14
Proposed Bikeways

- Bikeways**
- Class I
 - Class II
 - Class III Shared Roadway
- Bicycle Marking**
- Class I
 - Class II
 - Class III Shared Roadway
 - Class III Signage Only
 - Potential Future Bicycle Boulevard
 - Facility to be built by others
- Proposed**
- Bicycle Detection Improvements
 - Civic Building
 - School (K-12)
 - Highway
 - Arterial
 - Local Street
 - Fire Trail
 - AC Transit Stop
 - BART Station
 - BART
- Creek drainage**
- Natural
 - Concrete
 - Earth (constructed)

0 0.25 0.5
Miles

Note: The City of El Cerrito makes no warranty, representation, or guarantee as to the content, sequence, accuracy, timeliness or completeness of any of the database information provided on the map.

City of El Cerrito
Circulation Plan for Bicyclists and Pedestrians



San Pablo Ave Specific Plan (2010 Draft)

- Balanced Transportation
- Appropriate Mix of Land Uses
- Context-Sensitive & Ecologically-Friendly Design
- Appropriate Transitions Between Existing Neighborhoods & New Development
- Intensification of Uses on Strategic Sites/Maximize Proximity to Transit

"A vibrant, cohesive and community-strengthening corridor"



San Pablo Ave Specific Plan – Going Forward

- Respond to key community and City Council desires
- More implementation focused
 - EIR (new)
 - Form-Based Code (new)
 - Unique, pedestrian & transit-oriented character/sense of place
 - Public-realm and private-realm standards
 - Integrate San Pablo Avenue Complete Streets element



Process Overview



Community Engagement Process



Community Engagement Process





Urban Greening



What is Urban Greening?

Funded through a Prop 84 grant, the El Cerrito Urban Greening project aims to identify **projects, policies & strategies** to create an **interconnected network of green spaces**, accommodate **infill growth** and improve **quality of life and environment** for existing and future El Cerrito residents...



Urban Greening Overarching Framework



Overarching Goals

Environmental Sustainability

Environmental Stewardship

Community Identity

Active Living/ Transportation

Economic Vitality

Primary Strategies

Improve Connectivity

Green Gateways

Strengthen Ohlone Greenway

Create Active Commercial Corridors

Enhance Creeks

Enhance/ Expand Parks

Address Higher Density Areas

Foster Partnerships

Supporting Policies, Programs & Projects

Planting Palette

Landscape Maintenance

Pollinator Pathways

re:Streets

Trails & Paths

Green Infrastructure

Green School Yards

Urban Agriculture

Overarching Goals

Environmental Sustainability

Environmental Stewardship

Community Identity

Active Living/ Transportation

Economic Vitality

Primary Strategies

Improve Connectivity

Green Gateways

Strengthen Ohlone Greenway

Create Active Commercial Corridors

Enhance Creeks

Enhance/ Expand Parks

Address Higher Density Areas

Foster Partnerships

Supporting Policies, Programs & Projects

Planting Palette

Landscape Maintenance

Pollinator Pathways

re:Streets

Trails & Paths

Green Infrastructure

Green School Yards

Urban Agriculture

Environmental Sustainability



Environmental Stewardship



Community Identity / Urban Form



Community Identity / Sense of Place



Active Living / Active Transportation



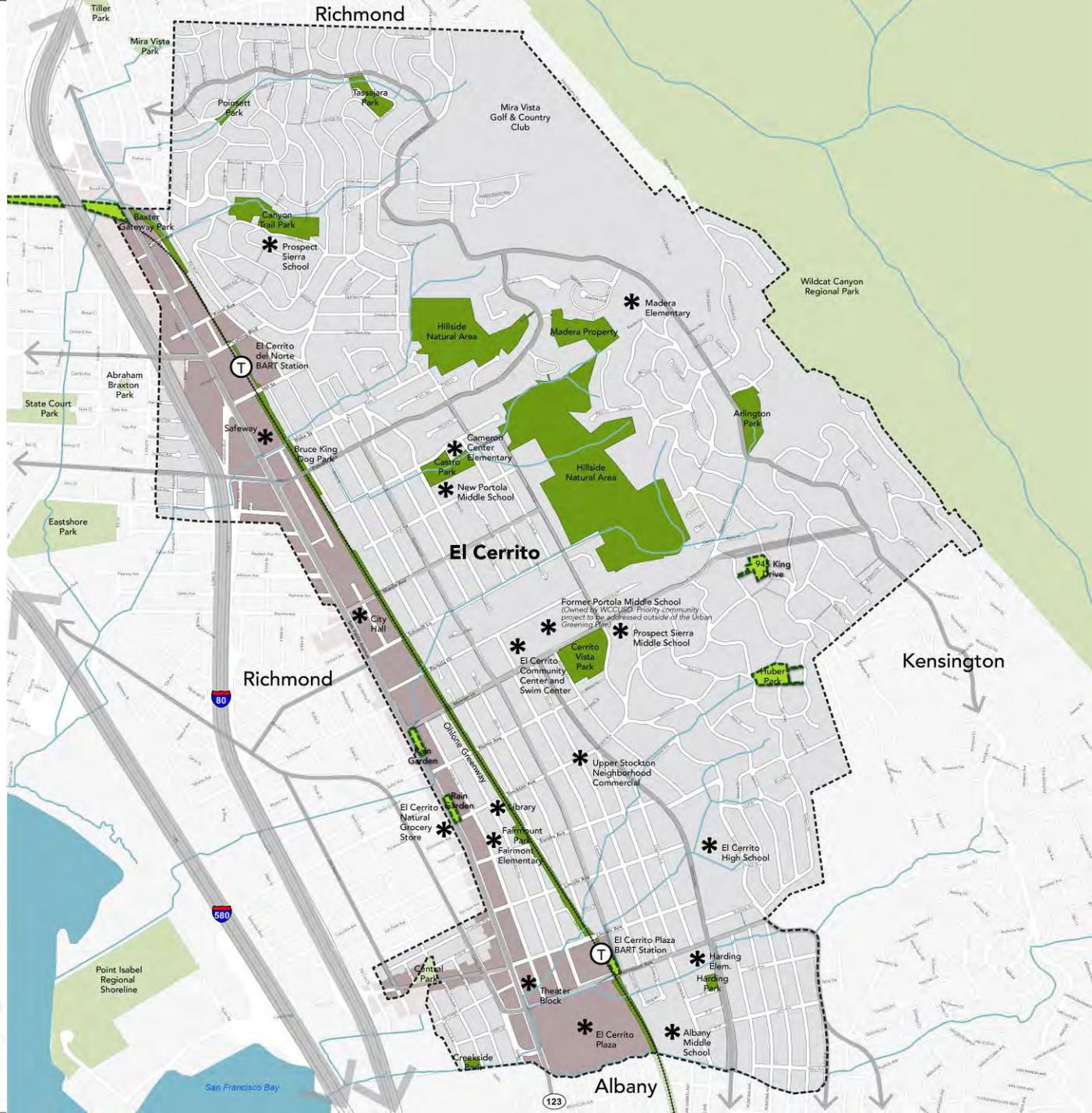
Economic Vitality



El Cerrito Urban Greening Vision Map

-  City Limit
-  San Pablo Avenue Specific Plan Area
-  El Cerrito Park
-  Park Outside El Cerrito
-  Water
-  Creek
-  Destinations
-  BART Line and Station
-  Arterial Roads
-  Major Gateway
-  Secondary Gateway
-  Gateway Corridor
-  Bay Trail
-  Wildcat Canyon Trail
-  Ohlone Greenway
-  Blue/Green Connection
-  Existing Trail/Connection
-  Potential Trail/Connection
-  Mid-block Connection
-  Strolling Street
-  Planned/Proposed Greening Project

Note: Any opportunities on a private parcel will be dependent on property owner's interest and consent



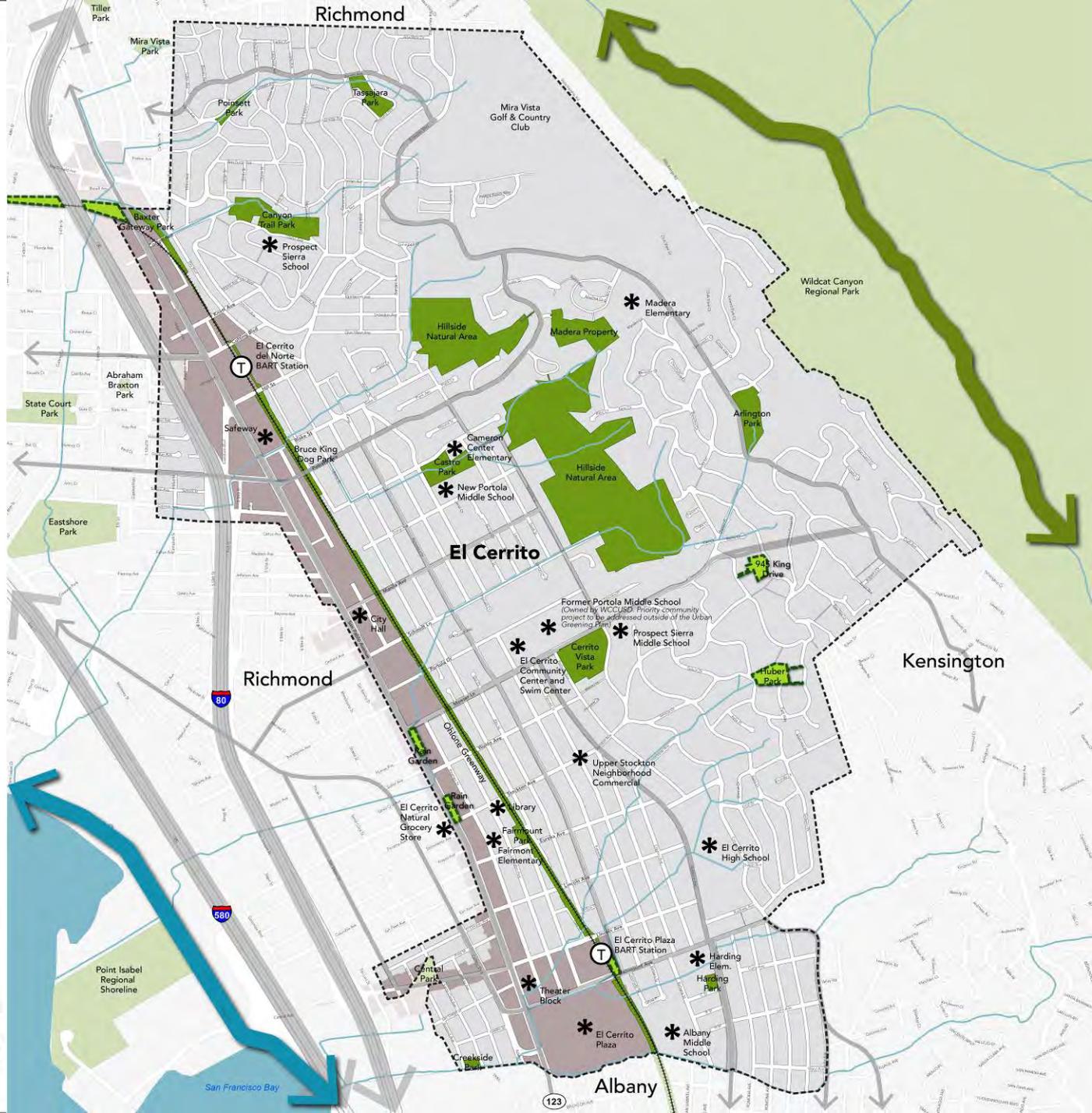
El Cerrito Urban Greening Vision Map

-  City Limit
-  San Pablo Avenue Specific Plan Area
-  El Cerrito Park
-  Park Outside El Cerrito
-  Water
-  Creek
-  Destinations
-  BART Line and Station
-  Arterial Roads
-  Major Gateway
-  Secondary Gateway
-  Gateway Corridor
-  Bay Trail
-  Wildcat Canyon Trail
-  Ohlone Greenway
-  Blue/Green Connection
-  Existing Trail/Connection
-  Potential Trail/Connection
-  Mid-block Connection
-  Strolling Street
-  Planned/Proposed Greening Project

Note: Any opportunities on a private parcel will be dependent on property owner's interest and consent

10.09.2013

Data sources:
El Cerrito GIS, Alta Planning, City of Berkeley GIS



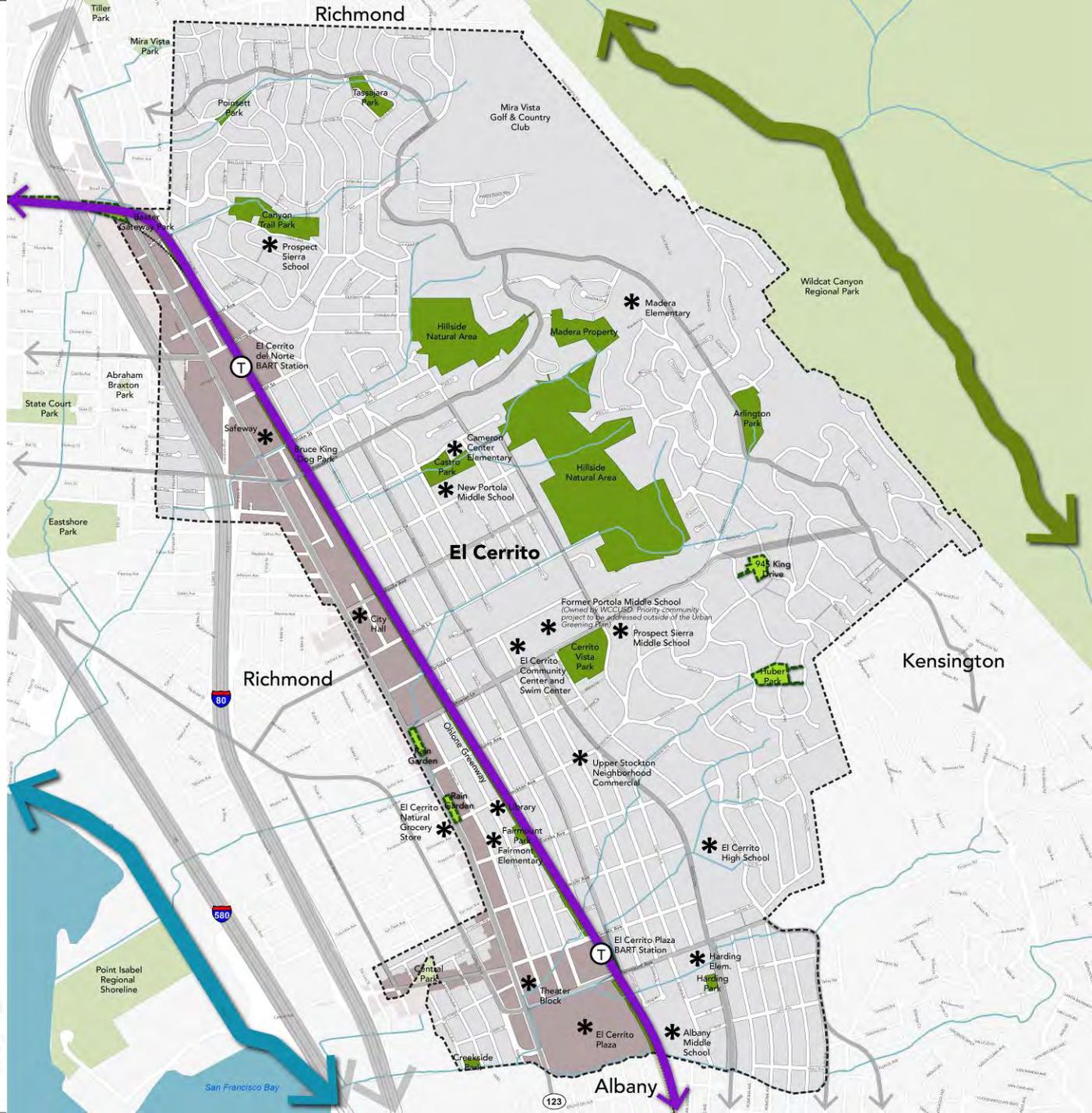
San Francisco Bay

123

El Cerrito Urban Greening Vision Map

-  City Limit
-  San Pablo Avenue Specific Plan Area
-  El Cerrito Park
-  Park Outside El Cerrito
-  Water
-  Creek
-  Destinations
-  BART Line and Station
-  Arterial Roads
-  Major Gateway
-  Secondary Gateway
-  Gateway Corridor
-  Bay Trail
-  Wildcat Canyon Trail
-  Ohlone Greenway
-  Blue/Green Connection
-  Existing Trail/Connection
-  Potential Trail/Connection
-  Mid-block Connection
-  Strolling Street
-  Planned/Proposed Greening Project

Note: Any opportunities on a private parcel will be dependent on property owner's interest and consent



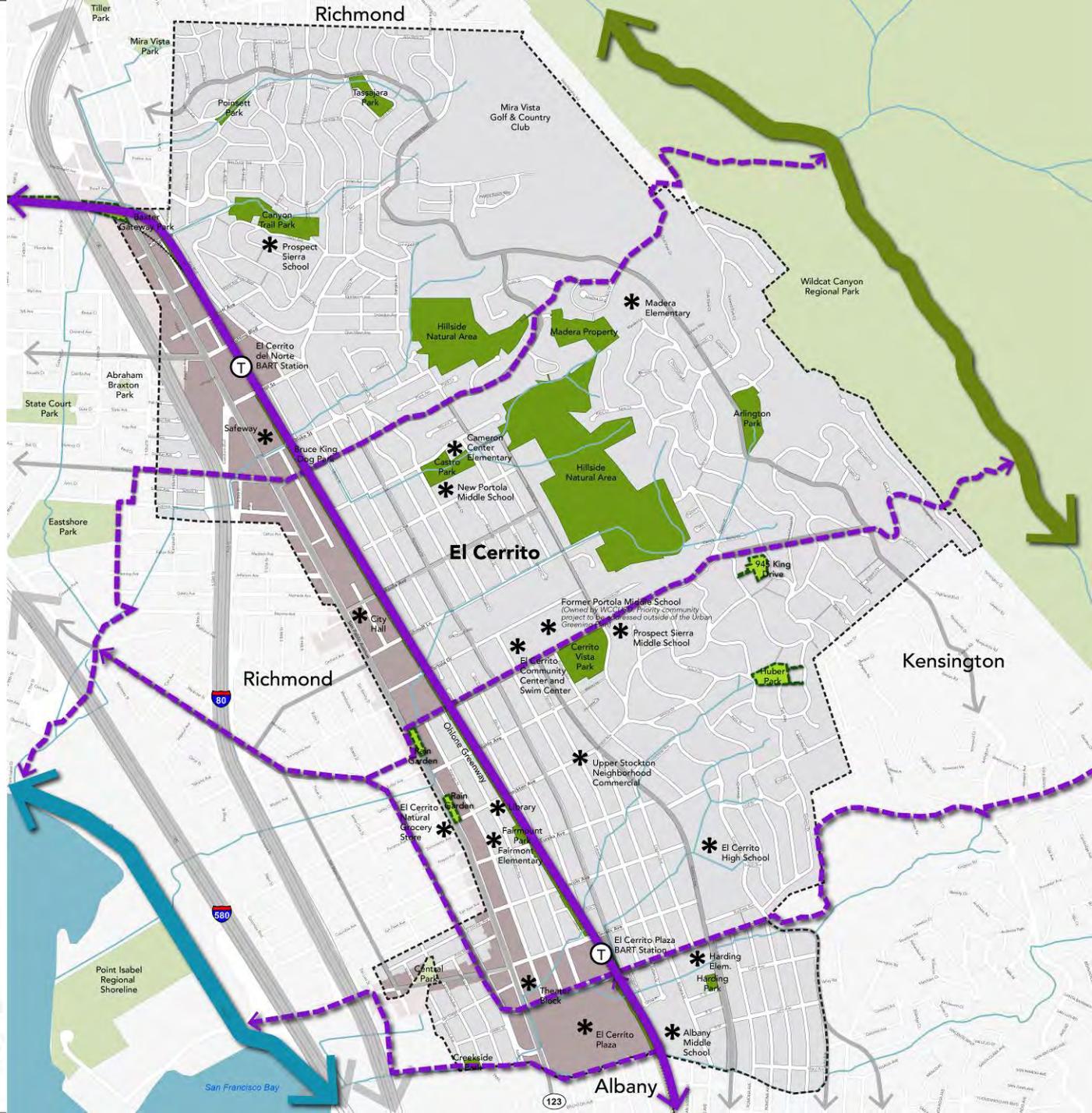
El Cerrito Urban Greening Vision Map

-  City Limit
-  San Pablo Avenue Specific Plan Area
-  El Cerrito Park
-  Park Outside El Cerrito
-  Water
-  Creek
-  Destinations
-  BART Line and Station
-  Arterial Roads
-  Major Gateway
-  Secondary Gateway
-  Gateway Corridor
-  Bay Trail
-  Wildcat Canyon Trail
-  Ohlone Greenway
-  Blue/Green Connection
-  Existing Trail/Connection
-  Potential Trail/Connection
-  Mid-block Connection
-  Strolling Street
-  Planned/Proposed Greening Project

Note: Any opportunities on a private parcel will be dependent on property owner's interest and consent

10.09.2013

Data sources:
El Cerrito GIS, Alta Planning, City of Berkeley GIS



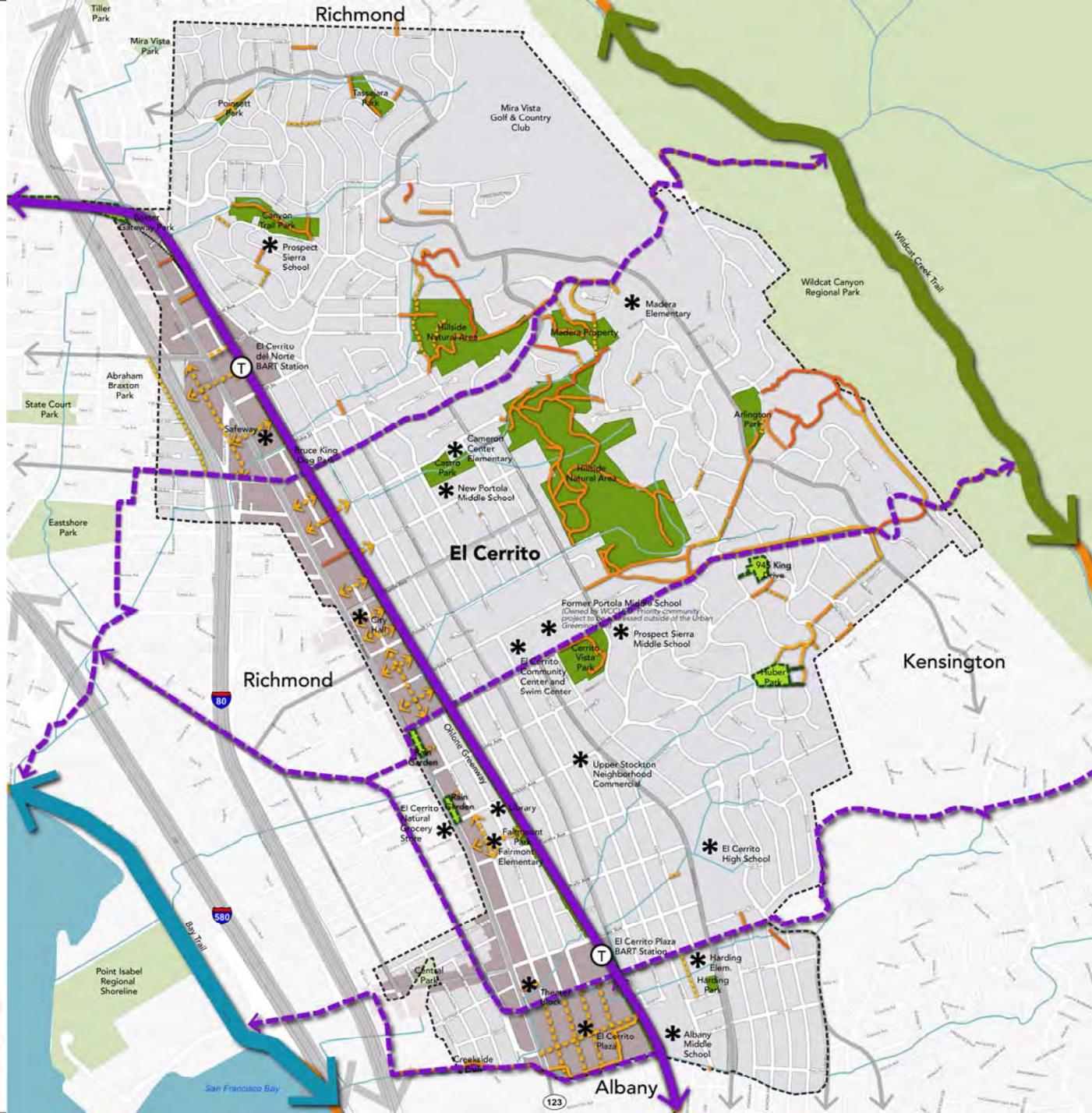
San Francisco Bay

El Cerrito Urban Greening Vision Map

-  City Limit
-  San Pablo Avenue Specific Plan Area
-  El Cerrito Park
-  Park Outside El Cerrito
-  Water
-  Creek
-  Destinations
-  BART Line and Station
-  Arterial Roads
-  Major Gateway
-  Secondary Gateway
-  Gateway Corridor
-  Bay Trail
-  Wildcat Canyon Trail
-  Ohlone Greenway
-  Blue/Green Connection
-  Existing Trail/Connection
-  Potential Trail/Connection
-  Mid-block Connection
-  Strolling Street
-  Planned/Proposed Greening Project

Note: Any opportunities on a private parcel will be dependent on property owner's interest and consent

10.09.2013
 Data sources:
 El Cerrito GIS, Alta Planning, City of Berkeley GIS

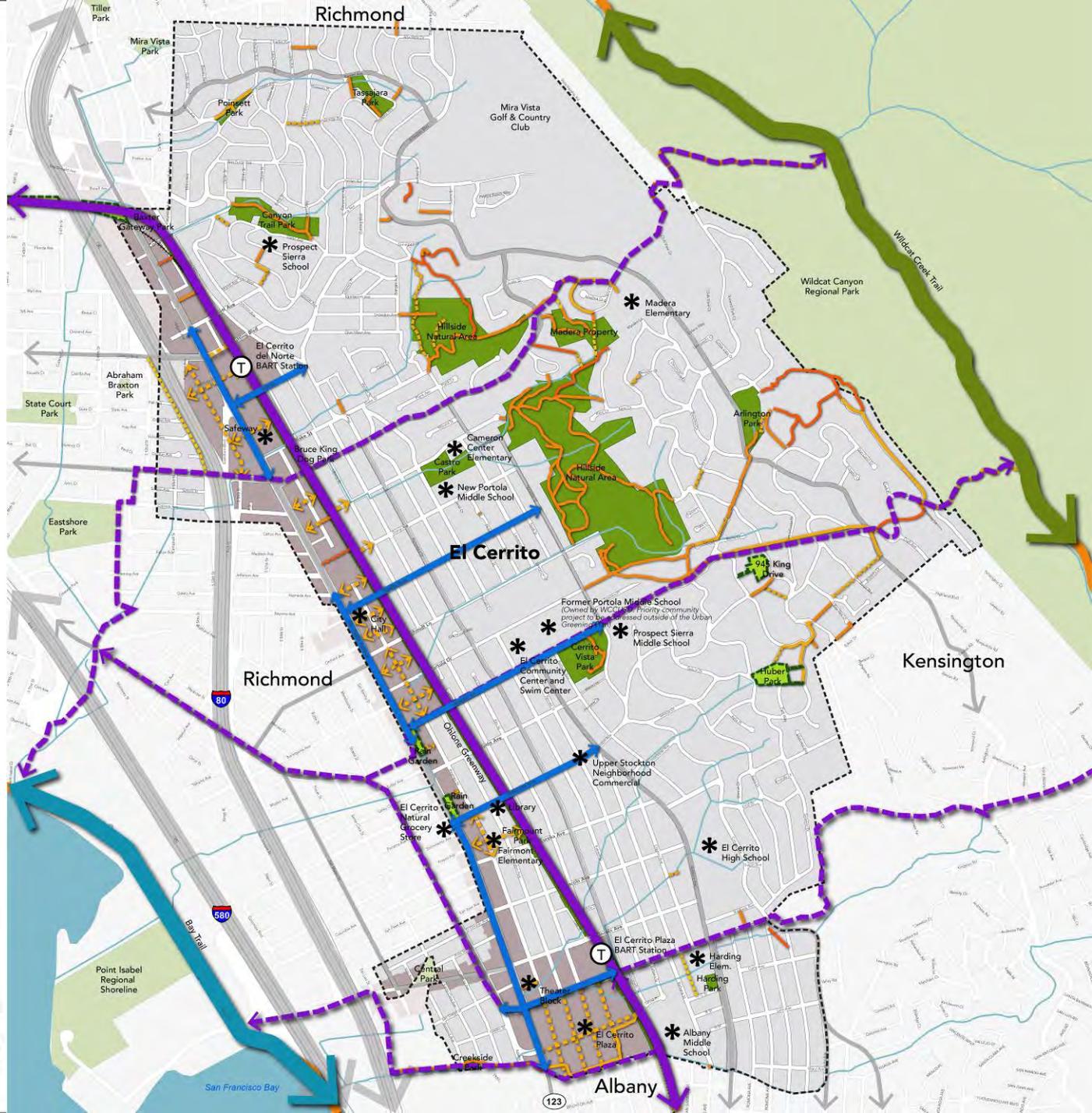


El Cerrito Urban Greening Vision Map

-  City Limit
-  San Pablo Avenue Specific Plan Area
-  El Cerrito Park
-  Park Outside El Cerrito
-  Water
-  Creek
-  Destinations
-  BART Line and Station
-  Arterial Roads
-  Major Gateway
-  Secondary Gateway
-  Gateway Corridor
-  Bay Trail
-  Wildcat Canyon Trail
-  Ohlone Greenway
-  Blue/Green Connection
-  Existing Trail/Connection
-  Potential Trail/Connection
-  Mid-block Connection
-  Strolling Street
-  Planned/Proposed Greening Project

Note: Any opportunities on a private parcel will be dependent on property owner's interest and consent

10.09.2013
 Data sources:
 El Cerrito GIS, Alta Planning, City of Berkeley GIS



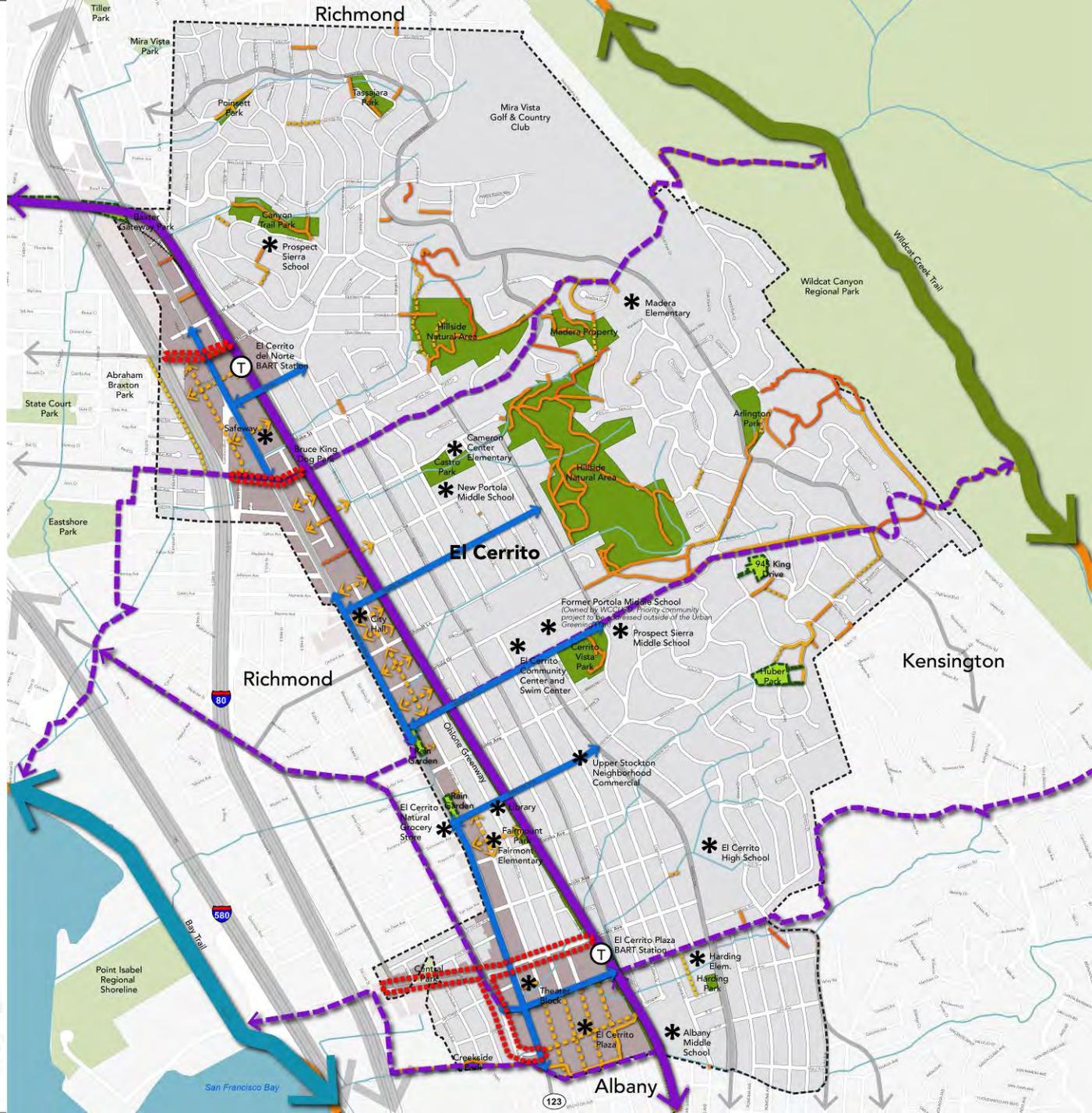
El Cerrito Urban Greening Vision Map

-  City Limit
-  San Pablo Avenue Specific Plan Area
-  El Cerrito Park
-  Park Outside El Cerrito
-  Water
-  Creek
-  Destinations
-  BART Line and Station
-  Arterial Roads
-  Major Gateway
-  Secondary Gateway
-  Gateway Corridor
-  Bay Trail
-  Wildcat Canyon Trail
-  Ohlone Greenway
-  Blue/Green Connection
-  Existing Trail/Connection
-  Potential Trail/Connection
-  Mid-block Connection
-  Strolling Street
-  Planned/Proposed Greening Project

Note: Any opportunities on a private parcel will be dependent on property owner's interest and consent

10.09.2013

Data sources:
El Cerrito GIS, Alta Planning, City of Berkeley GIS



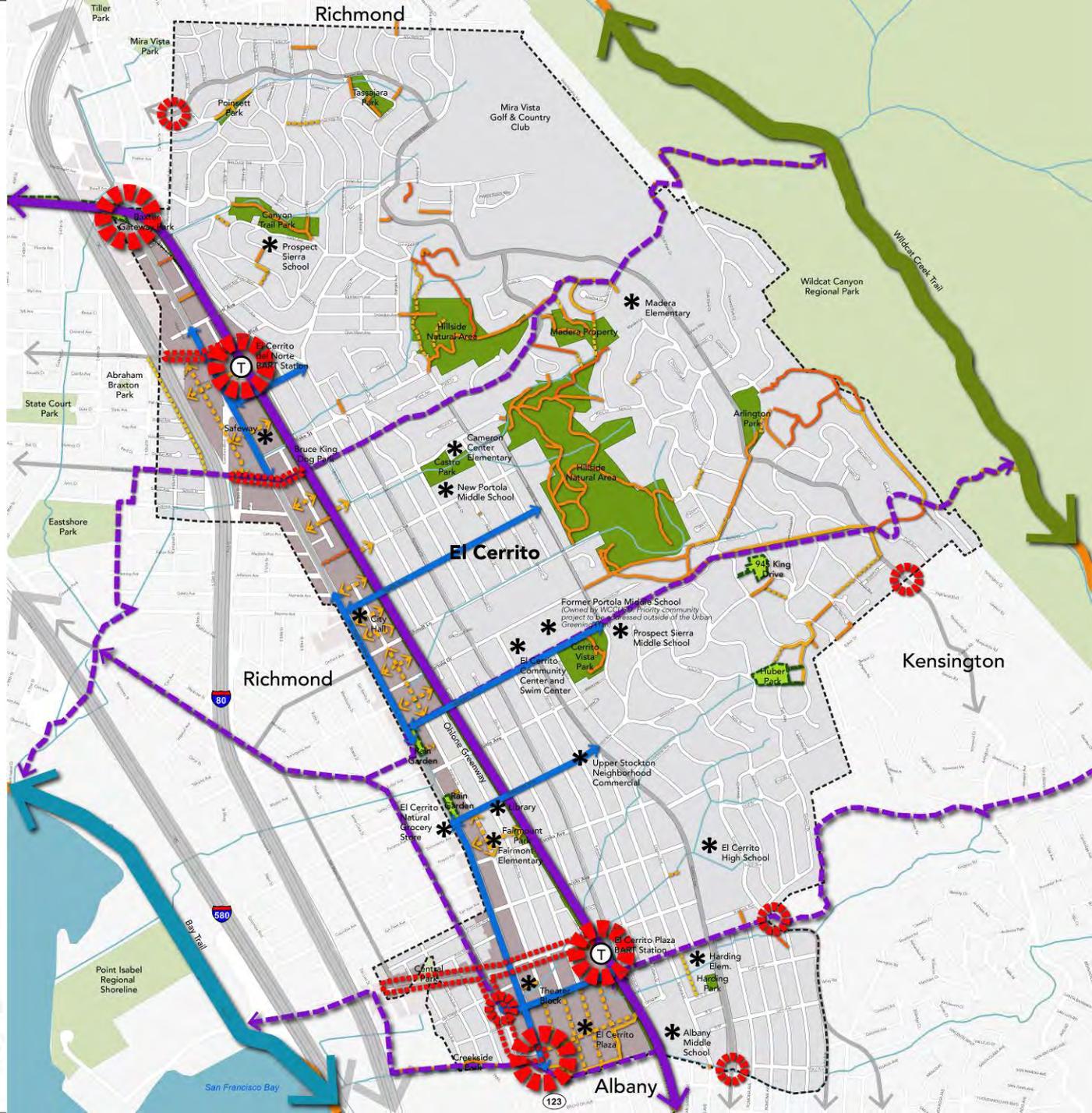
El Cerrito Urban Greening Vision Map

-  City Limit
-  San Pablo Avenue Specific Plan Area
-  El Cerrito Park
-  Park Outside El Cerrito
-  Water
-  Creek
-  Destinations
-  BART Line and Station
-  Arterial Roads
-  Major Gateway
-  Secondary Gateway
-  Gateway Corridor
-  Bay Trail
-  Wildcat Canyon Trail
-  Ohlone Greenway
-  Blue/Green Connection
-  Existing Trail/Connection
-  Potential Trail/Connection
-  Mid-block Connection
-  Strolling Street
-  Planned/Proposed Greening Project

Note: Any opportunities on a private parcel will be dependent on property owner's interest and consent

10.09.2013

Data sources:
El Cerrito GIS, Alta Planning, City of Berkeley GIS



San Francisco Bay



Primary Strategies



Overarching Goals

Environmental Sustainability

Environmental Stewardship

Community Identity

Active Living/ Transportation

Economic Vitality

Primary Strategies

Improve Connectivity

Green Gateways

Strengthen Ohlone Greenway

Create Active Commercial Corridors

Enhance Creeks

Enhance/ Expand Parks

Address Higher Density Areas

Foster Partnerships

Supporting Policies, Programs & Projects

Planting Palette

Landscape Maintenance

Pollinator Pathways

re:Streets

Trails & Paths

Green Infrastructure

Green School Yards

Urban Agriculture

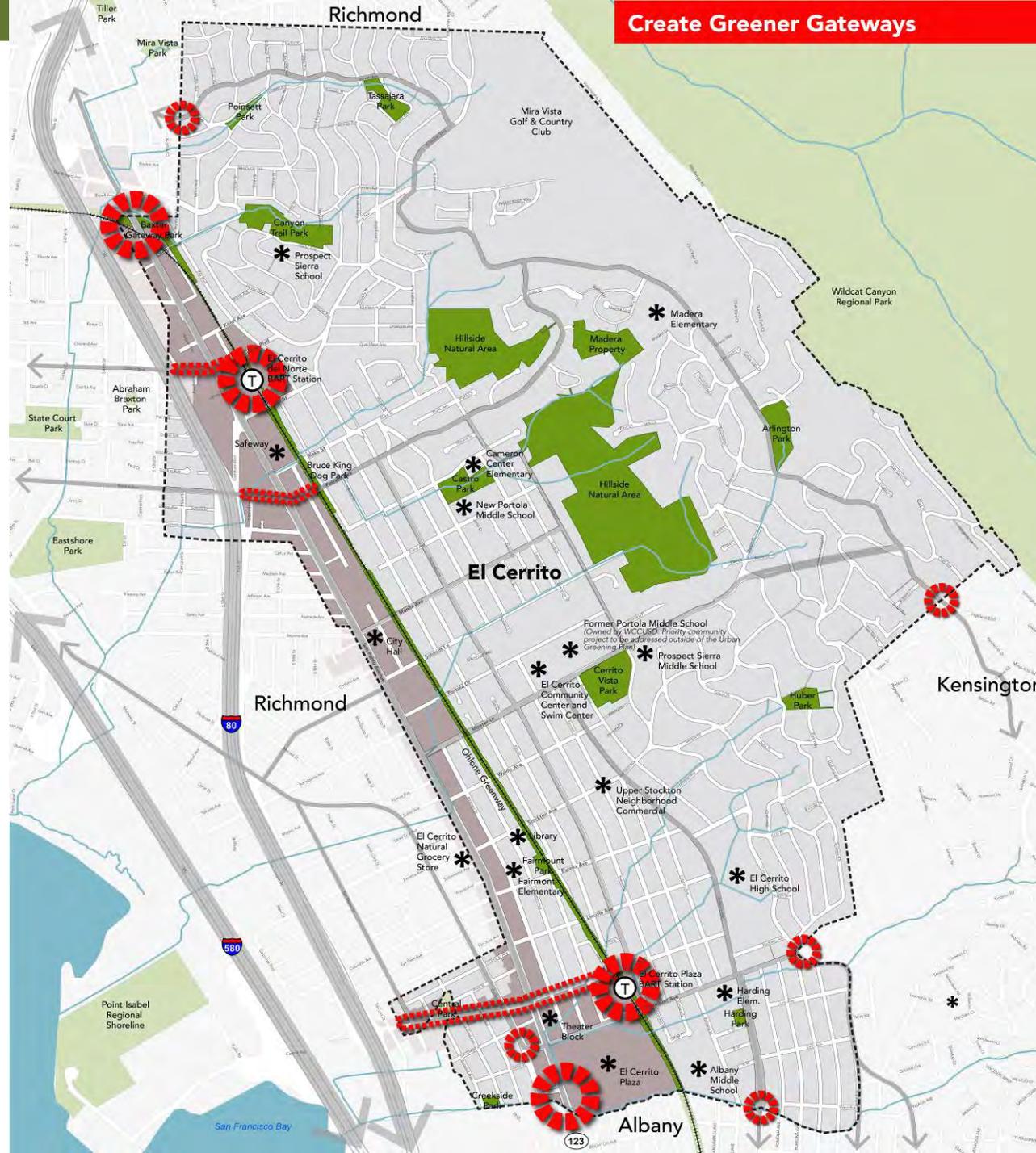
Green Gateways

- Reinforce community identity and sense of place



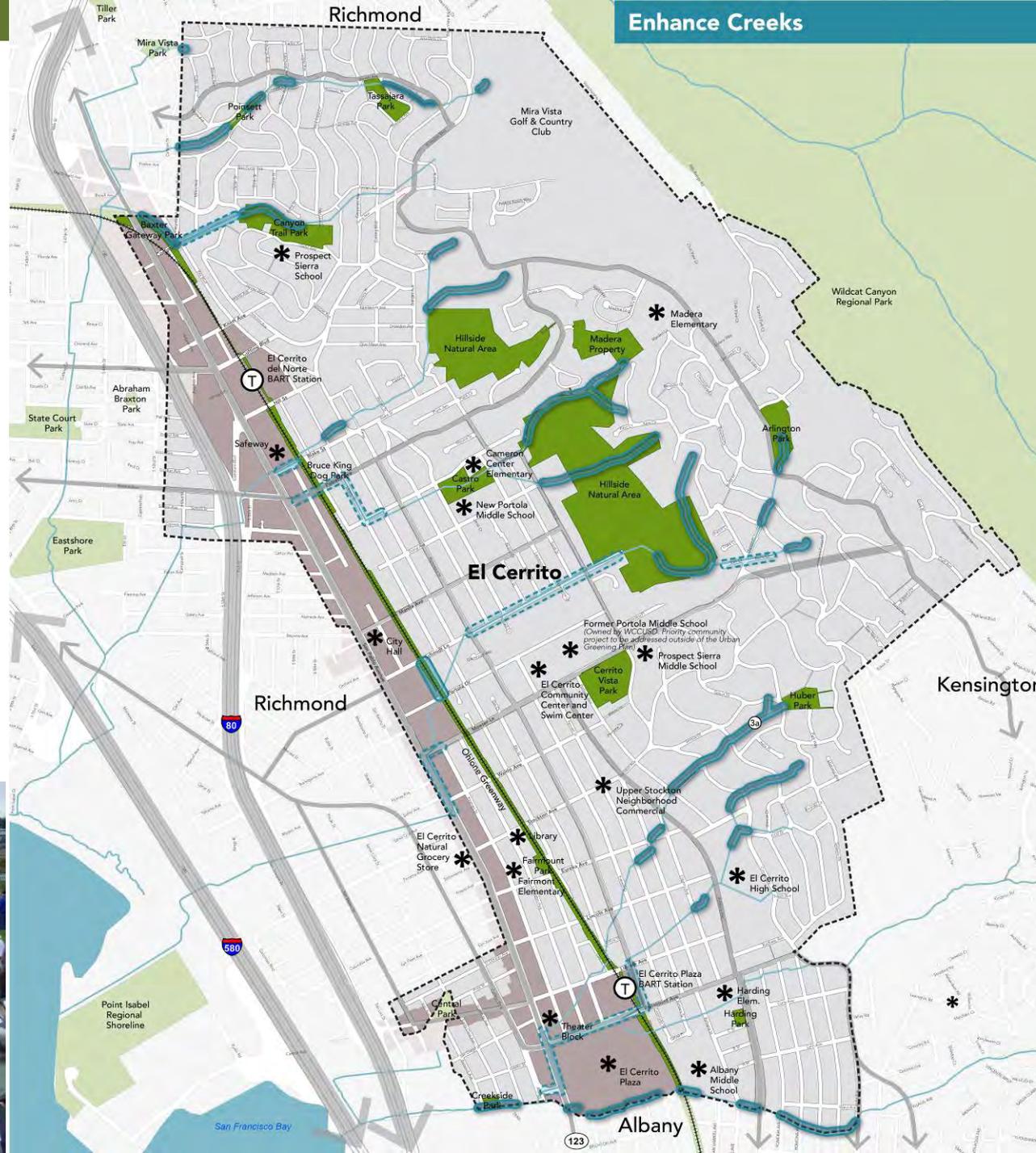
Green Gateways

- Improve and highlight natural elements such as creeks and urban forests at major City entrances and gateways



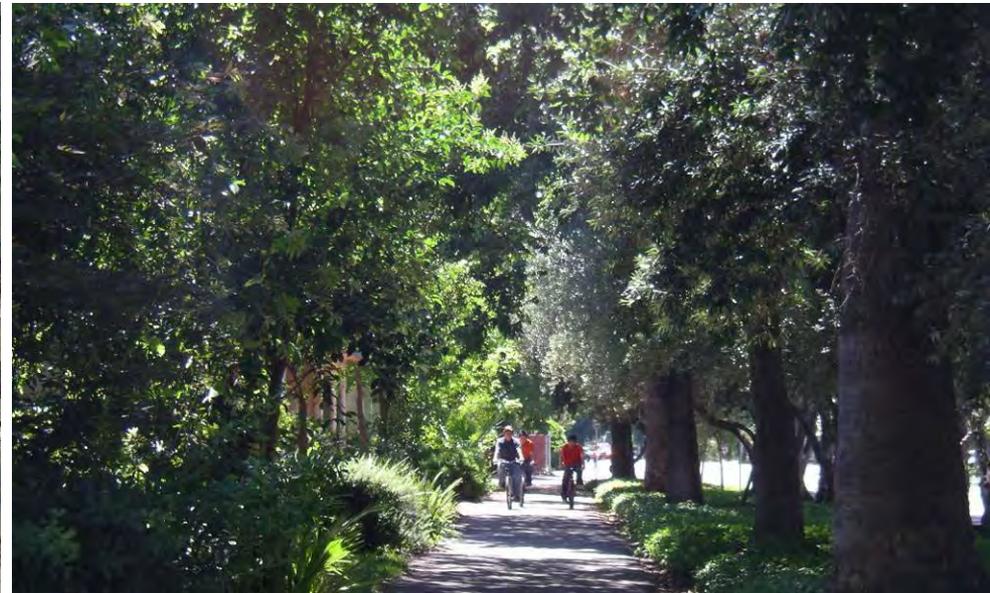
Enhance Creeks

- Celebrate creeks/riparian areas through enhanced landscaping, art, signage, etc
- Foster continued environmental stewardship



Enhance Creeks

- Create design guidelines for private projects that celebrate creeks as amenities
- Incentivize private development to daylight creeks
- Explore strategic acquisition of parcels to daylight & enhance access



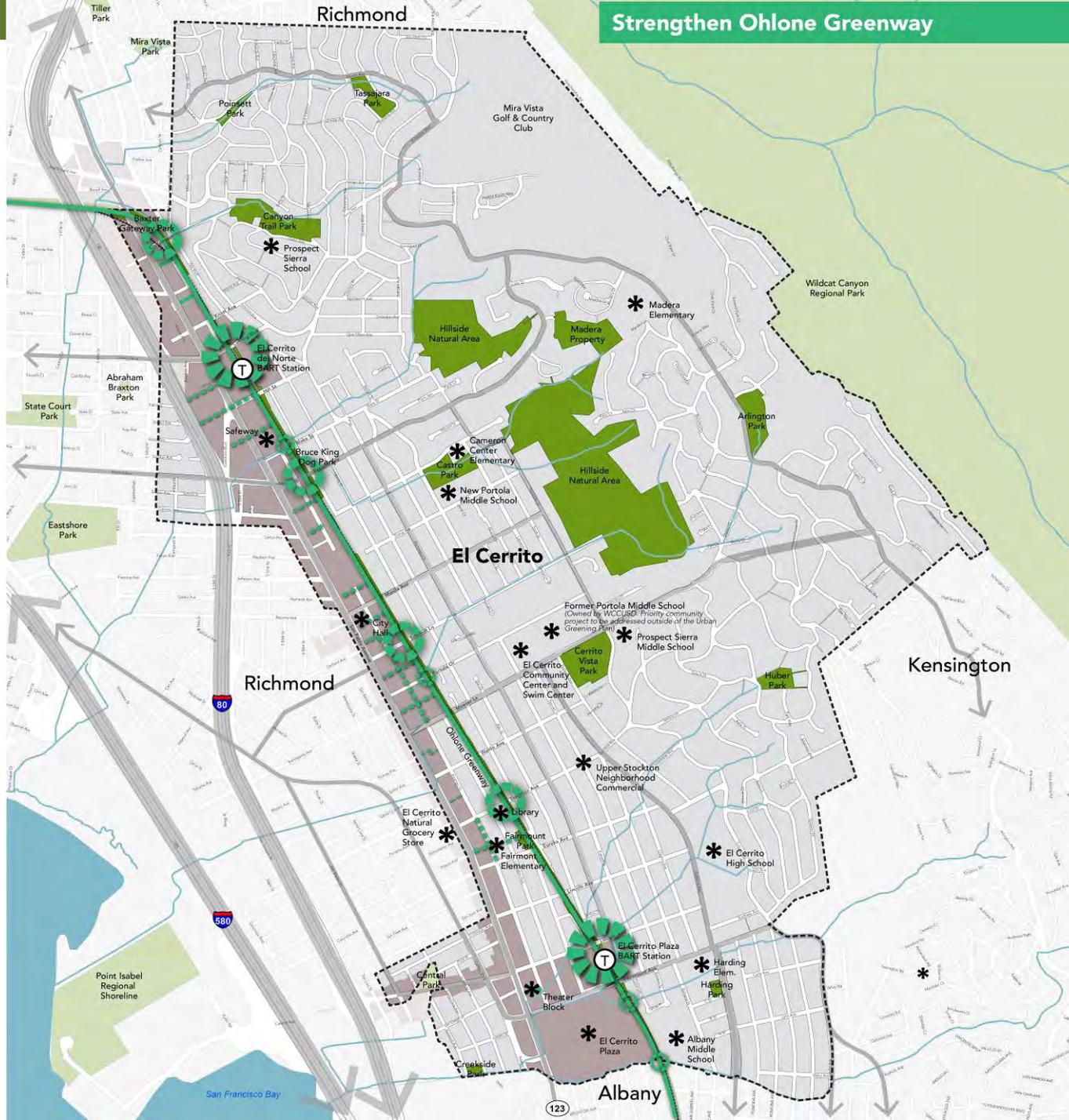
Improve Connectivity

- Connect Green Belt to Blue Belt by creating strong ped-bike access to regional amenities & destinations
- Provide improved ped/bike access throughout City with on-street & mid-block paths such as mews, alleys, etc
- Improve & build upon trail and pathway network



Strengthen Ohlone Greenway

- Implement Master Plan
- Focus on connectivity to San Pablo Ave, BART stations & commercial & residential areas
- Develop nodes of activity along & adjacent to Greenway to enhance its use, character and safety



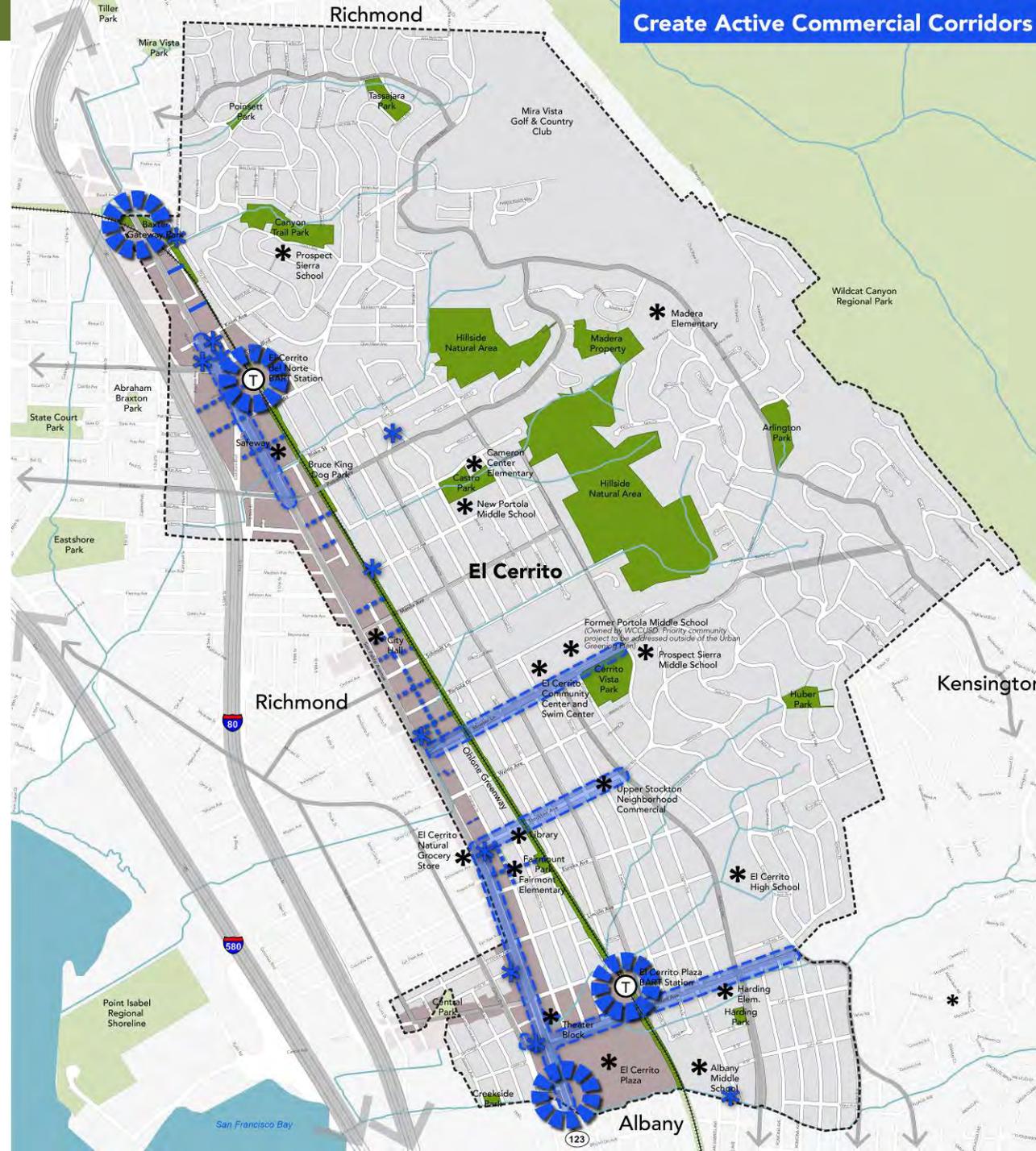
Strengthen Ohlone Greenway

- Enhance overall ecological features (e.g. native landscaping, bird and pollinator friendly plantings) and connections to creeks
- Develop specific projects and Greenway improvements that implement Urban Greening goals



Create Active Commercial Corridors

- Create active social gathering spaces and streetscape amenities to increase walkability & attract high quality private development
- Ensure new development enhances ped & bike connectivity & provides adequate open spaces



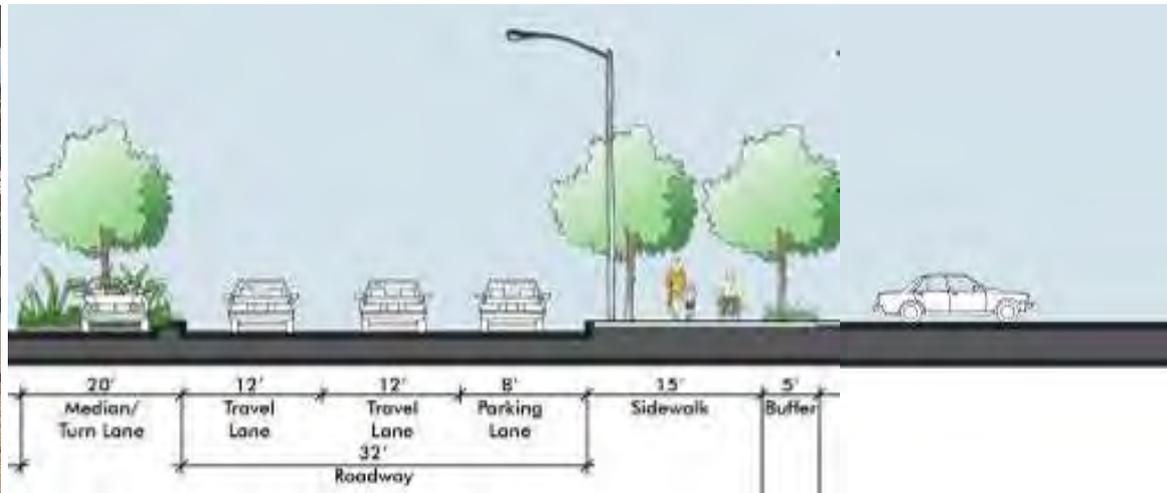
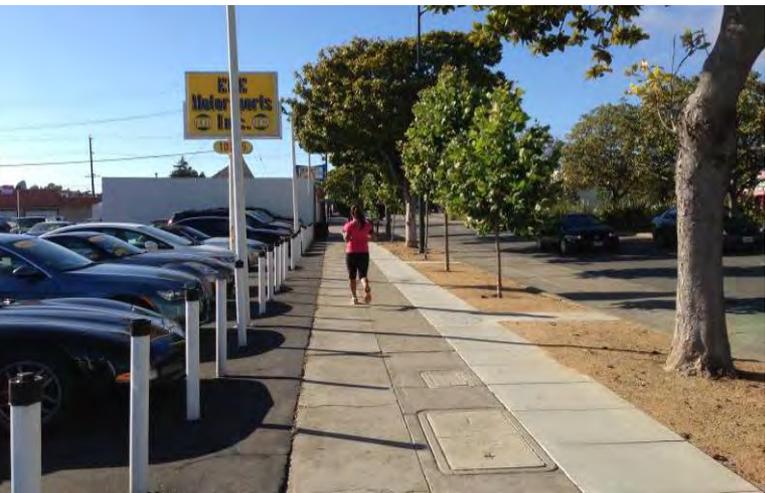
Create Active Commercial Corridors

- Complement streetscape improvements with variety of green multi-purpose open spaces (pocket parks & plazas)
- Program existing & proposed open spaces with various reStreet opportunities eg. commerce, play, pop-up gathering, etc



Create Active Commercial Corridors

- Landscape underutilized public ROW such as wide sidewalks to mitigate traffic & uncomfortable sidewalk edges such as parking lots



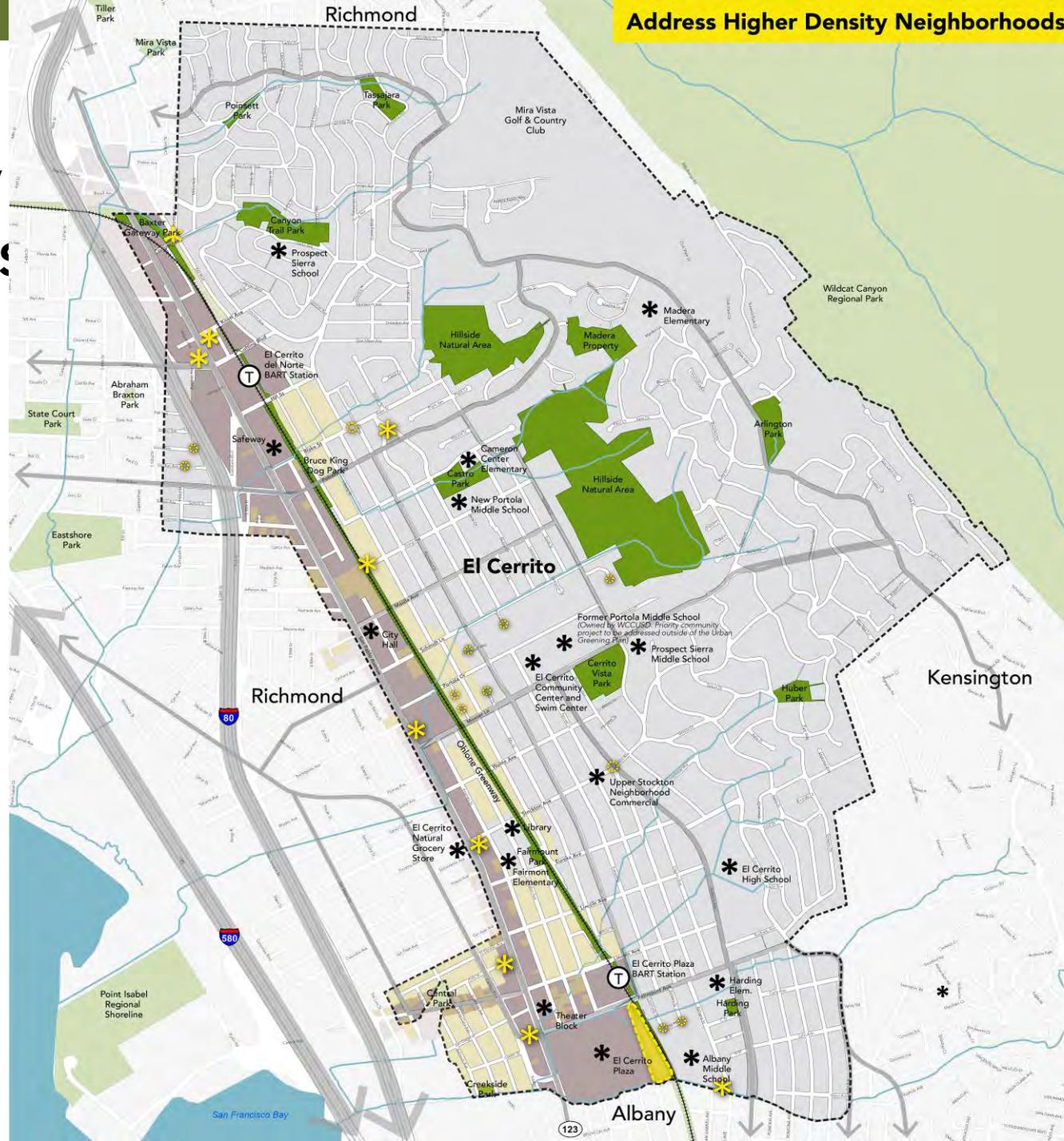
Address Higher Density Neighborhoods

- Enhance existing parks in higher density areas to be more multipurpose and higher quality (such as Central Park, Fairmont Park)



Address Higher Density Neighborhoods

- Consider the need for new parks, plazas and open space in multi-family and higher density neighborhoods



Foster Partnerships

- Work with Trail Trekkers, Friends of Five Creeks and others to steward creeks and Hillside Natural Area
- Work with Green Team, Friends of Five Creeks and others to reduce trash and litter
- Work with Community Garden Network, Garden Club to expand native plant & edible landscaping in neighborhoods



Foster Partnerships

- Identify & cultivate partnerships with NGOs to steward community responsive urban greening projects
- Partner with private property & business owners etc. to provide urban greening amenities





Opportunity Sites



Key Criteria for Opportunity Sites

- Address Multiple Urban Greening Strategies
- Include Green Infrastructure Opportunities
- Catalyze Economic Development
- Enhance Placemaking
- Include Implementable and Funding Eligible Projects
- Fulfill City Planning Goals and Policy Priorities
- Build on Community Stewardship

El Cerrito Urban Greening Focus Areas

El Cerrito Urban Greening Focus Areas

- Citywide**
- Blue to Green Connections
- Existing Parks**
- Ohlone Greenway - Portola to Schmidt
 - Ohlone Greenway - Gladys to Blake
 - Fairmont Park
 - Central Park
 - Creekside Park
 - Hillside Natural Area
- Underutilized Land**
- El Cerrito Plaza
 - Conlon Avenue/ Key Boulevard
 - Cutting Boulevard/ San Pablo Avenue
 - Avila Street/ San Pablo Avenue
- Street ROW**
- Ashbury Avenue



City Limit

San Pablo Avenue Specific Plan Area

Park

Water

Creek

BART Line

Arterial Roads

Create Greener Gateways

- Major Gateway
- Secondary Gateway
- Gateway Corridor

Strengthen Community

- Blue/Green Connection
- Midblock Connection
- City Sidewalk Trail Links
- Existing Public Trails
- Existing Private Trails
- Impossible Private Trails
- Other Potential Trails

Strengthen Ohlone Greenway

- BART Station Node
- Activity Node
- Creek Crossing
- Ohlone Greenway
- Midblock Connection

Create Active Commercial Corridors

- Strolling Street
- Midblock Connection
- Pocket Park
- Gateway

Enhance or Expand Existing Parks

- Enhance Existing Park
- Potential Park Expansion
- Existing Park w/ Planned Enhancements

Address Higher Density Neighborhoods

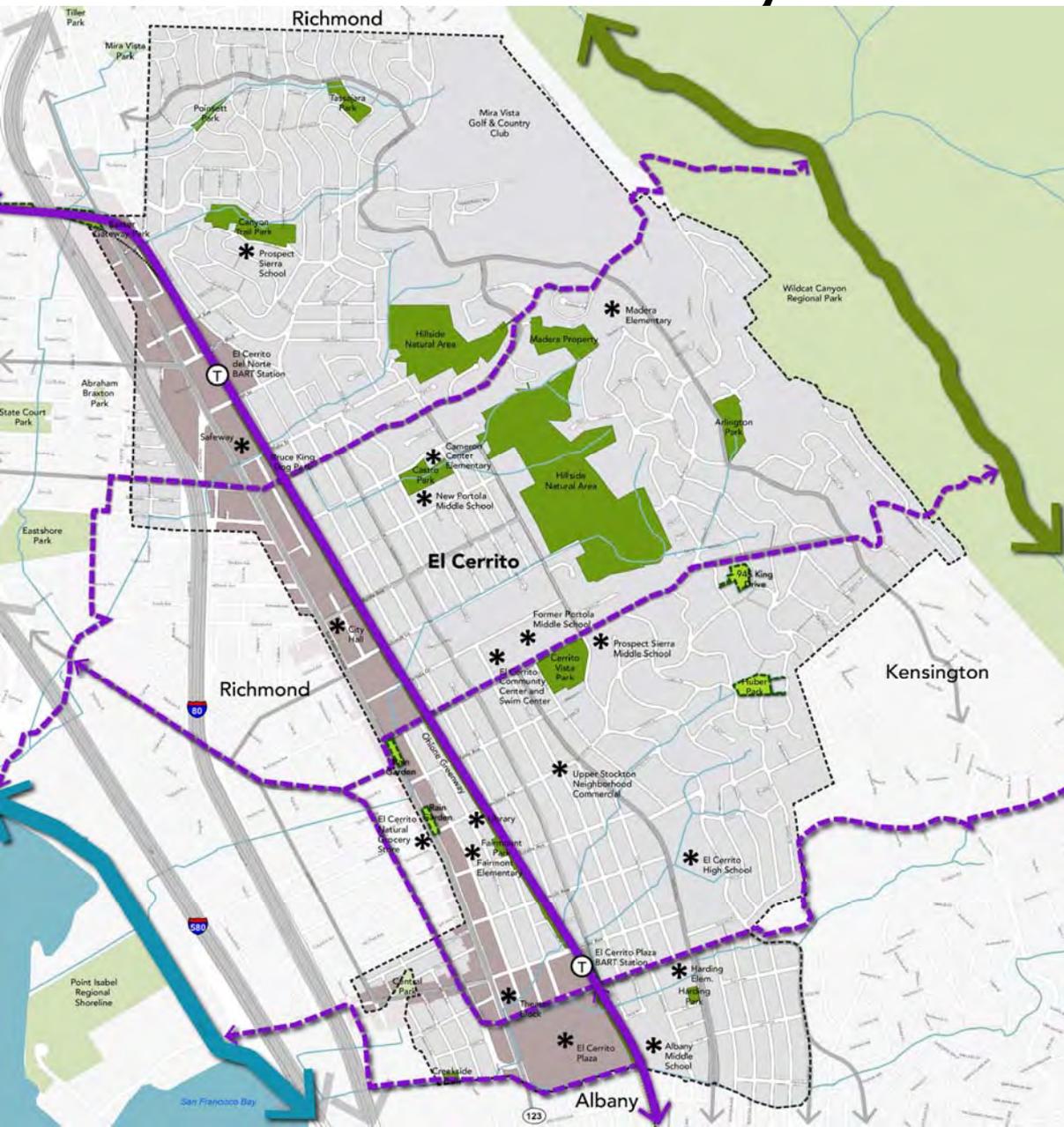
- Potential Neighborhood Park
- Intersection/Cul-de-sac
- Potential Pocket Park

Enhance Creeks

- Clean Creek
- Creeks Under Street ROW

Note: Any opportunities on a private parcel will be dependent on property owner's interest and consent.
 10.11.2013
 Data sources: El Cerrito GIS, Alta Planning, City of Berkeley GIS

Focus Area Sites - Citywide



Focus Area Sites – Existing Parks

2. Ohlone Greenway - Portola to Schmidt
 Ownership: Public - City of El Cerrito



3. Ohlone Greenway - Gladys to Blake
 Ownership: Public - City of El Cerrito



5. Central Park and Adjacent Parcel at Central and Belmont
 Ownership: Private* and Public - City of Richmond** and City of El Cerrito
 * Any opportunities on a private parcel will be dependent on property owner's interest and consent
 ** Will require joint partnership with the City of Richmond



4. Fairmont Park and Adjacent Ohlone Greenway Segment
 Ownership: Public - WCCUSD and City of El Cerrito



7. Hillside Natural Area and Madera Property
 Ownership: Private* and Public - City of El Cerrito
 *Any opportunities on a private parcel will be dependent on property owner's interest and consent



6. Creekside Park
 Ownership: Public - City of El Cerrito



Focus Area Sites – Underutilized Land & ROW

8. El Cerrito Plaza

Ownership: Private* and Public - City of El Cerrito
 *Any opportunities on a private parcel will be dependent on property owner's interest and consent



9. Conlon Avenue/Key Boulevard ROW and Vacant Lot

Ownership: Private* and Public - City of El Cerrito
 *Any opportunities on a private parcel will be dependent on property owner's interest and consent



10. Cutting/San Pablo Avenue Vacant Lot

Ownership: Private** and Public - City of El Cerrito
 *Any opportunities on a private parcel will be dependent on property owner's interest and consent



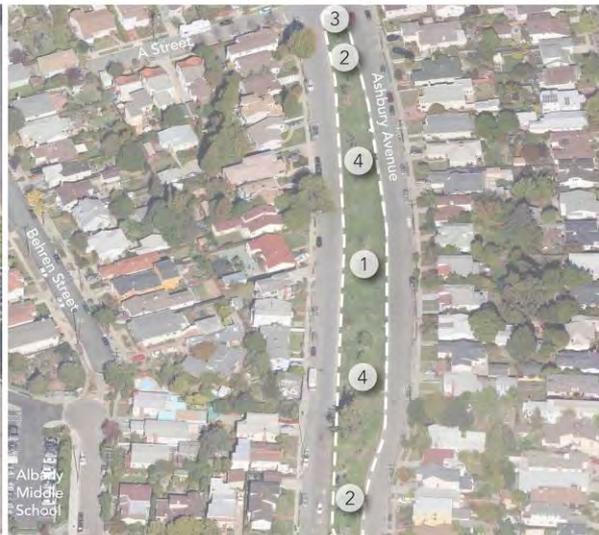
11. Avila Street/San Pablo Avenue Cul-de-sac

Ownership: Public - City of El Cerrito



12. Ashbury Avenue - Brighton to Lynn

Ownership: Public - City of El Cerrito





Preliminary Supporting Policies Programs & Projects



Overarching Goals

Environmental Sustainability

Environmental Stewardship

Community Identity

Active Living/ Transportation

Economic Vitality

Primary Strategies

Improve Connectivity

Green Gateways

Strengthen Ohlone Greenway

Create Active Commercial Corridors

Enhance Creeks

Enhance/ Expand Parks

Address Higher Density Areas

Foster Partnerships

Supporting Policies, Programs & Projects

Planting Palette

Landscape Maintenance

Pollinator Pathways

re:Streets

Trails & Paths

Green Infrastructure

Green School Yards

Urban Agriculture

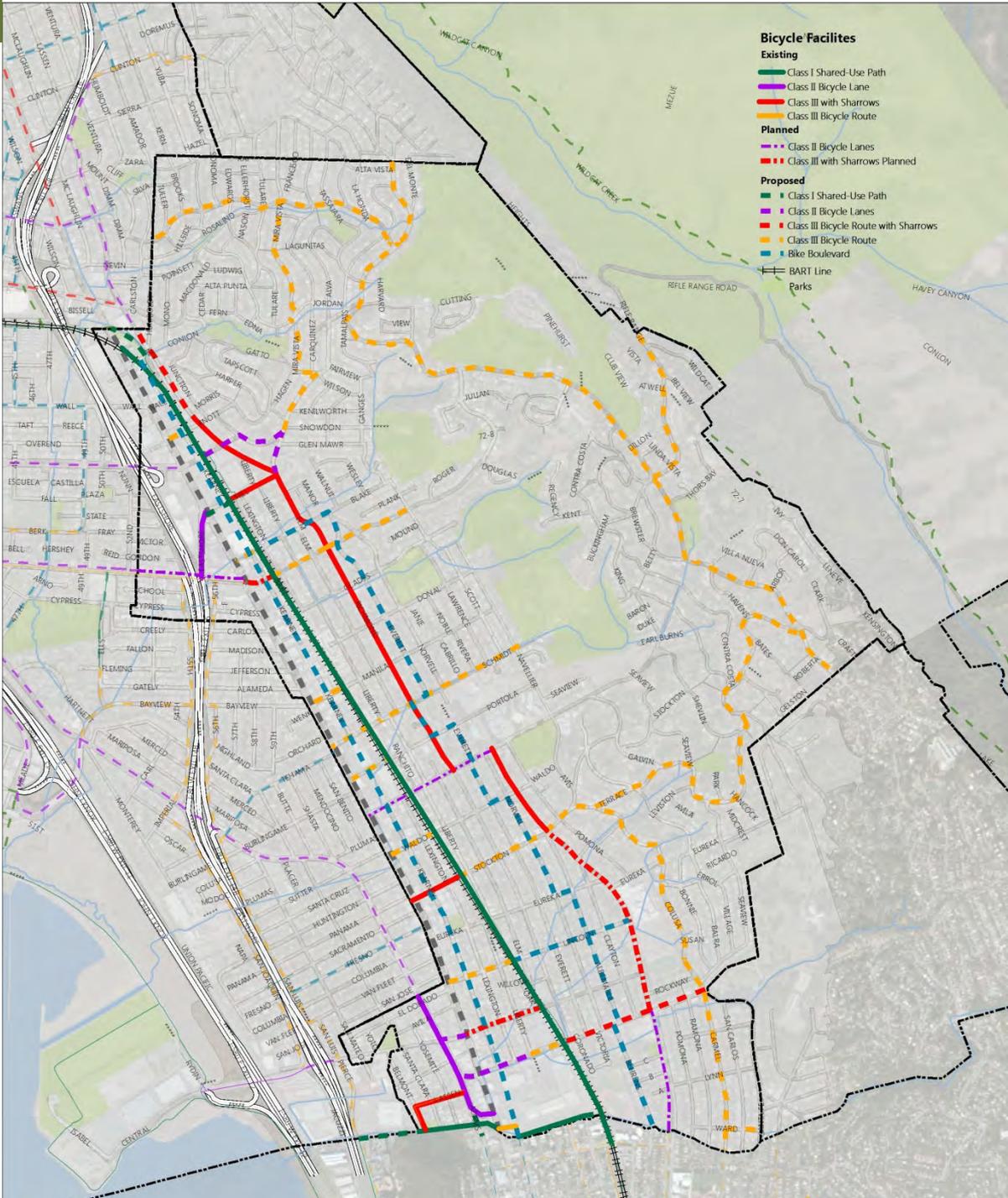
Supporting Policies & Programs



Active Transportation Projects



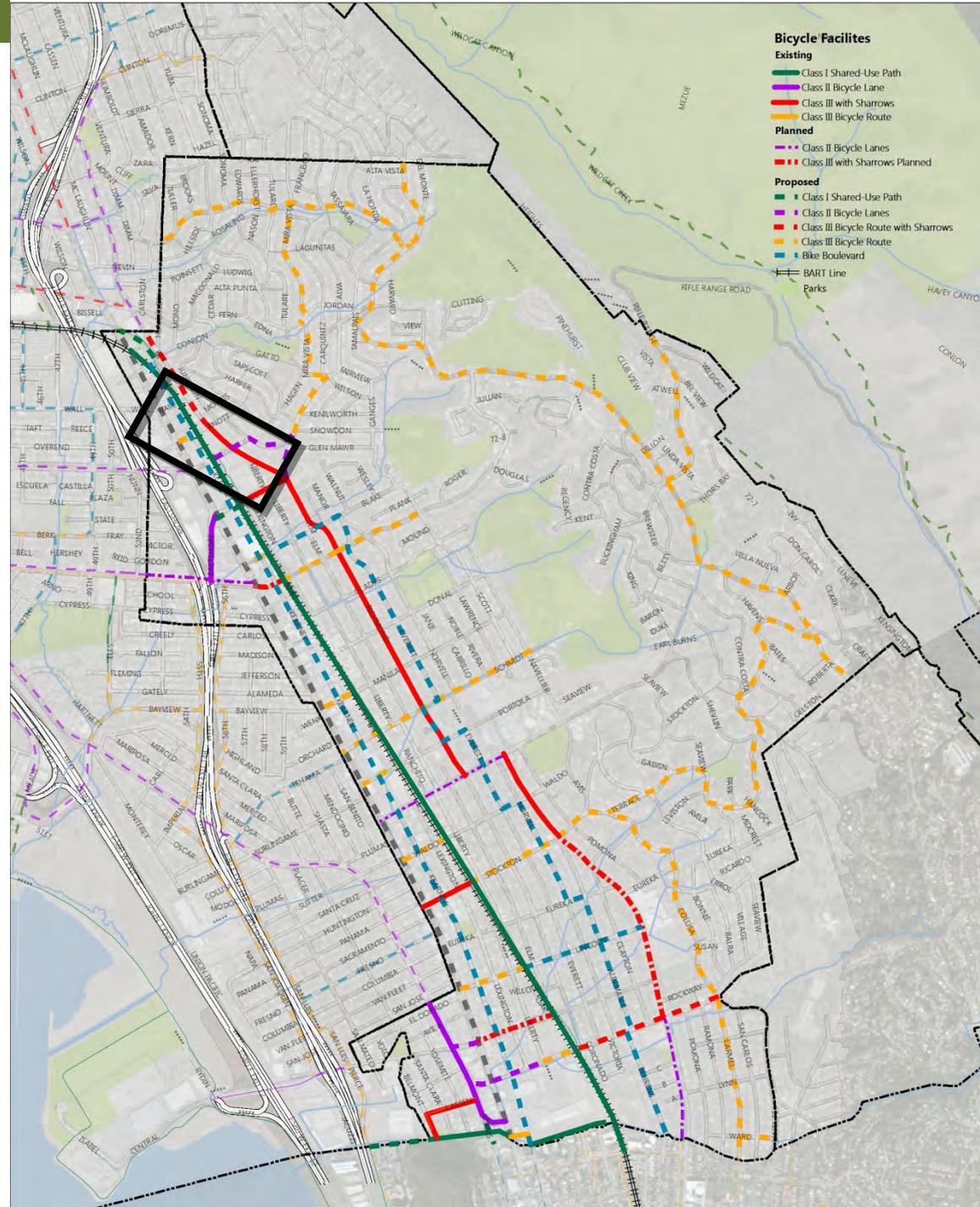
ATP Bicycle Network



Focus Study Areas Key Boulevard

Intersection Improvements at:

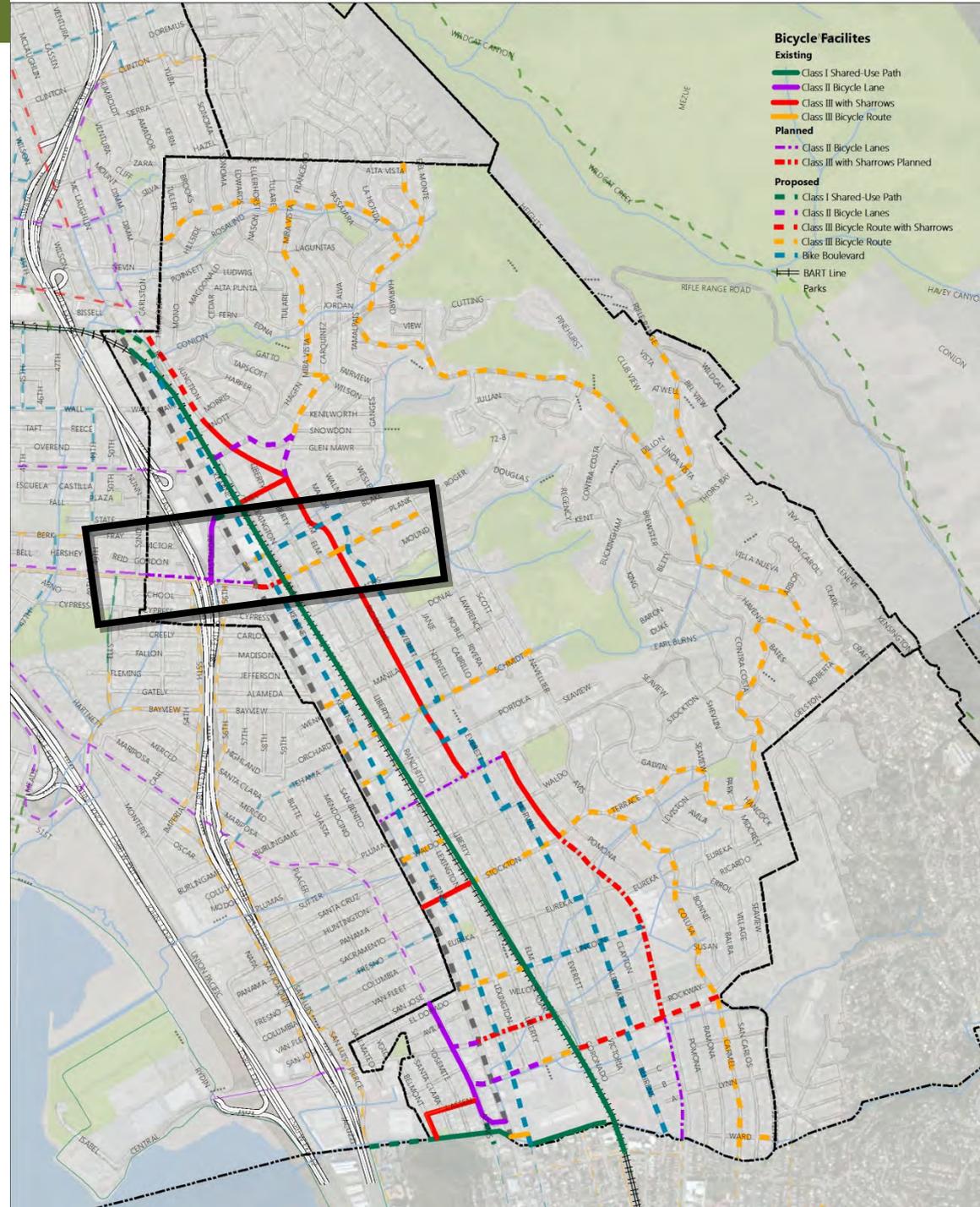
- Key/Humboldt
- Key/Conlon
- Key/Hill/Elm



Focus Study Areas: Potrero Avenue

Class II Bicycle Lanes and Class III Bicycle Route with Sharrows

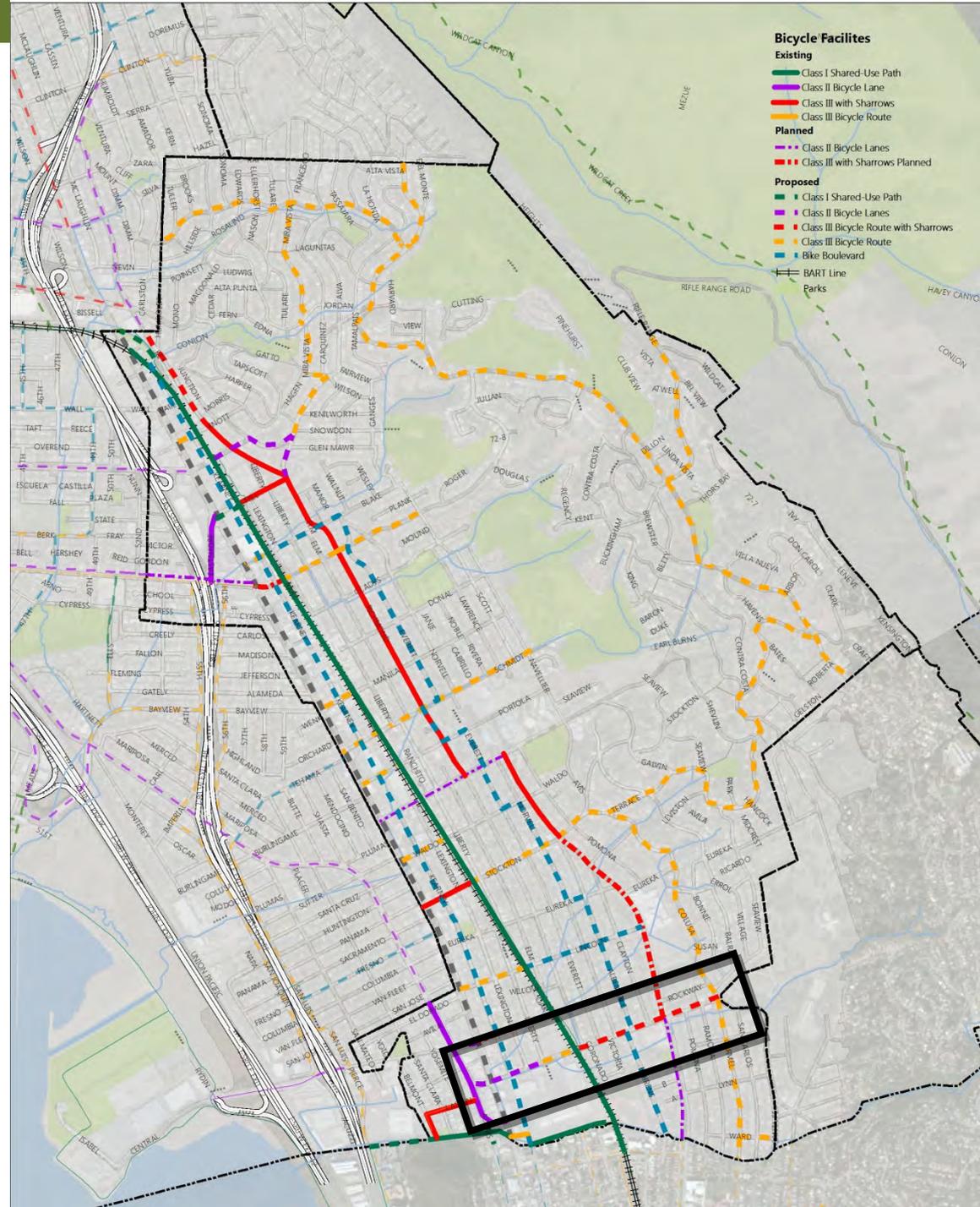
- Bicycle Lanes between I-80 On-Ramp and Lexington Avenue
- Sharrows between Lexington and Lawrence
- Intersection improvements at San Pablo Avenue and Eastshore



Focus Study Areas: Fairmount Avenue

Intersection Improvements and Class III Bicycle Route with Sharrows

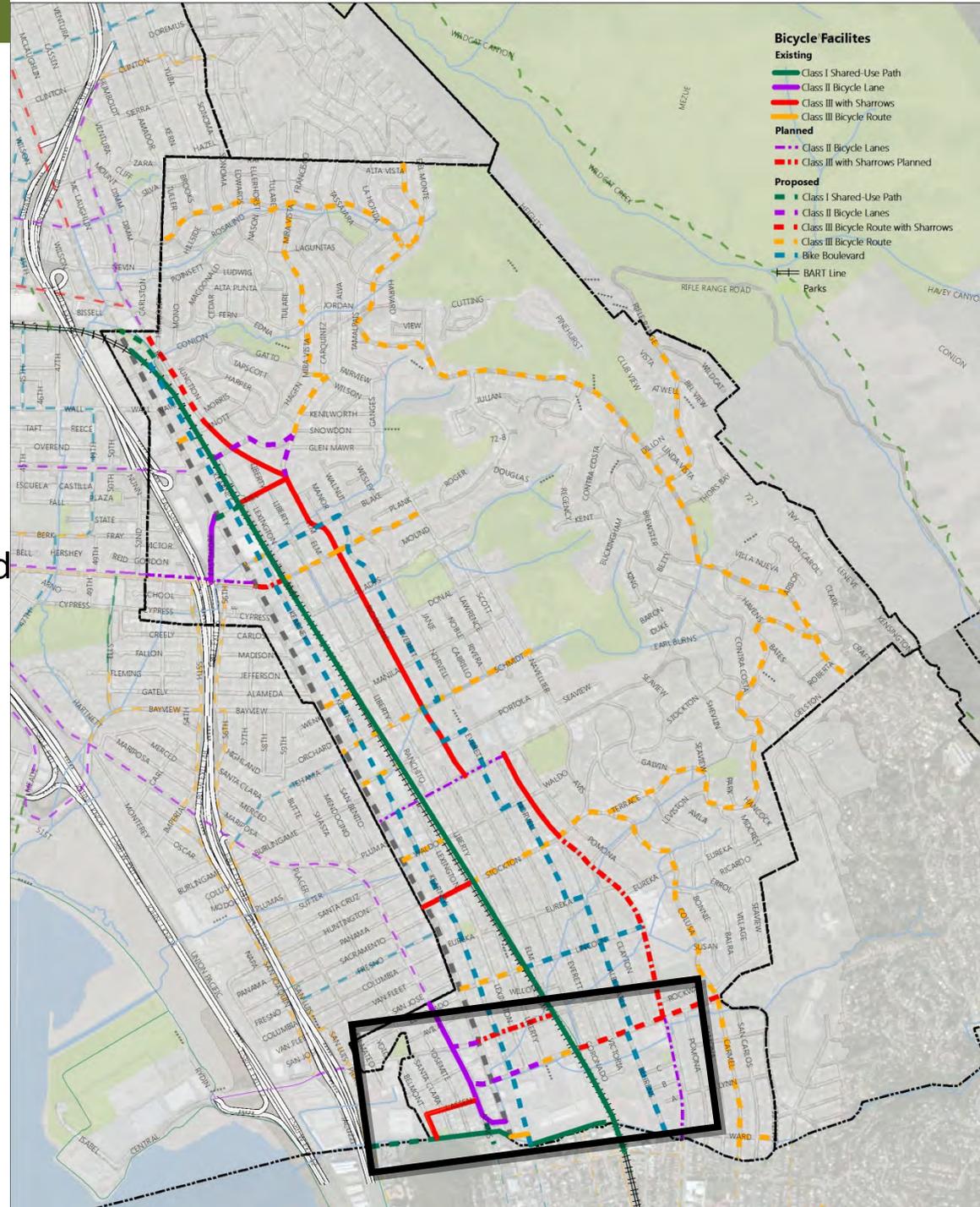
- Crosswalk improvements at Fairmount/Carlson
- Crosswalk improvements and traffic calming between Richmond and Albemarle
- Sharrows between Carlson and Colusa



Focus Study Areas: BART to Bay

Bicycle Route between Plaza BART and Bay Trail

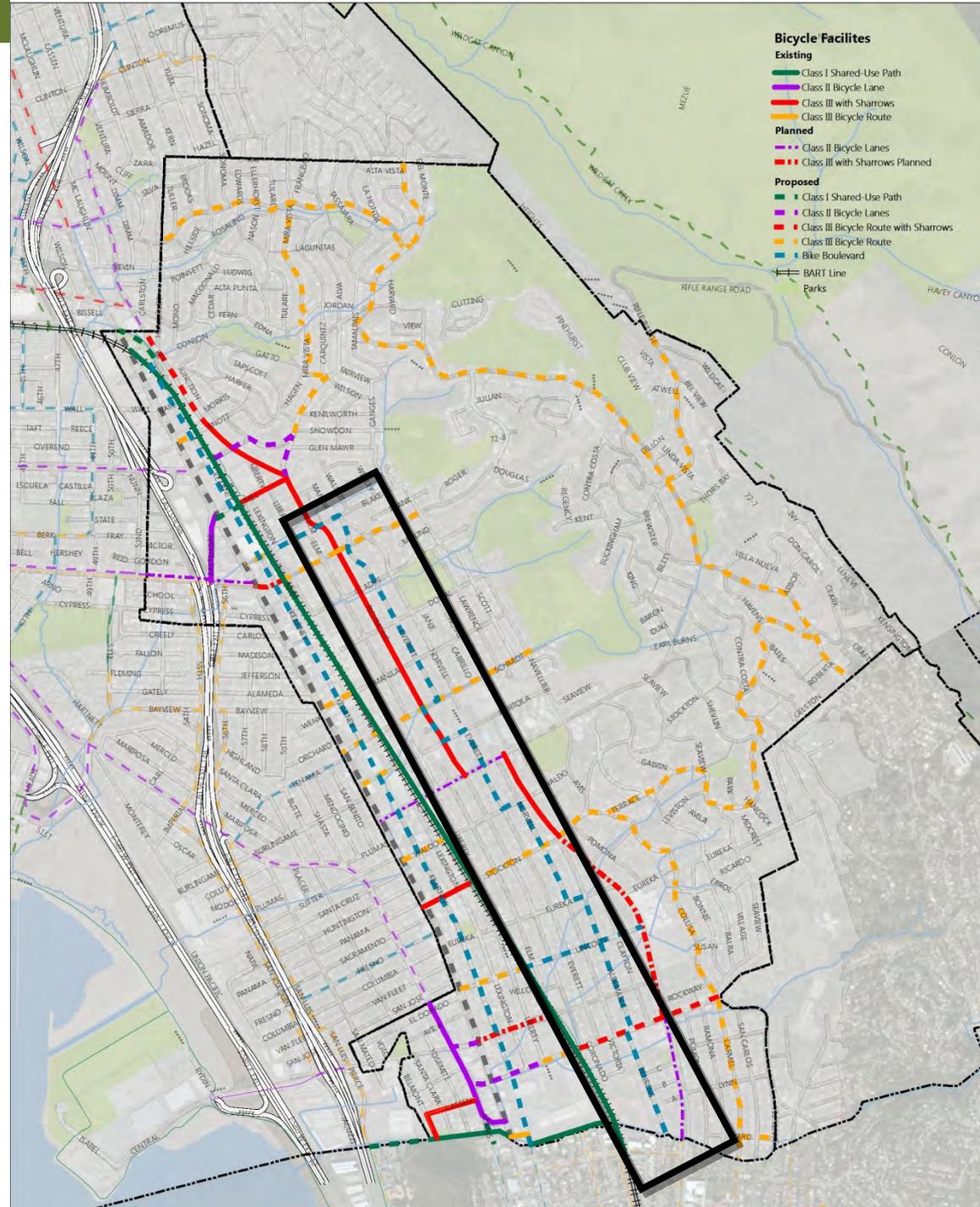
- Short-term and long-term recommended alignments
- Cerrito Creek Path west of Belmont Avenue
- Pierce Street two-way separated bikeway
- Project within the City of Richmond



Focus Study Areas: East Side Bicycle Boulevard

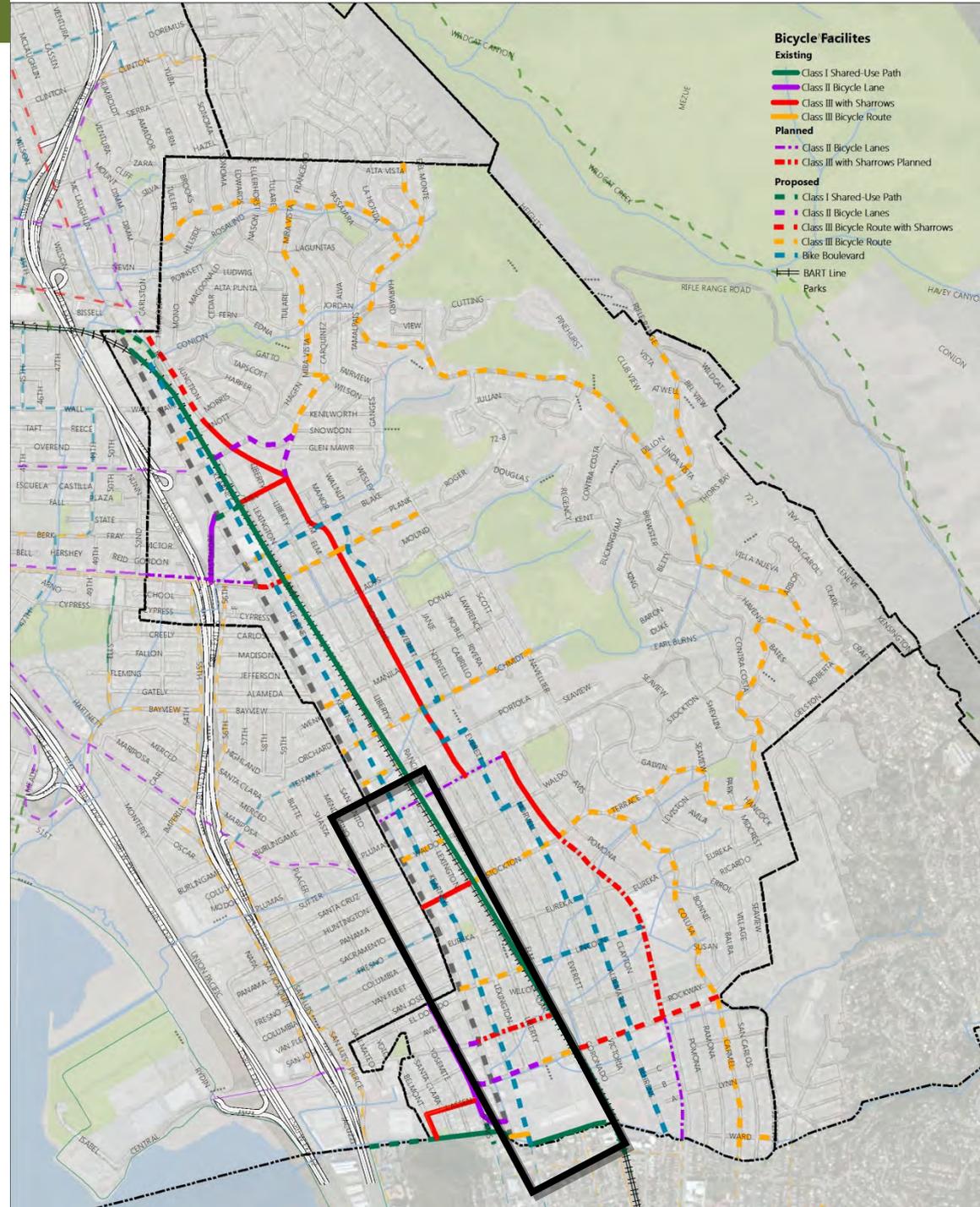
**Blake-Everett-Norvell-Albmarle-
Behrens Bicycle Boulevard**

- Traffic calming improvements
- Bicycle wayfinding (signs and pavement legends)
- Low stress bicycle facility



Focus Study Areas: Kearney Bicycle Boulevard

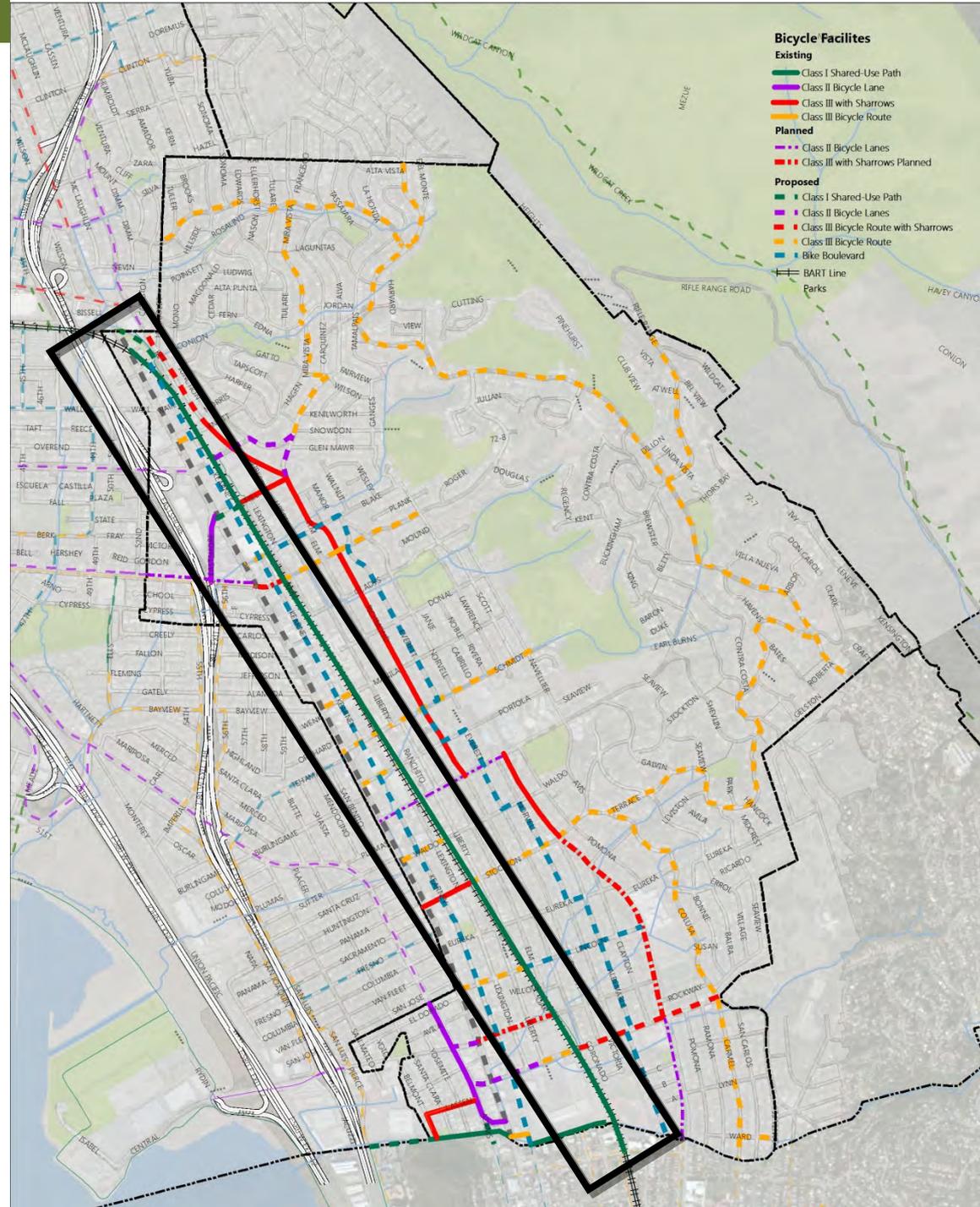
- Traffic calming improvements
- Bicycle wayfinding (signs and pavement legends)
- Low stress bicycle facility
- Phase 1 between Moeser and Fairmount
- Connects to proposed Kains Avenue bicycle boulevard in Albany



Focus Study Areas: Ohlone Greenway

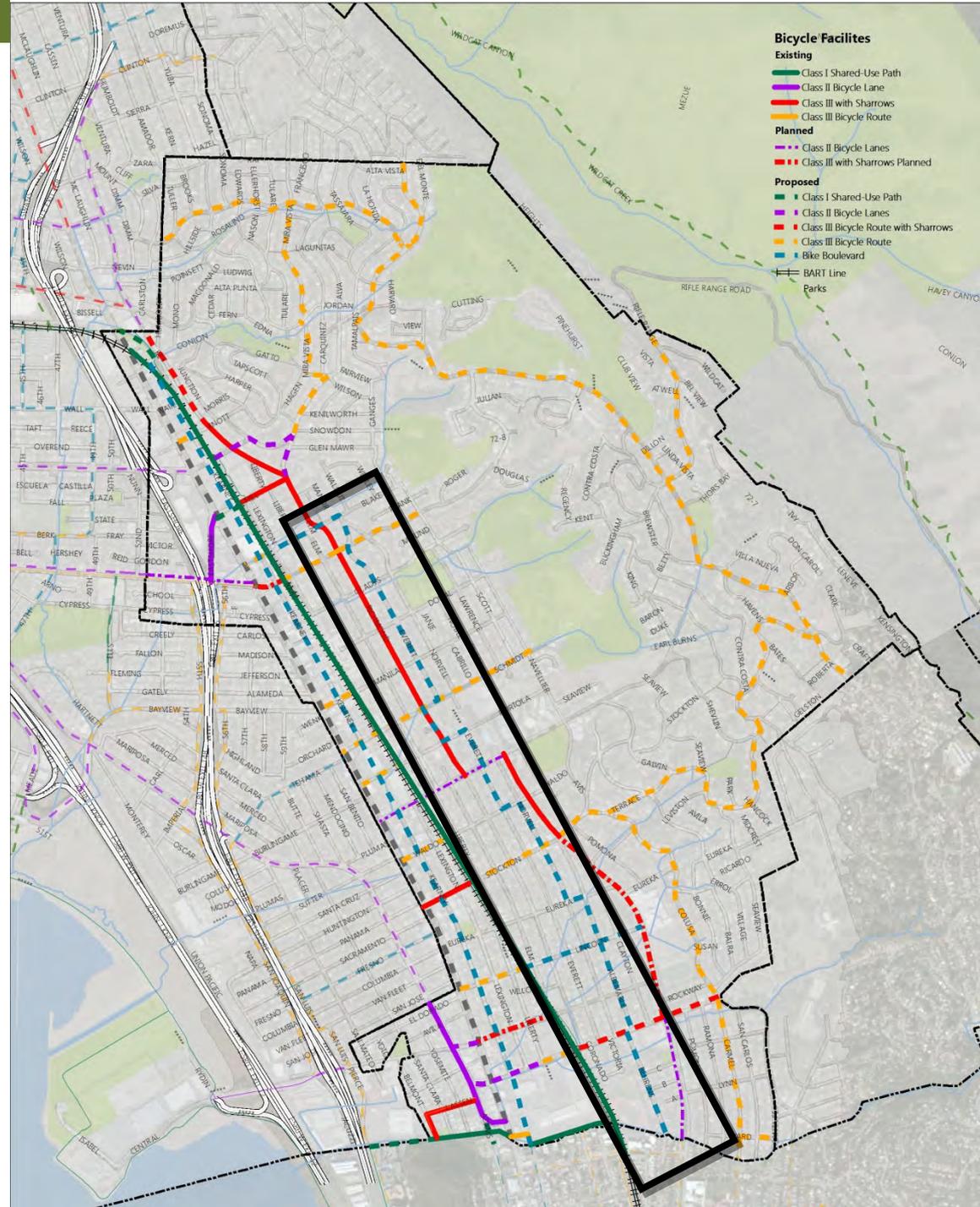
Traffic Control Improvements and Curb Extensions/Raised Crosswalk

- Remove Path stop signs at
Select intersections and add
YIELD control for autos on
Intersecting streets
- Install raised crosswalks, raised
intersection, curb extensions,
and/or median refuges, as
appropriate



Focus Study Areas: Citywide Wayfinding

- Wayfinding plan for East Side Bicycle Boulevard
- Examples of wayfinding signs for other bikeways and paths



Complete Streets San Pablo Ave



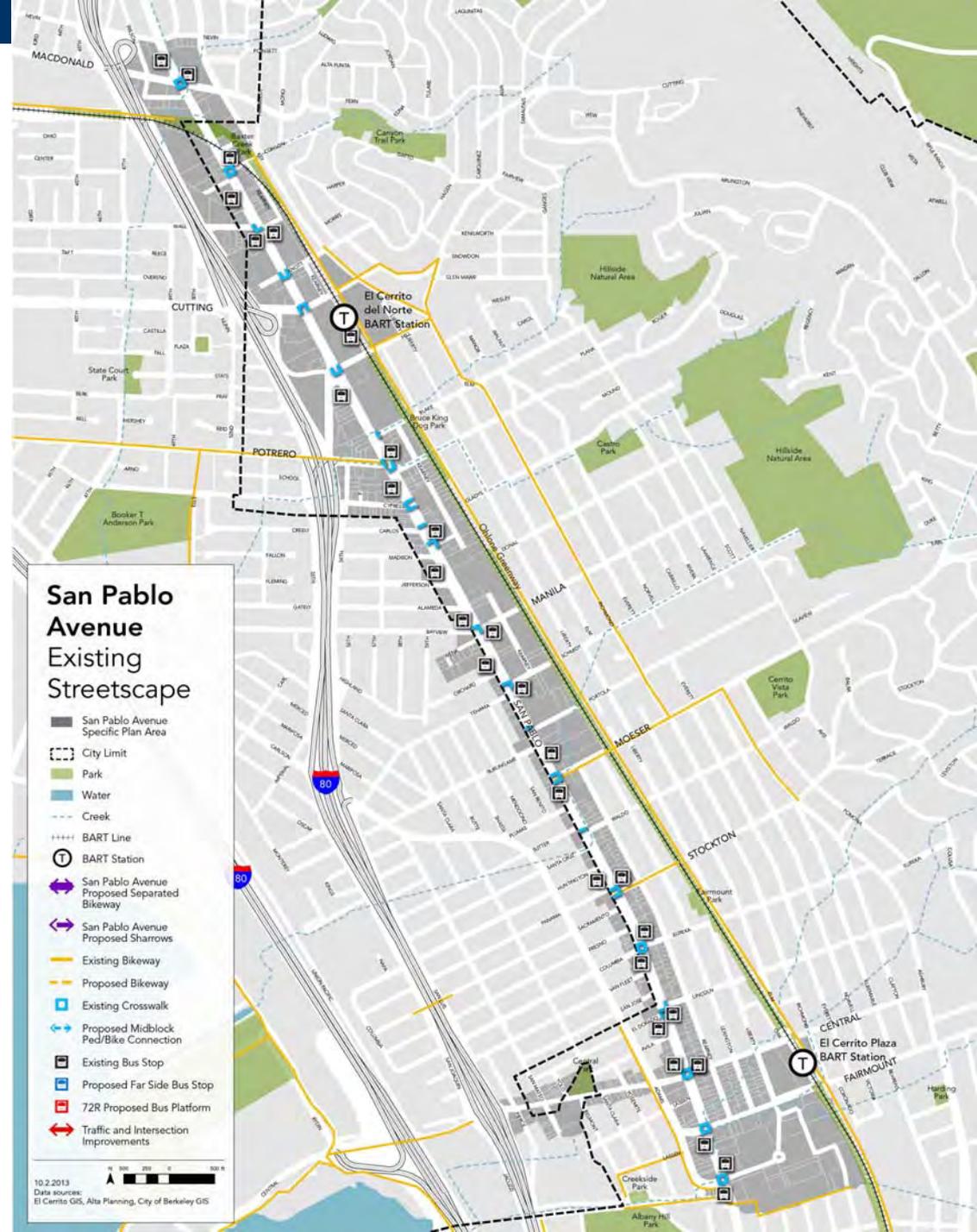
Overarching Framework

- Utilize Complete Street Performance Measures – MMLOS
- Shift Mode – Towards pedestrians, bicyclists and transit
- Enhance Existing Modes (Pedestrians, Transit & Automobiles)
 - Connectivity (Along and Across)
 - Comfort & Environment
 - Destination (Stop, Pause, Park, etc)
- Introduce New Mode -Bicycle Facilities (where possible)
- Build on Recent Investments
- Enhance/Catalyze Economic Development
- *Balance....*

Complete Streets Concepts



Streetscape Design: Existing



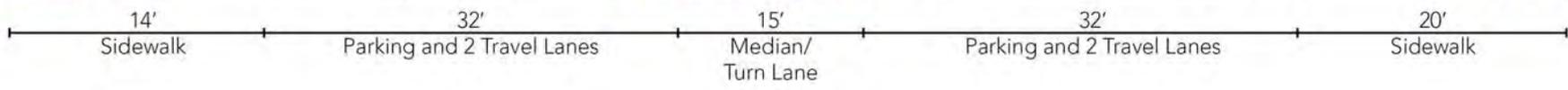
Streetscape Design: Proposed





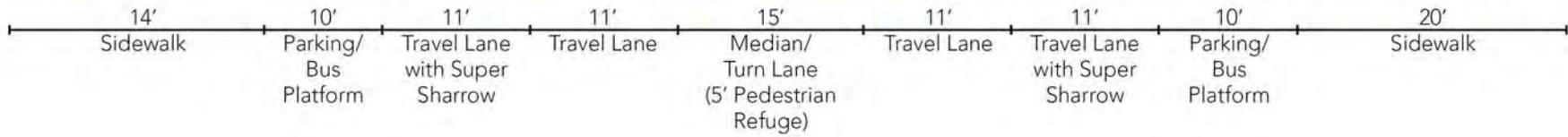


San Pablo Avenue
A. Downtown Existing Streetscape



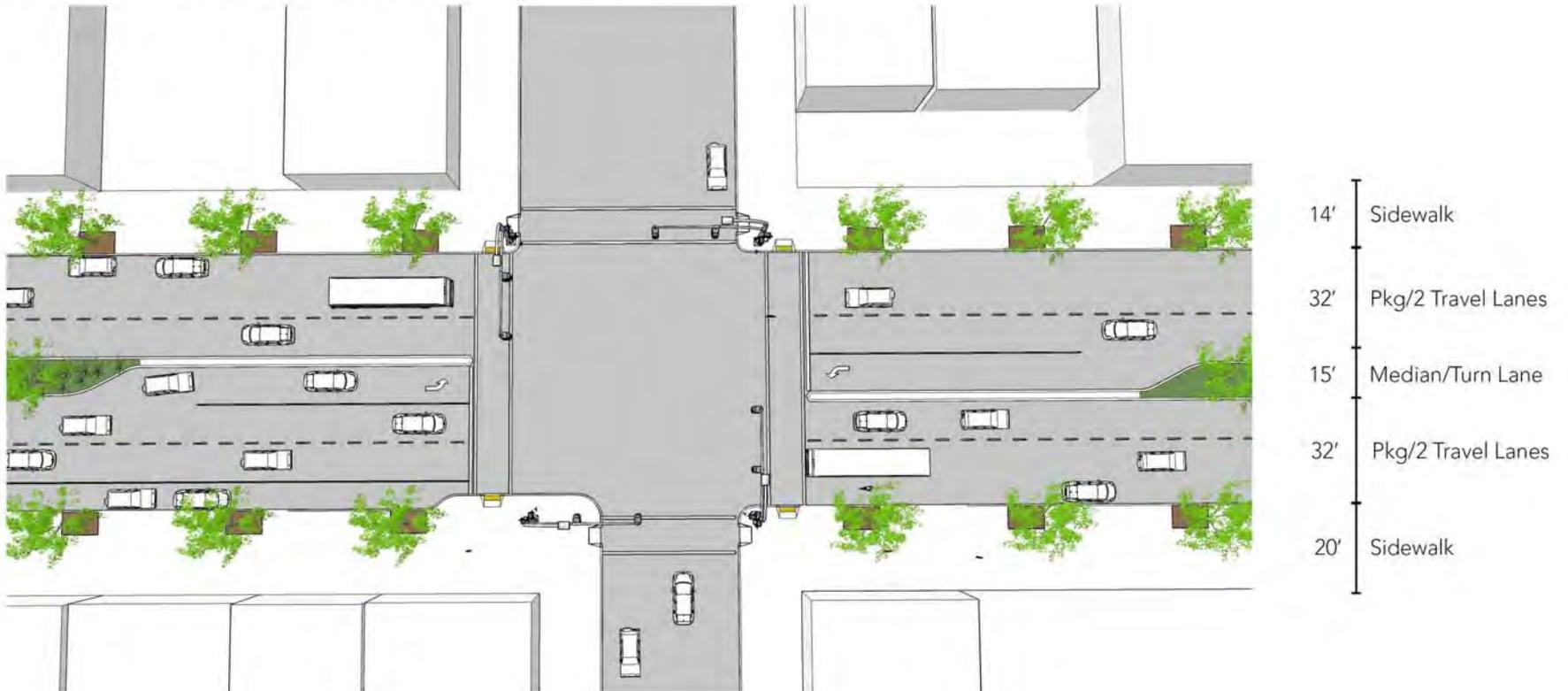
San Pablo Avenue

A. Downtown Proposed Streetscape Design



San Pablo Avenue

A. Downtown Existing Streetscape



San Pablo Avenue

A. Downtown Proposed Streetscape Design

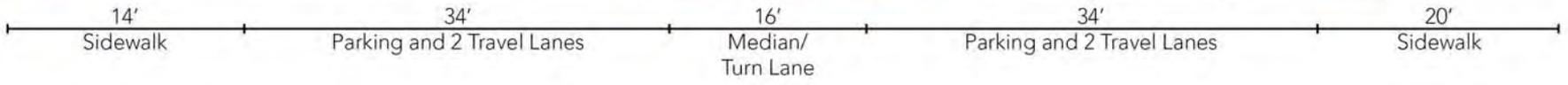


- 14' Sidewalk
- 10' Parking/Bus Platform
- 11' Travel Lane/Sharrow
- 11' Travel Lane
- 15' Median/Turn Lane/
Ped Refuge
- 11' Travel Lane
- 11' Travel Lane/Sharrow
- 10' Parking/Bus Platform
- 20' Sidewalk



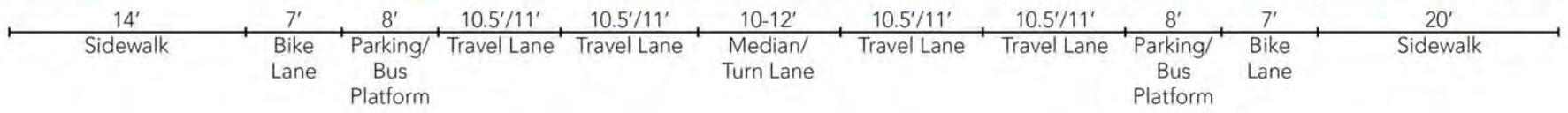


San Pablo Avenue
B. Midtown Existing Streetscape

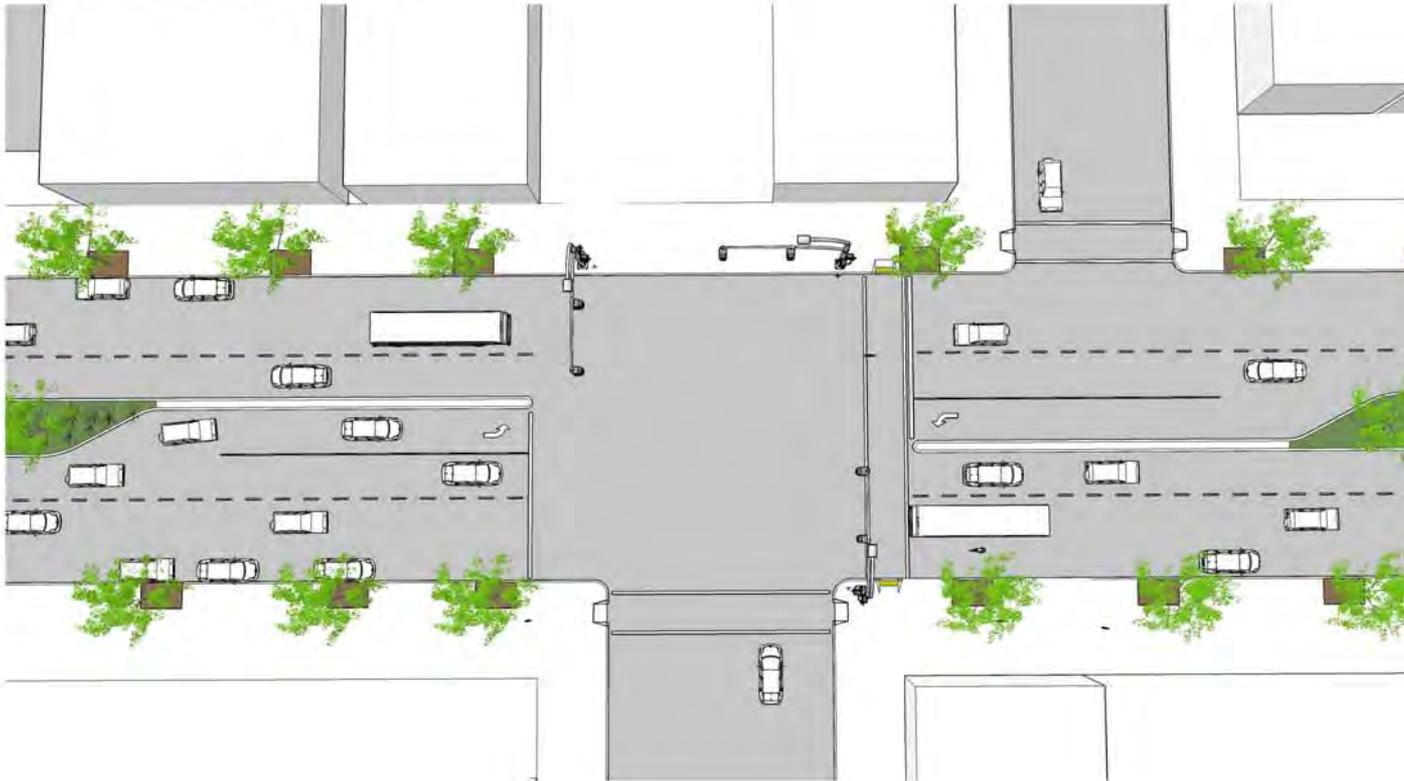


San Pablo Avenue

B. Midtown Proposed Streetscape Design



San Pablo Avenue
B. Midtown Existing Streetscape



- 14' Sidewalk
- 34' Pkg/2 Travel Lanes
- 16' Median/Turn Lane
- 34' Pkg/2 Travel Lanes
- 20' Sidewalk

San Pablo Avenue

B. Midtown Proposed Streetscape Design



- 14' Sidewalk
- 7' Bike Lane
- 8' Parking/Bus Platform
- 10.5'/11' Travel Lane
- 10.5'/11' Travel Lane
- 10'-12' Median/Turn Lane
- 10.5'/11' Travel Lane
- 10.5'/11' Travel Lane
- 8' Parking/Bus Platform
- 7' Bike Lane
- 20' Sidewalk

San Pablo Avenue
B. Midtown Proposed Streetscape Design



San Pablo Avenue
B. Midtown Proposed Streetscape Design









W Cordova St

Carroll St

167

HOTEL



Complete Streets Traffic Analysis



Multi-Modal Level of Service (MMLoS) Performance Assessment

Now

With Complete Streets Plan

Auto Level
of Service



		Built Environment		Travel Delay		
Bus		Score	+	Score	=	Bus LOS
Pedestrian		Score	+	Score	=	Pedestrian LOS
Bicycle		Score	+	Score	=	Bicycle LOS
Auto		Score	+	Score	=	Auto LOS



Multi-Modal LOS

Preliminary Analysis

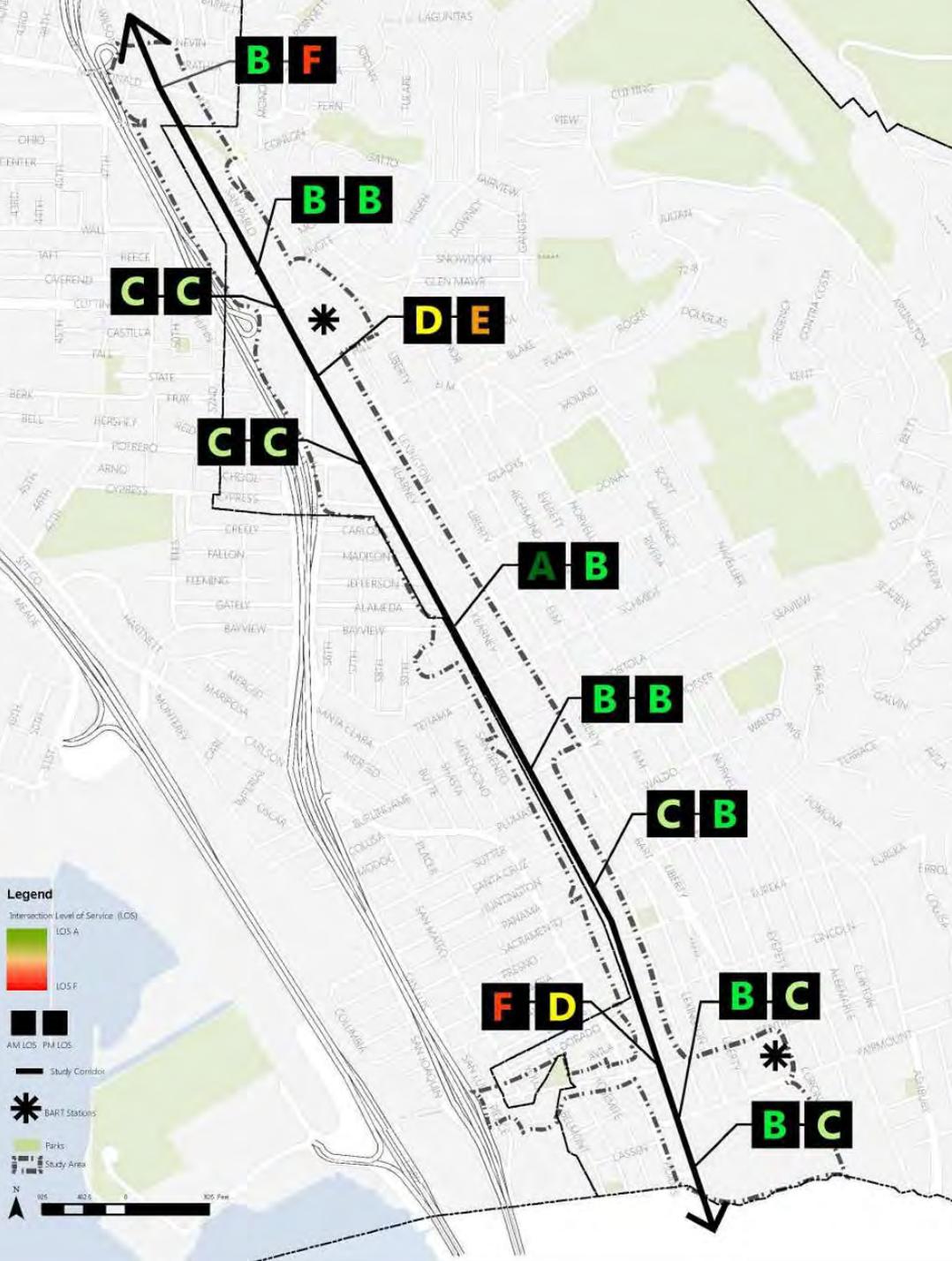
Mobility Recommendations

Uptown (Del Norte BART): Convert Cutting to two-way traffic, eliminate second left-turn lanes on SPA, add to sidewalk widths, possible bike lanes

Mid-Town: Add buffered bike lanes, far-side bus platforms, and more SPA cross-walks (at intersections and mid-block)

Downtown: Provide sharrows and enhanced crosswalks

Existing Auto Level of Service (LOS), 2012



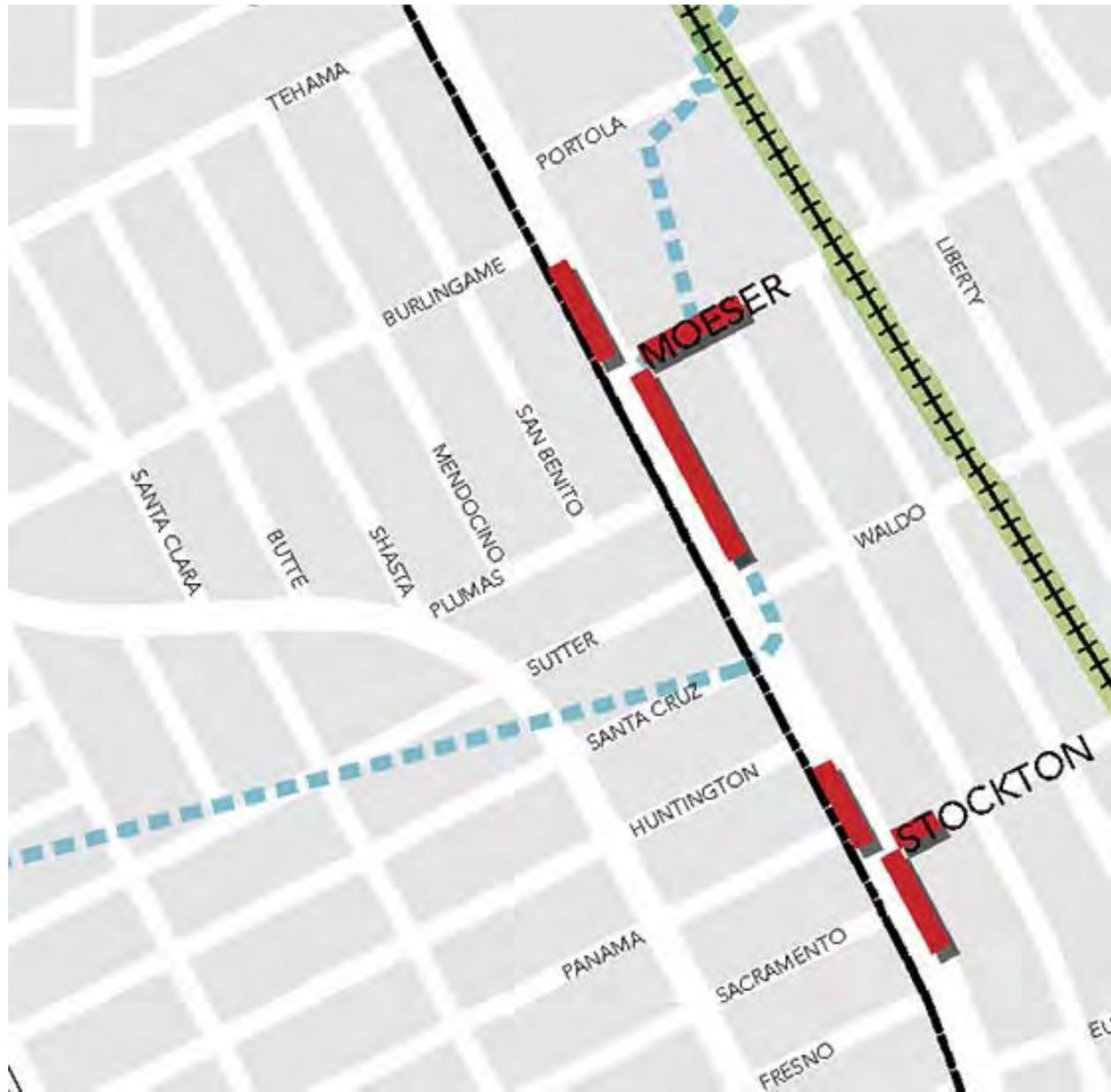
Existing Conditions, Del Norte BART Area

PM Peak Hour Queues



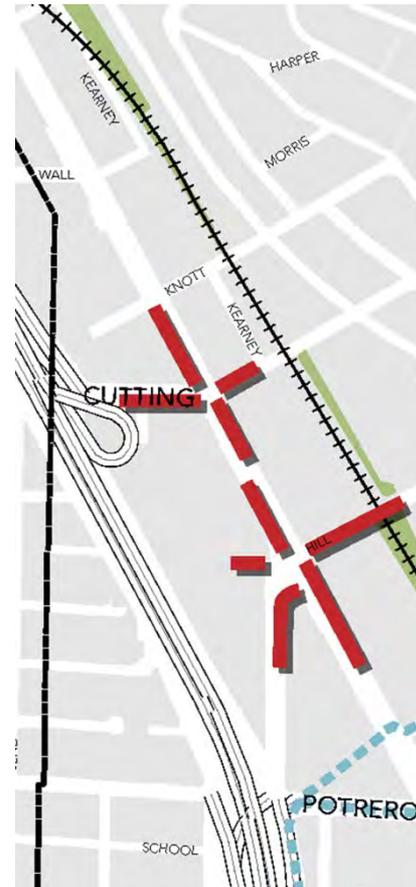
Existing Conditions, Mid-Town

PM Peak Hour Queues

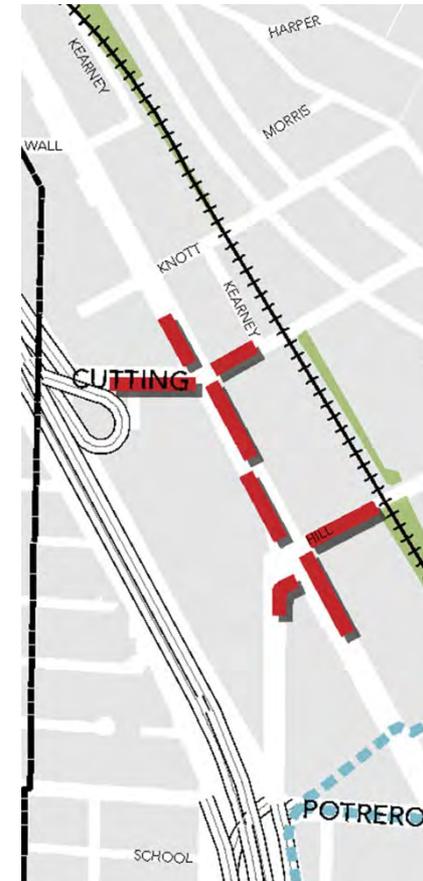


Preliminary Analysis

Del Norte BART Area: Two-Way Cutting, Reduced Left Turn Lanes
(Includes Specific Plan land use plan)



Queues: Current Configuration

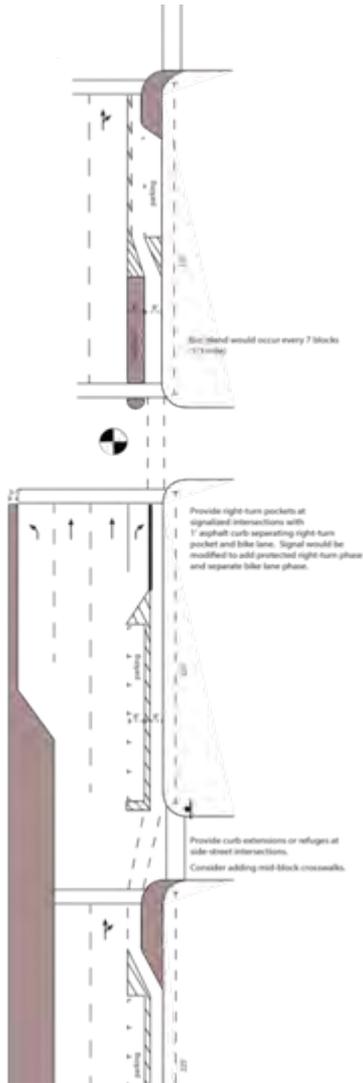


Queues: With Plan

Preliminary Analysis

Mid-Town: Buffered Bike Lane, Bus Platforms, More Crosswalks

(Includes Specific Plan land use plan)



Queues: Current Configuration



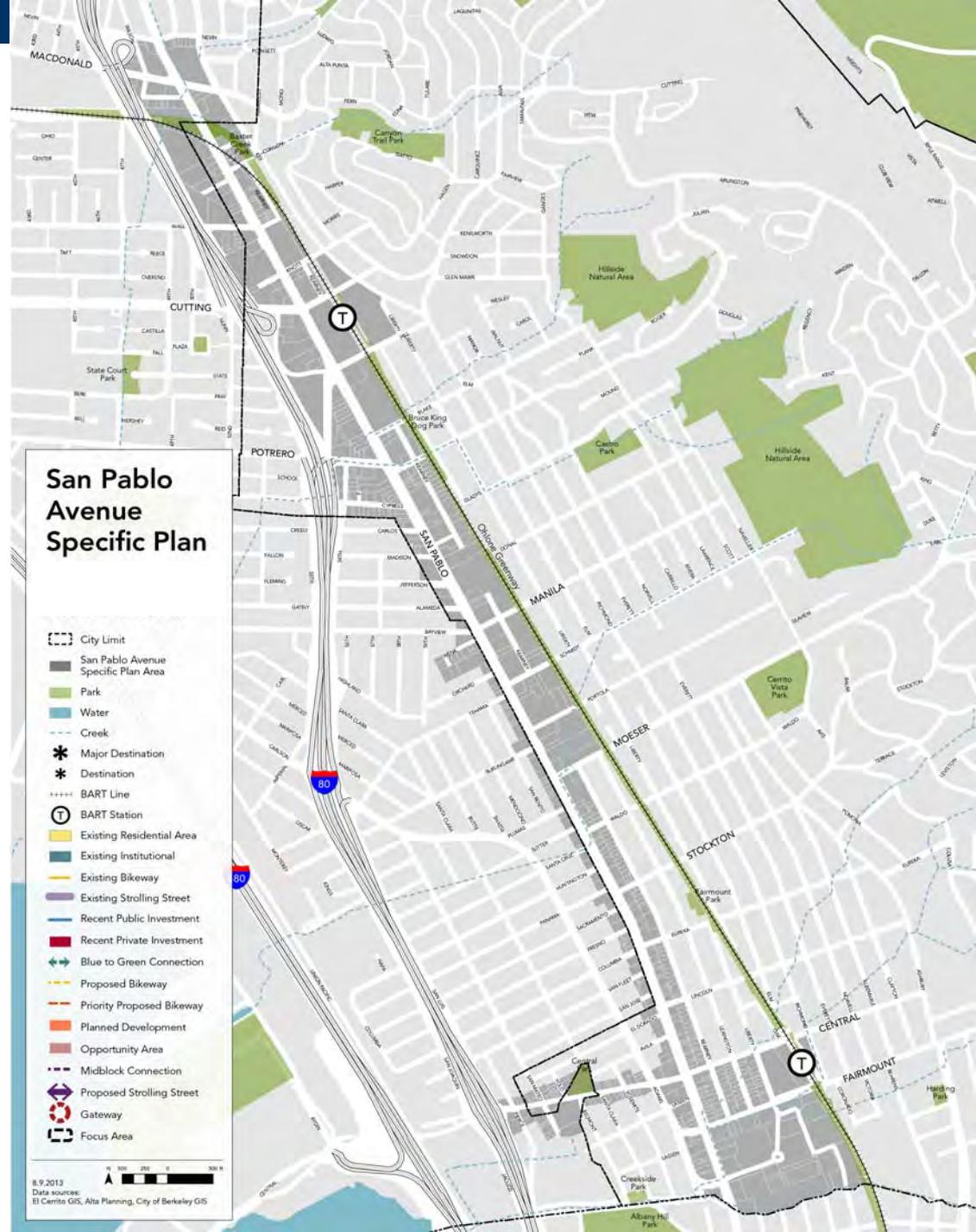
Queues: With Plan⁹⁹

San Pablo Ave Open & Built Character



San Pablo Ave Specific Plan

Study Area



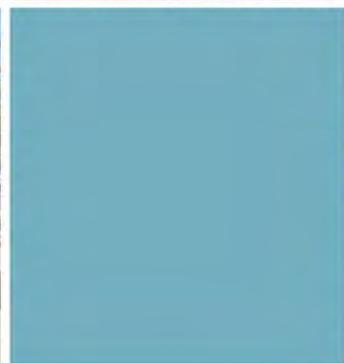
San Pablo Avenue Specific Plan

- City Limit
- San Pablo Avenue Specific Plan Area
- Park
- Water
- Creek
- Major Destination
- Destination
- BART Line
- BART Station
- Existing Residential Area
- Existing Institutional
- Existing Strolling Street
- Recent Public Investment
- Recent Private Investment
- Blue to Green Connection
- Proposed Bikeway
- Priority Proposed Bikeway
- Planned Development
- Opportunity Area
- Midblock Connection
- Proposed Strolling Street
- Gateway
- Focus Area

Form Based Code Outline

- Intent & Use of Code
- Overall Urban Design Framework & Vision
- Regulating Plan
 - Regulating Land Use
 - District Types / Transect Zones
 - Street Types
- Approved, Conditional & Prohibited Uses
- Building Development Standards
 - Regulation by Specific Districts
 - Supplemental General Building Development Standards
- General Public and Private Open Space Standards
- Administration of Regulating Code
- Definitions

San Pablo Ave Urban Design Framework



Overarching Strategies

A. Strengthen Sense of Place

1. Articulate distinctive role & identity of focus area
 - Downtown/Plaza: Entertainment / Southern Gateway
 - Mid-Town: Civic Community
 - Uptown/Del Norte: Northern Gateway
2. Reinforce distinguishing sense of place through:
 - Strengthening existing natural assets like creeks, trails, etc
 - Integrating views (Albany Hill, Mt Tamalpais, etc)
3. Integrate placemaking in all developments



Overarching Strategies

B. Ensure ROI (Return on Investment):

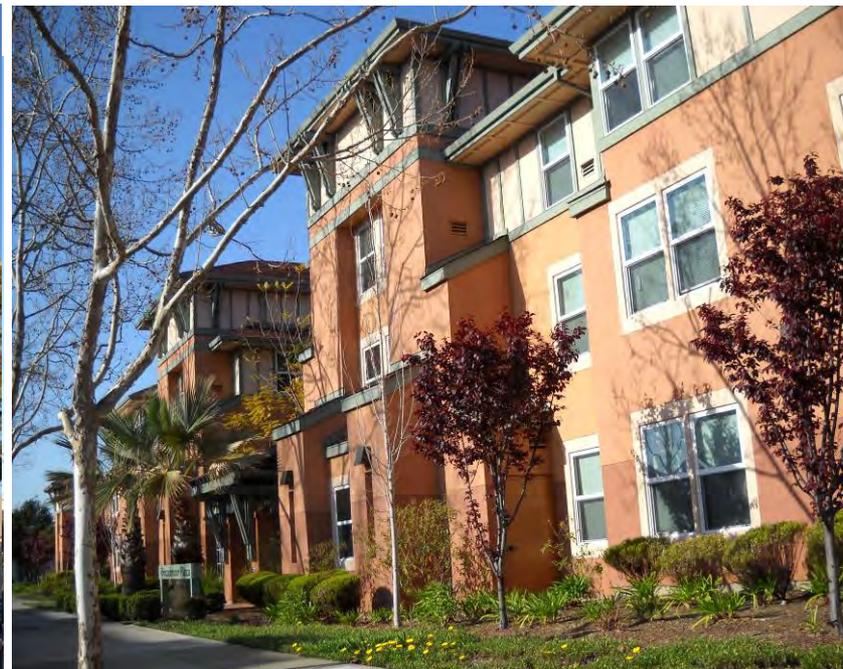
- Maximize TOD Potential (Bart & AC Transit)
- Utilize Vacant and Underutilized Sites at Key Focus Areas
- Build on Recent and Planned Private and Public Investments (Streetscape, Private Development, etc)
- Leverage ALL investments to catalyze new investments



Overarching Planning Strategies

C. Encourage Practical & Market Friendly Development:

- Provide development clarity to encourage investment
- Incorporate flexible development codes that respond to Constrained Parcels, Surrounding Context, etc
- Encourage Higher Intensity Mixed Use & Residential Only Development



Overarching Planning Strategies

D. Enhance & Humanize Public Realm:

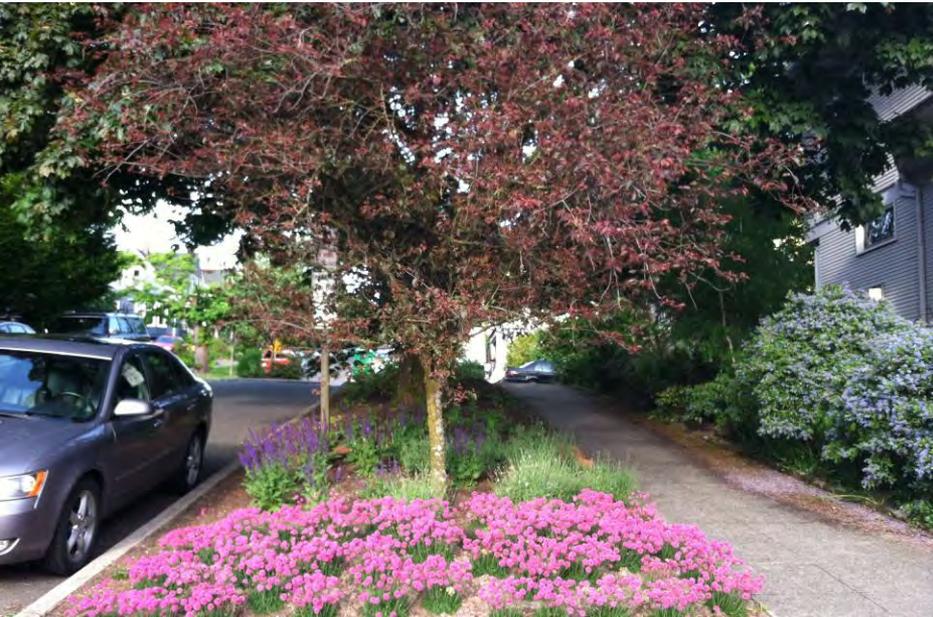
- Strengthen Pedestrian & Bicycle Connectivity through existing and new connections
- Integrate Complete streets and reStreet opportunities
- ‘Humanize’ Big Blocks through mid-block connections
- Explore new gathering places to serve the needs of existing and new users



Overarching Planning Strategies

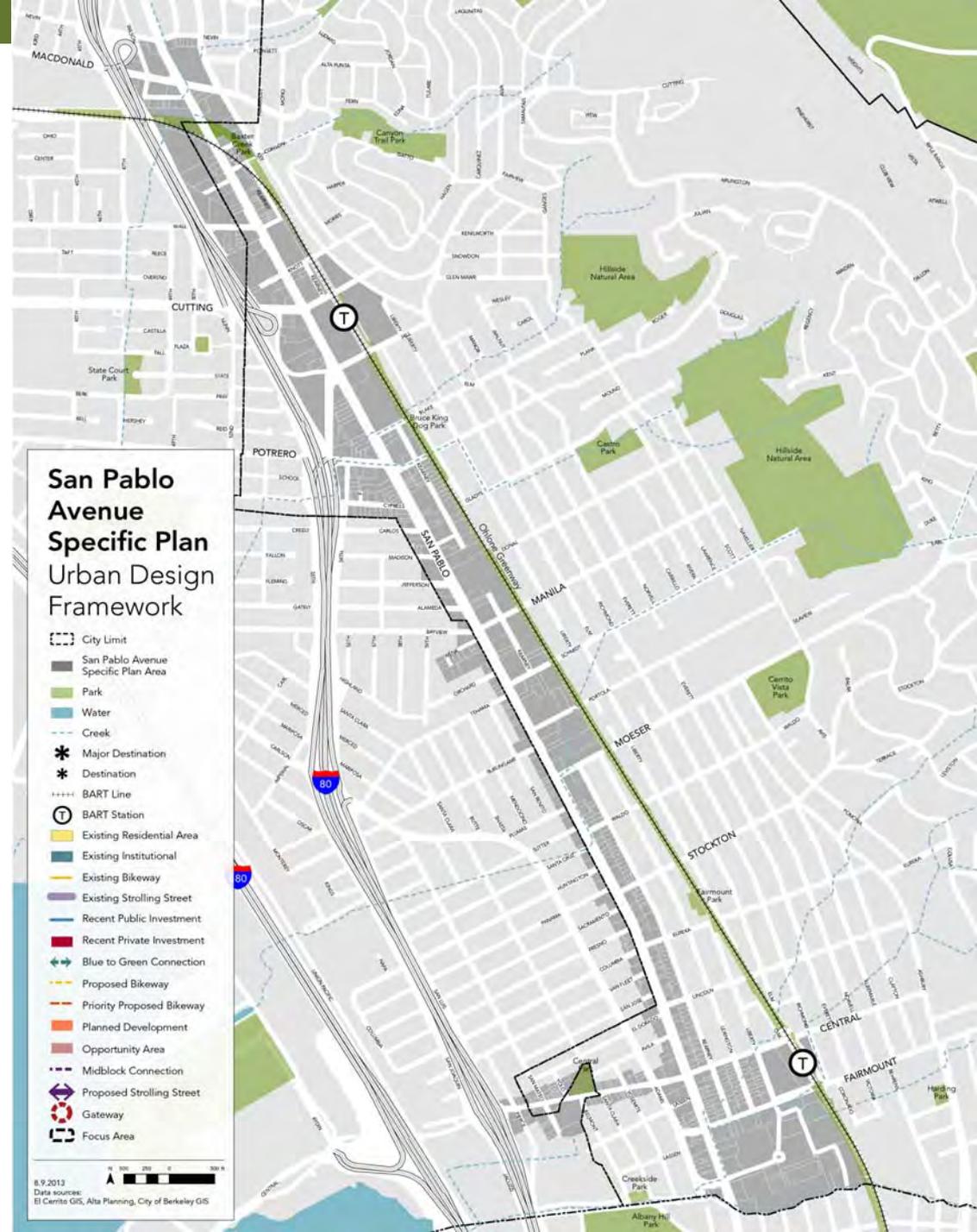
E. Position Avenue as New Environmental & Ecological Destination of Bay Area:

- Utilize Opportunities for Innovation Districts
- Connect to Green & Blue Belts
- Integrate economic and environmental sustainability
- Celebrate & Strengthen the unique natural context (views, creeks, etc)



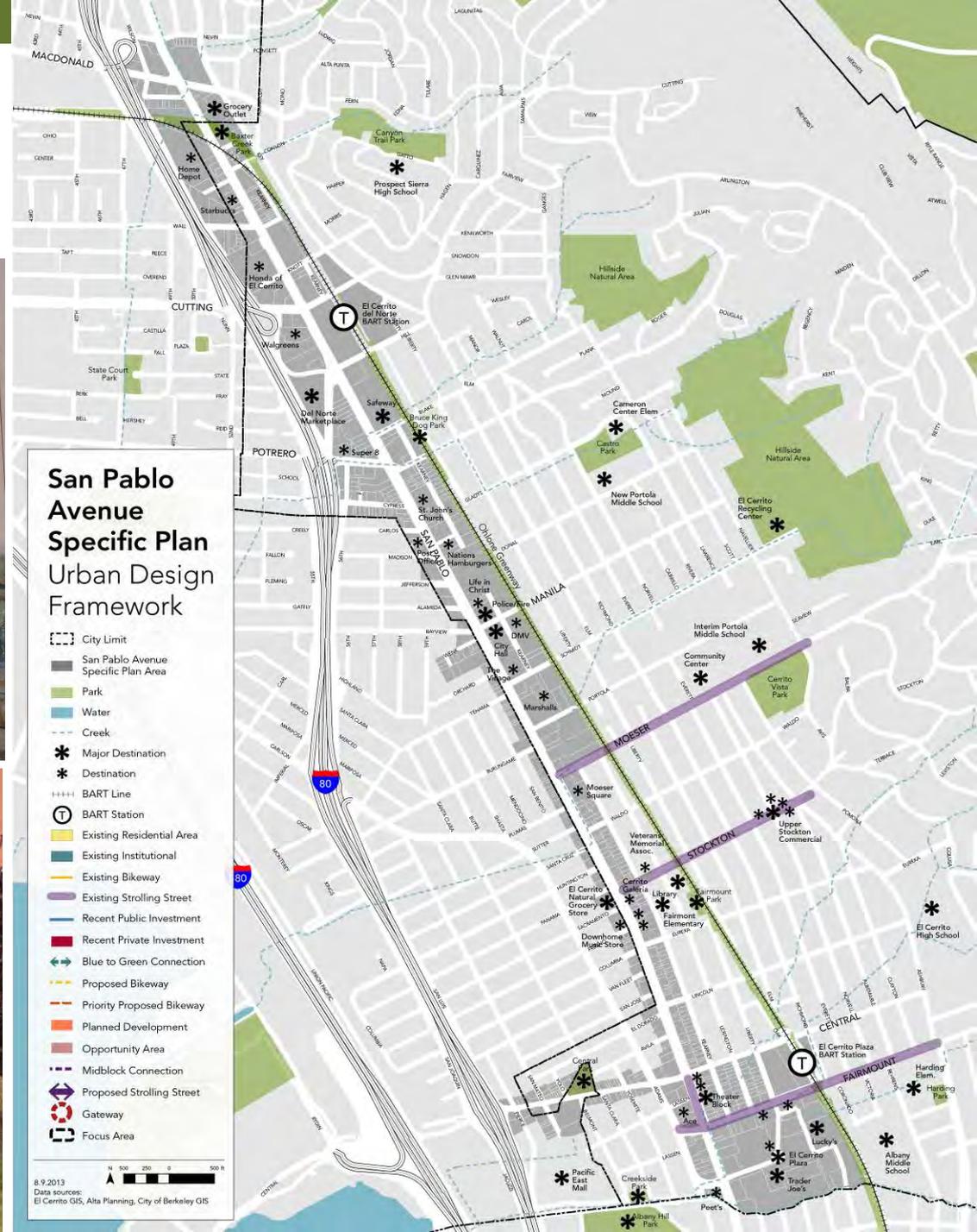
Urban Design Framework

Existing Base



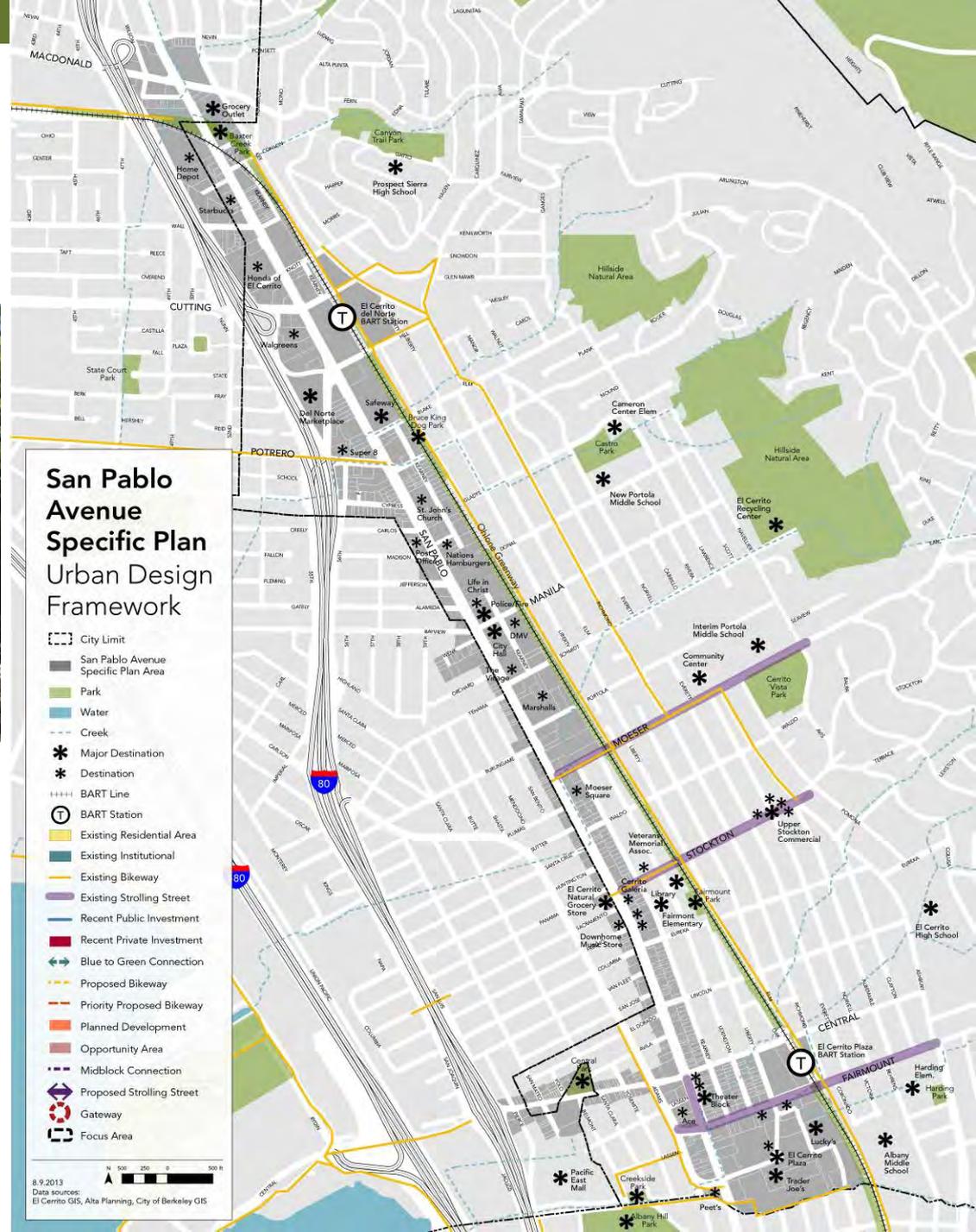
Urban Design Framework

Destinations & Amenities



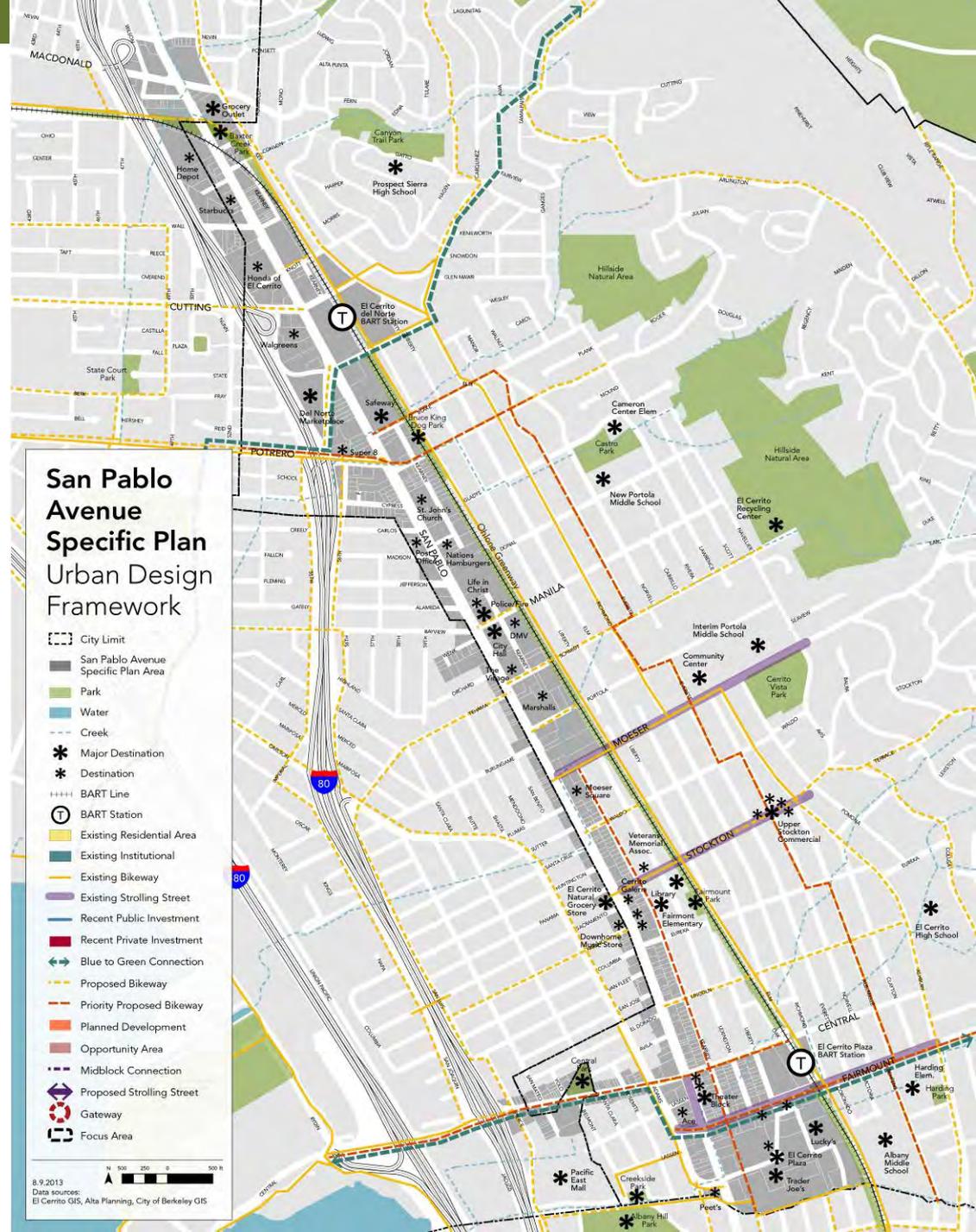
Urban Design Framework

Multi-Modal Circulation Existing



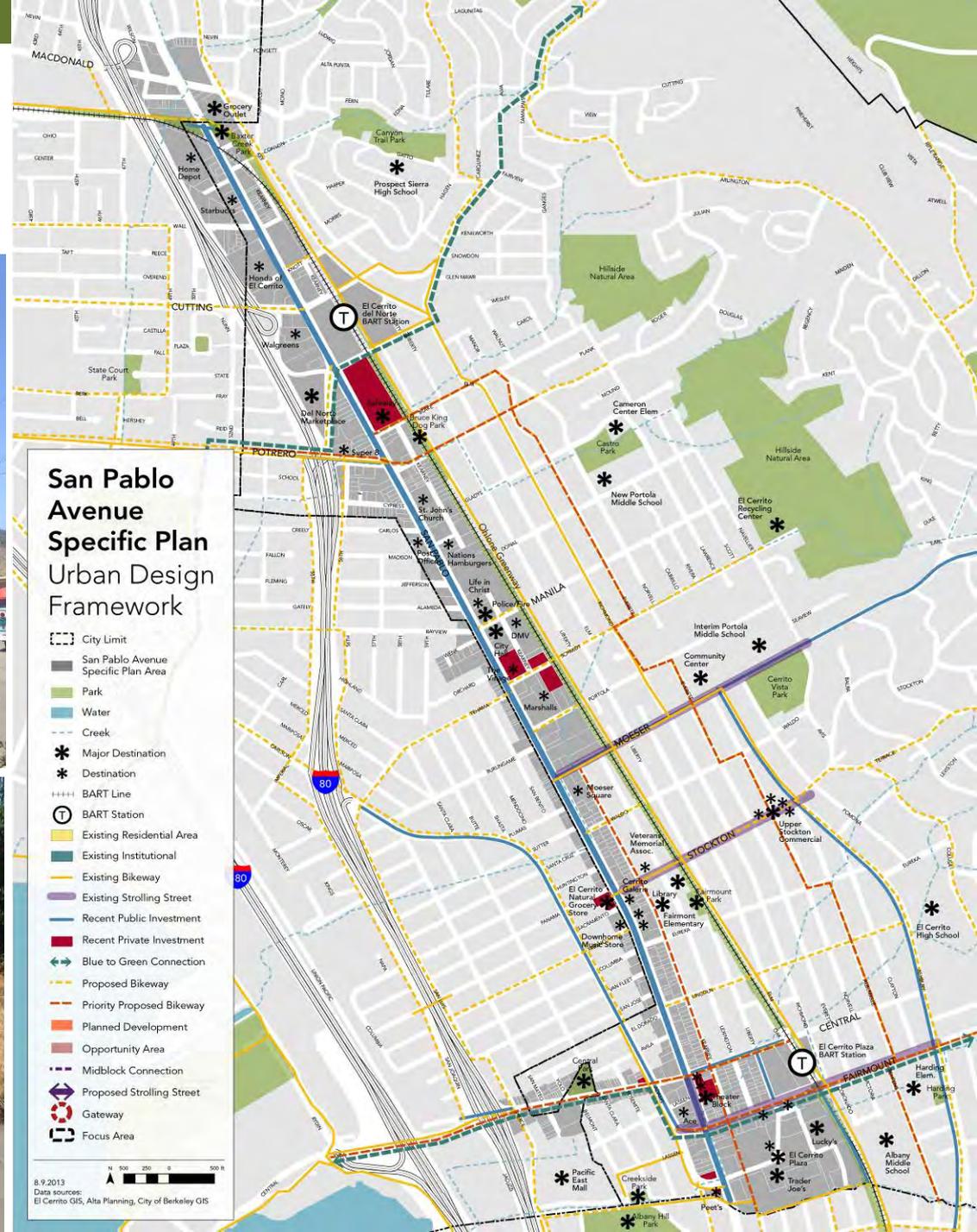
Urban Design Framework

Multi-Modal Circulation Proposed



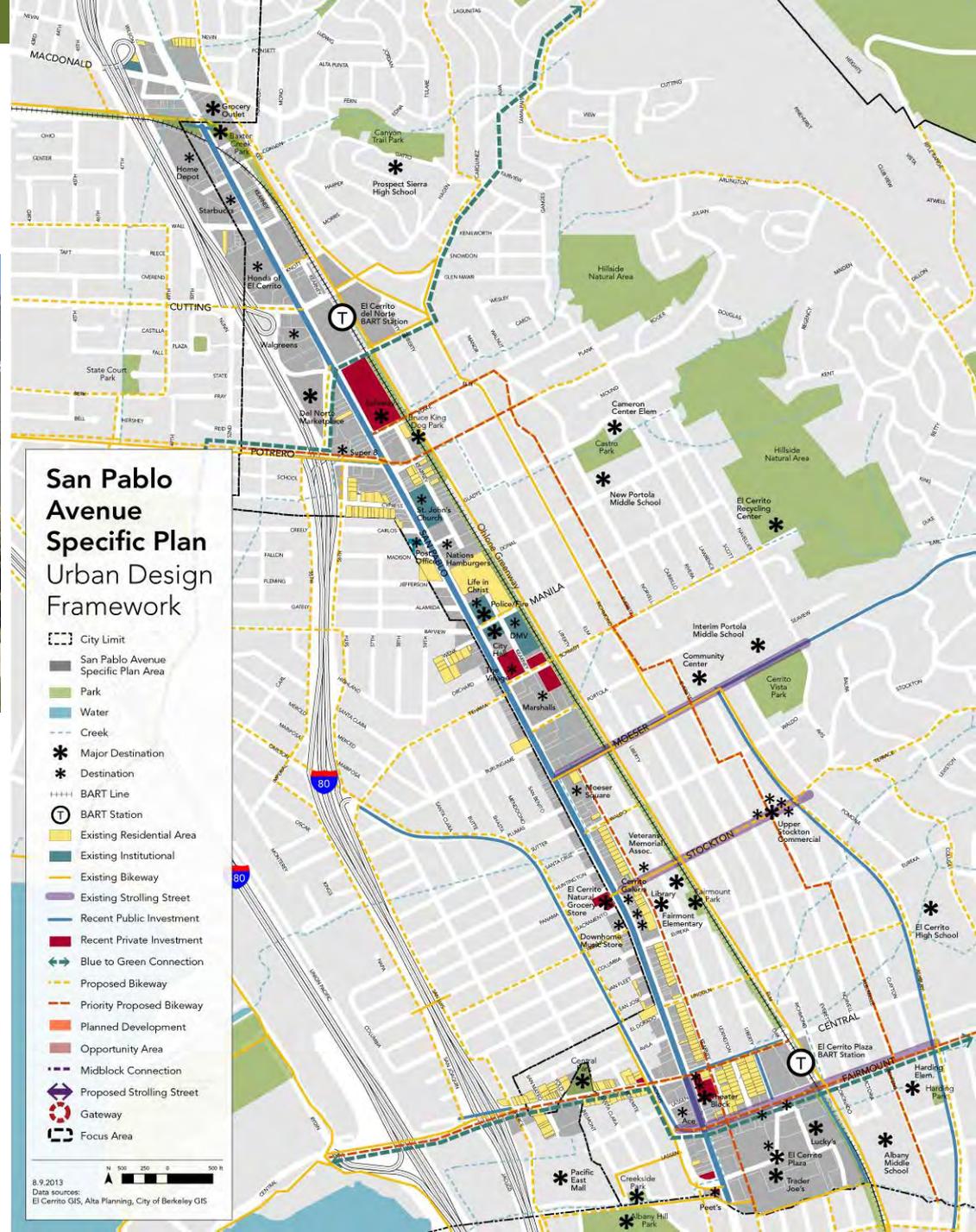
Urban Design Framework

Recent Investment



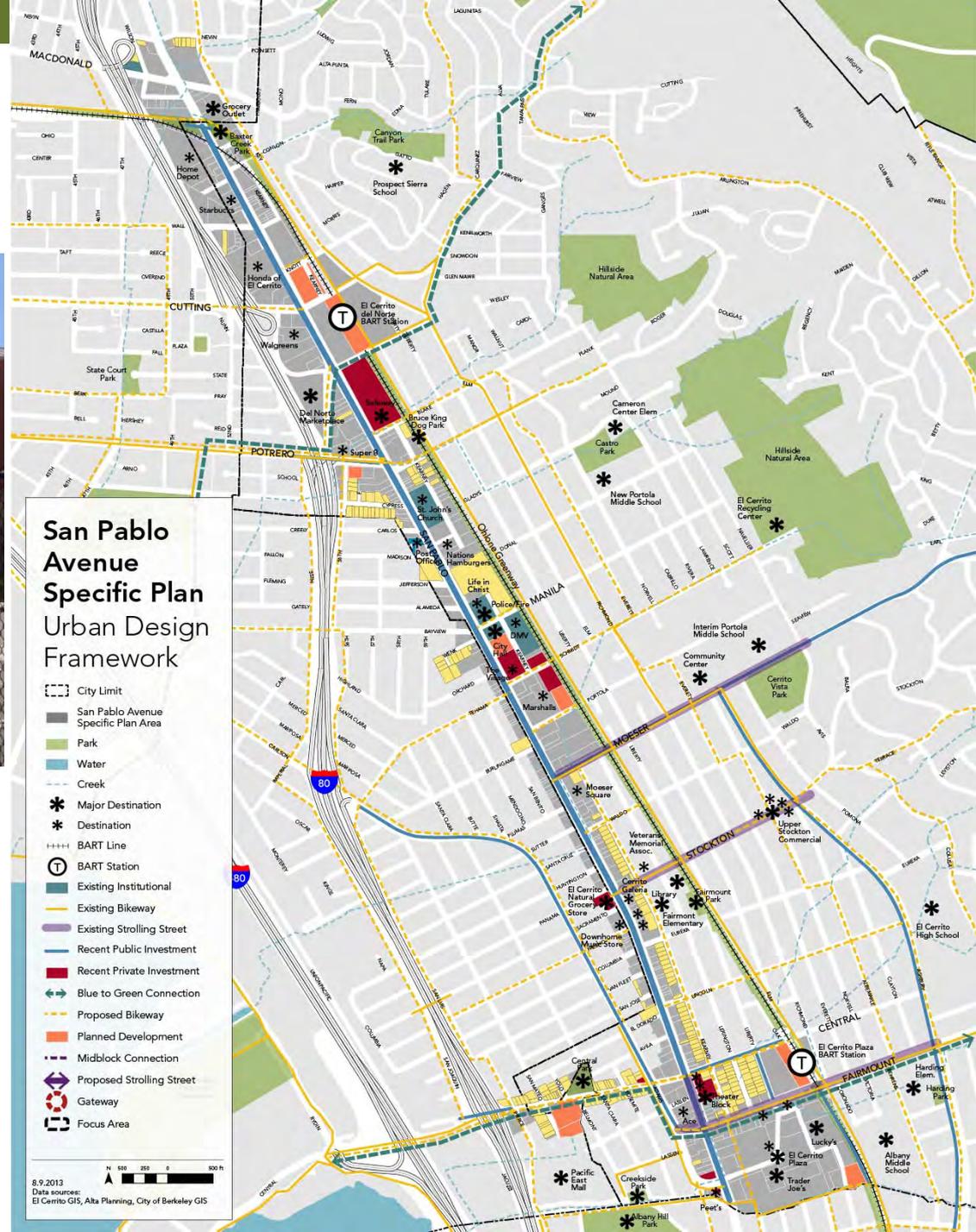
Urban Design Framework

Existing Residential –



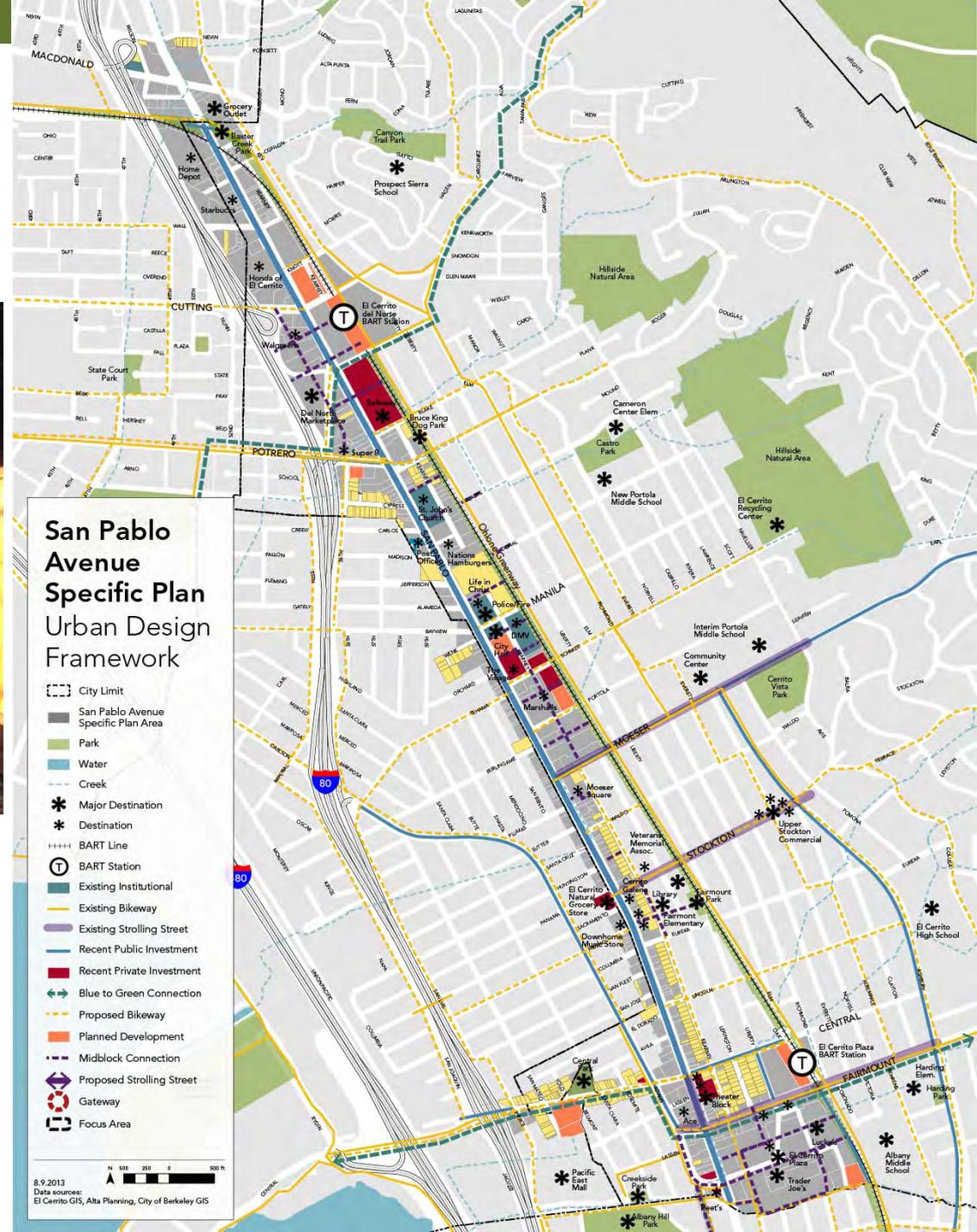
Urban Design Framework

Planned Investment



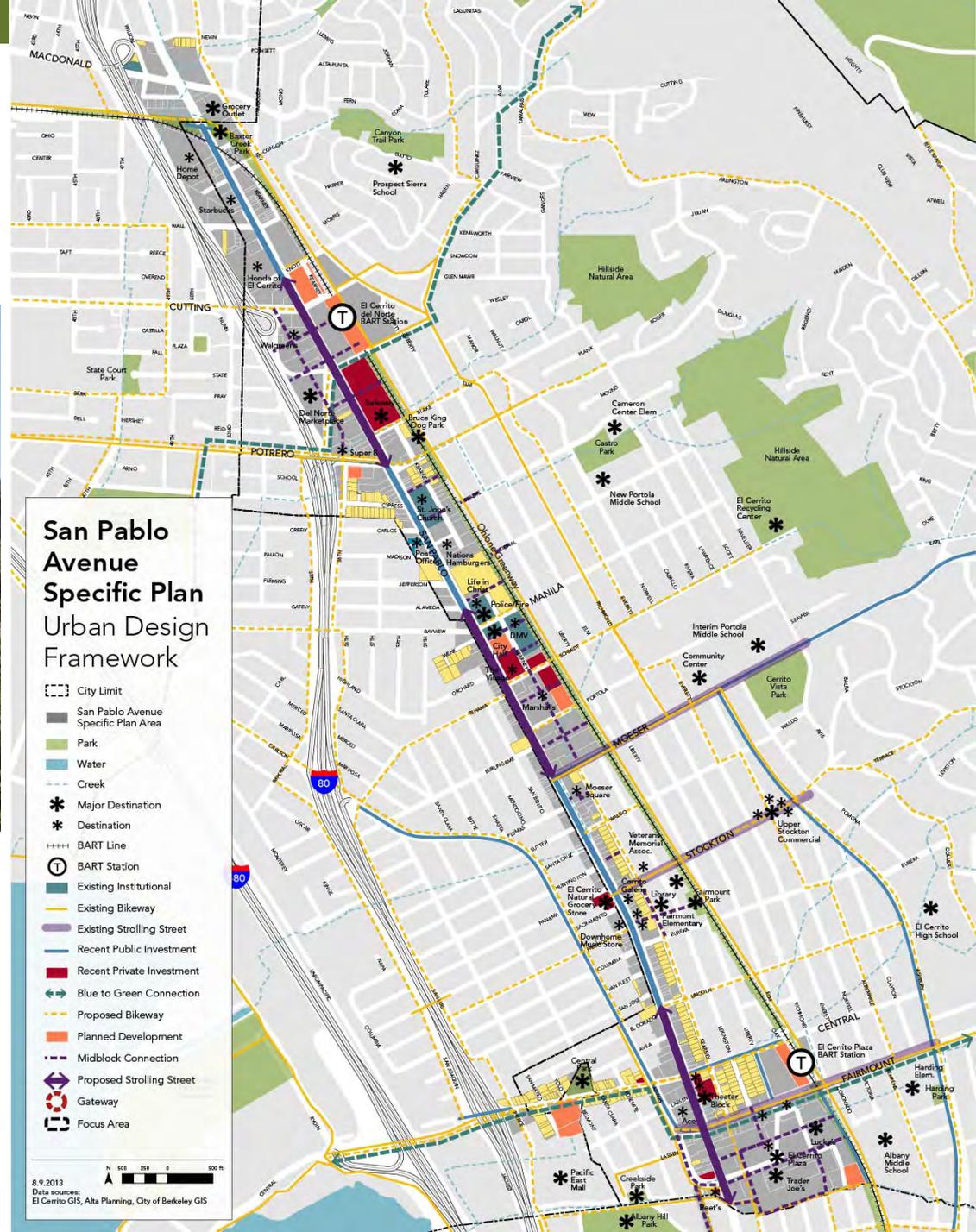
Urban Design Framework

Enhanced Connectivity – Mid Block Connections



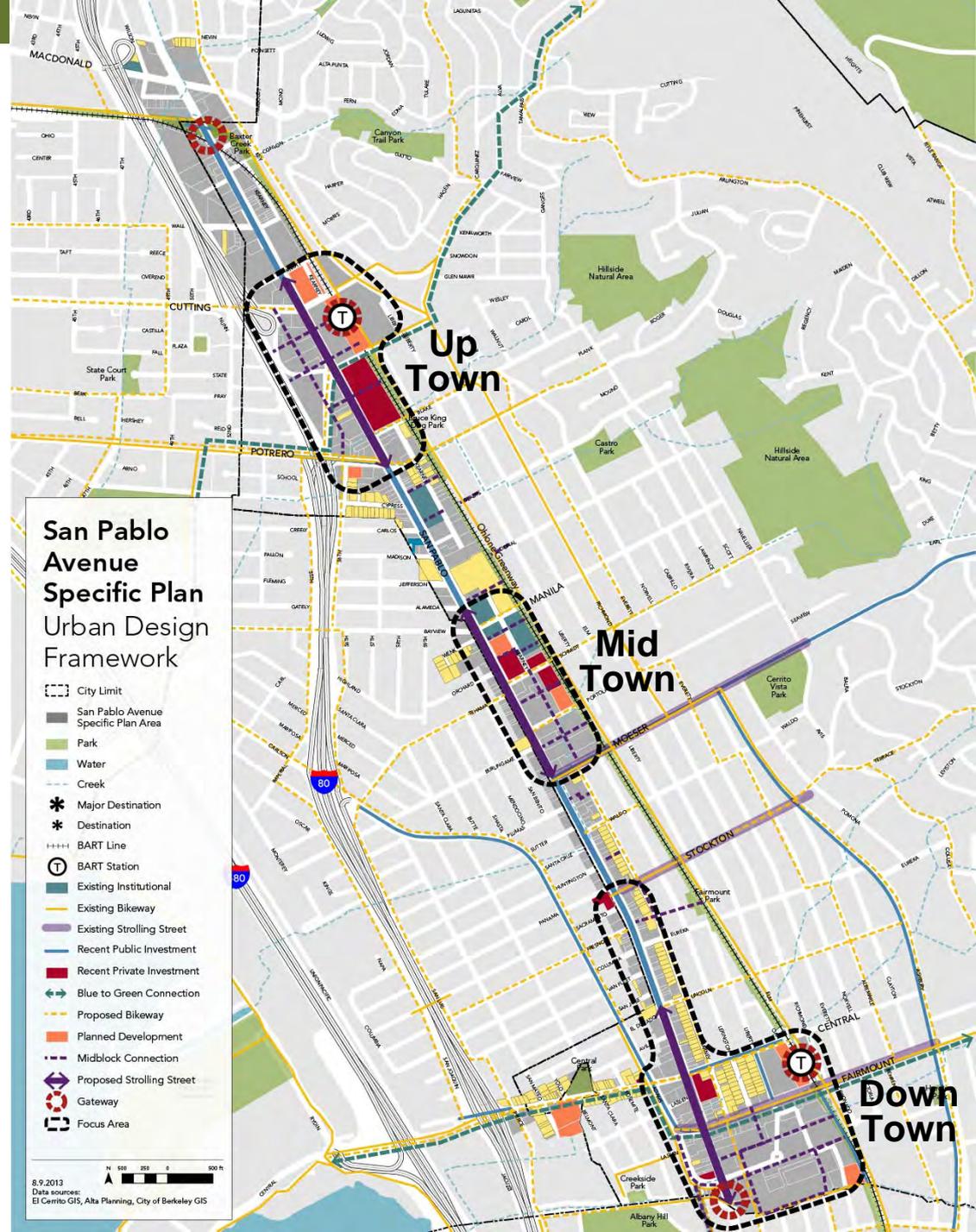
Urban Design Framework

Enhanced Connectivity - Strolling Streets



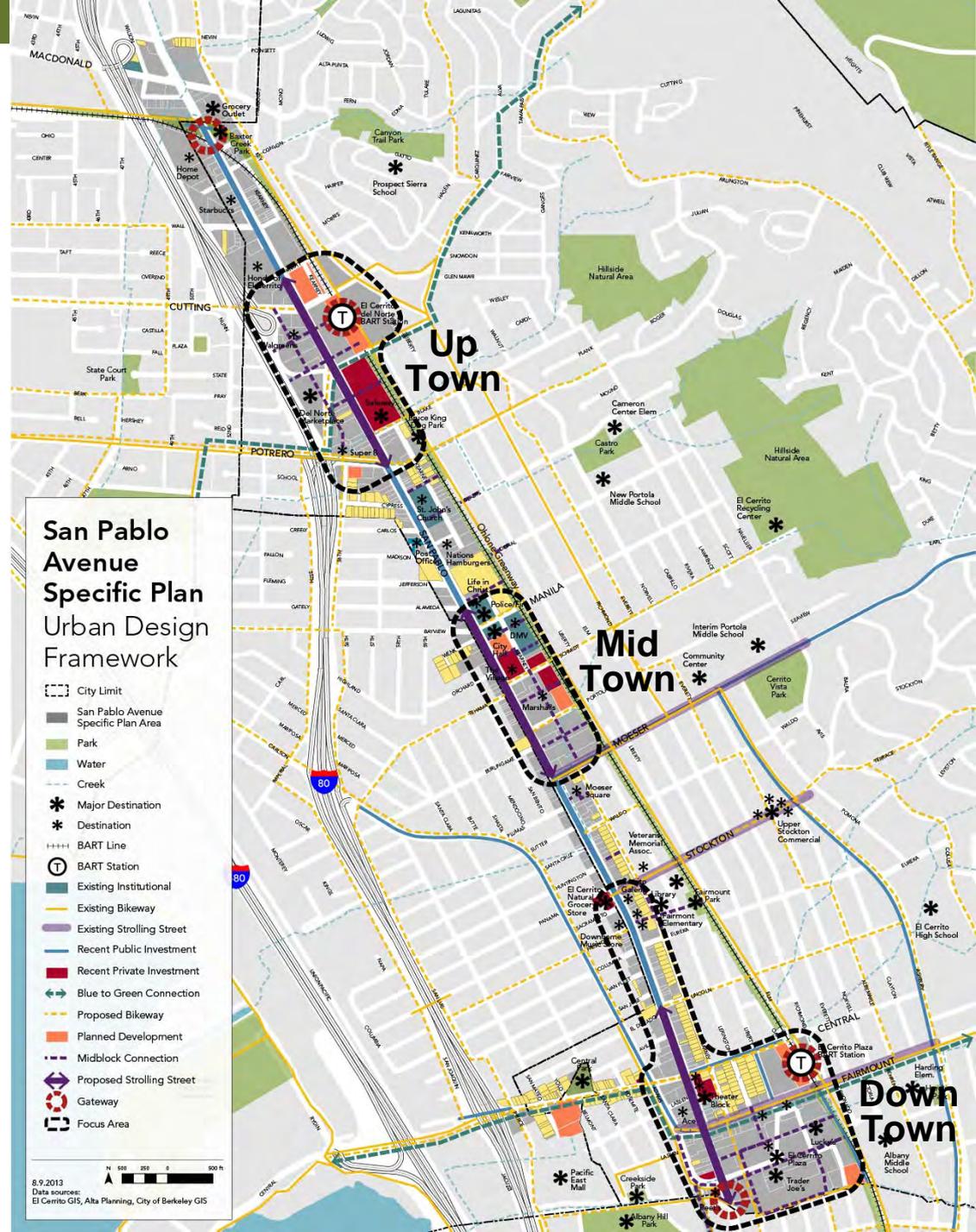
Urban Design Framework

Key Focus Areas



Urban Design Framework

Overall Vision Map



San Pablo Avenue Specific Plan Urban Design Framework

- City Limit
- San Pablo Avenue Specific Plan Area
- Park
- Water
- Creek
- Major Destination
- Destination
- BART Station
- Existing Institutional
- Existing Bikeway
- Existing Strolling Street
- Recent Public Investment
- Recent Private Investment
- Blue to Green Connection
- Proposed Bikeway
- Planned Development
- Midblock Connection
- Proposed Strolling Street
- Gateway
- Focus Area

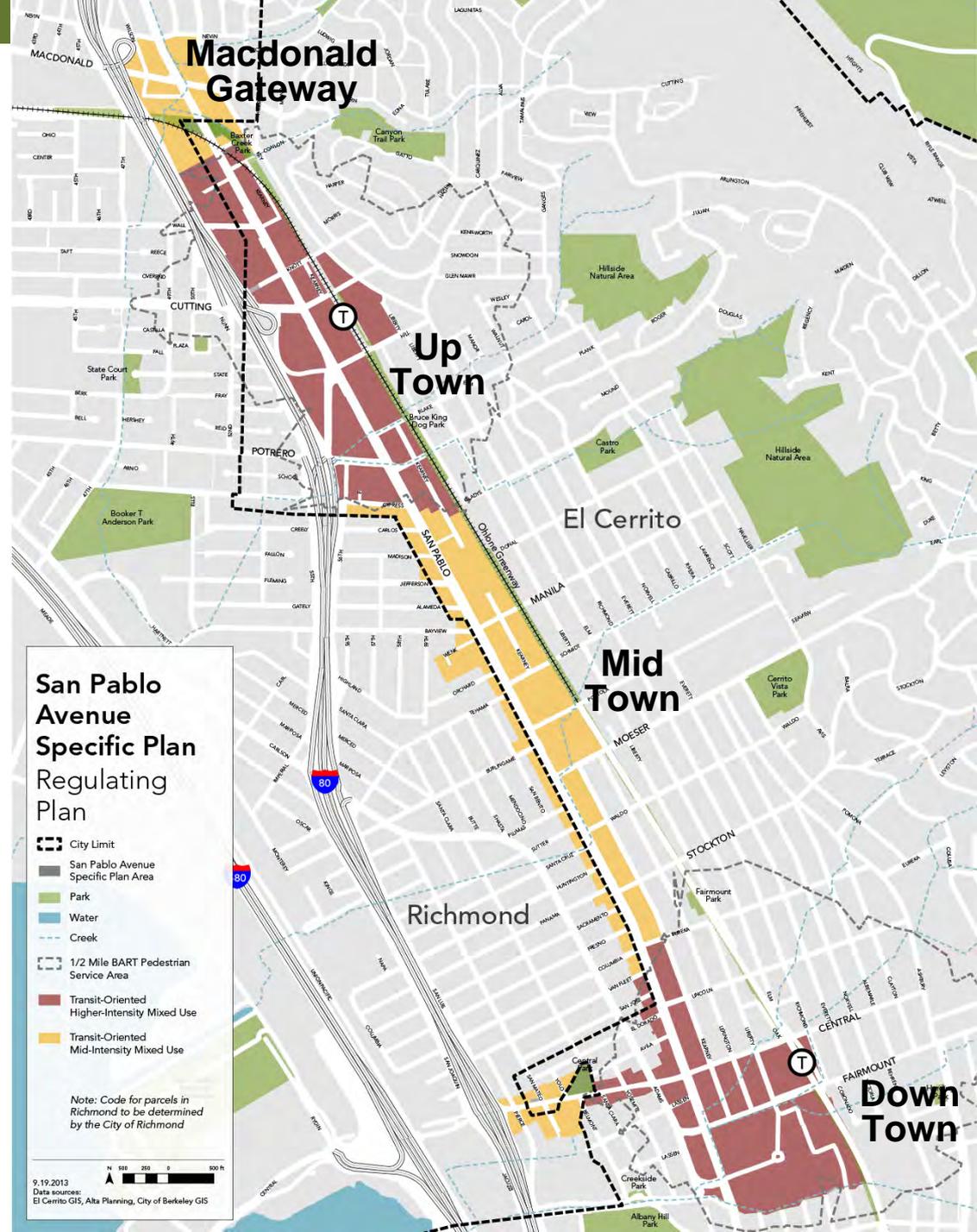
8/9/2013
 Data sources:
 El Cerrito GIS, Alta Planning, City of Berkeley GIS

Regulating Plan



Regulating Plan

Land Uses



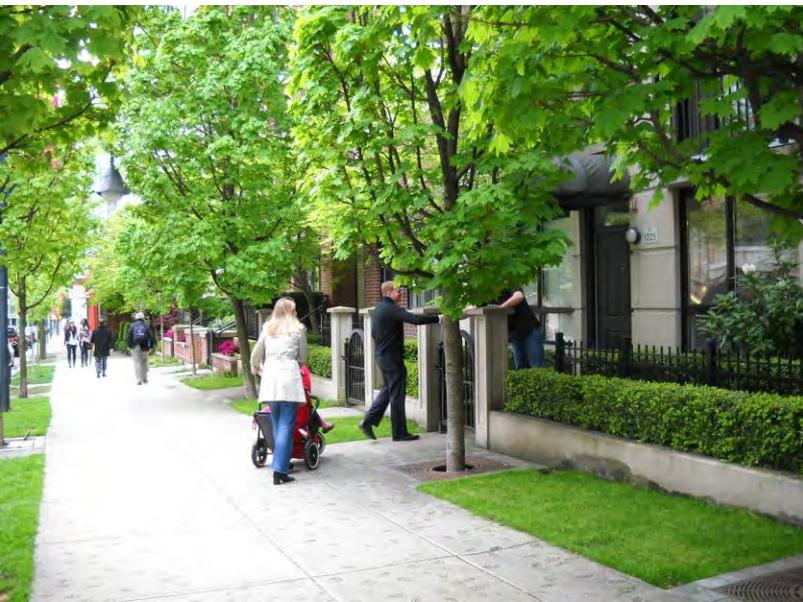
Regulating Plan

Land Uses – Transit Oriented Higher Intensity



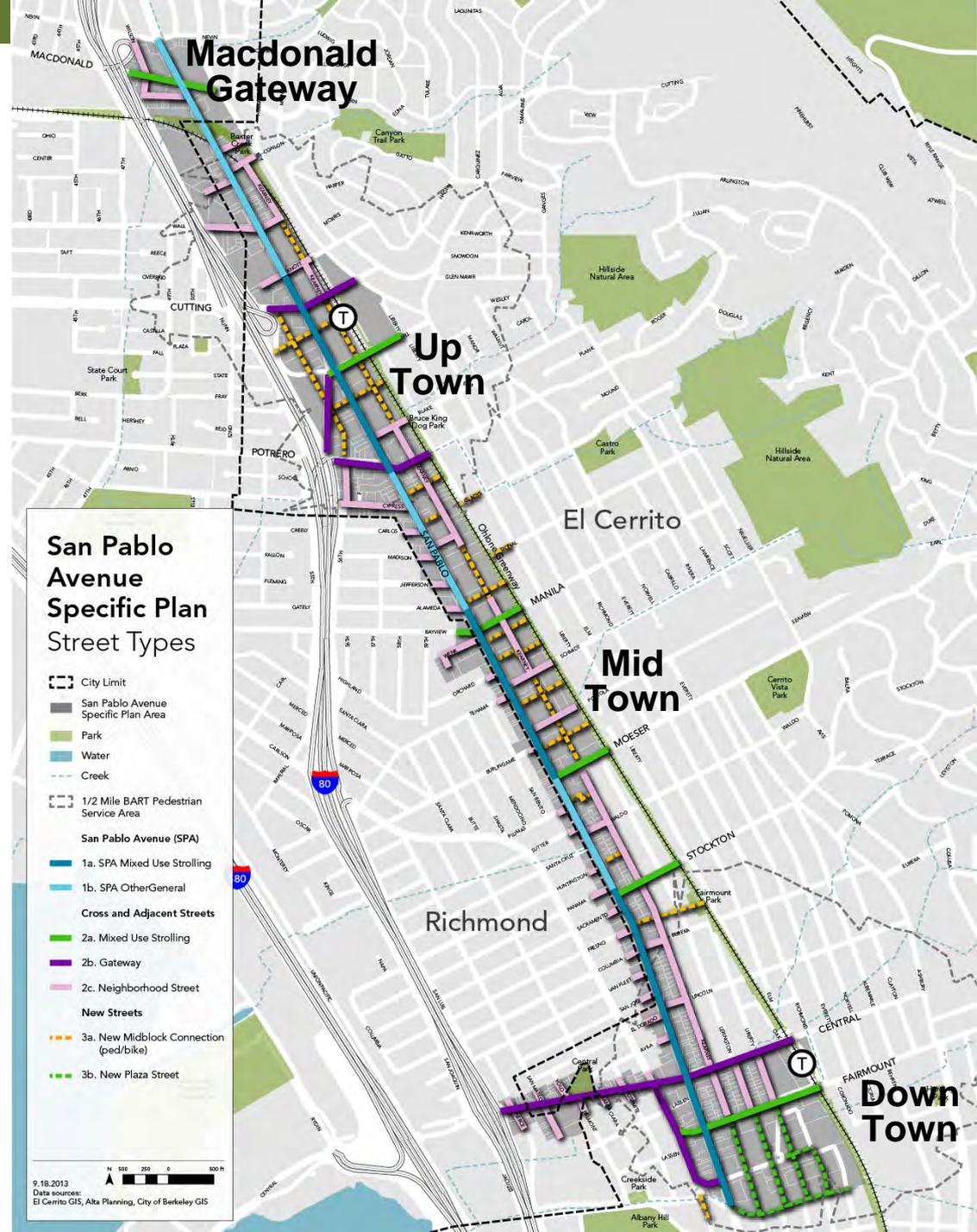
Regulating Plan

Land Uses – Transit Oriented Mid-Intensity



Street Types Plan

Street

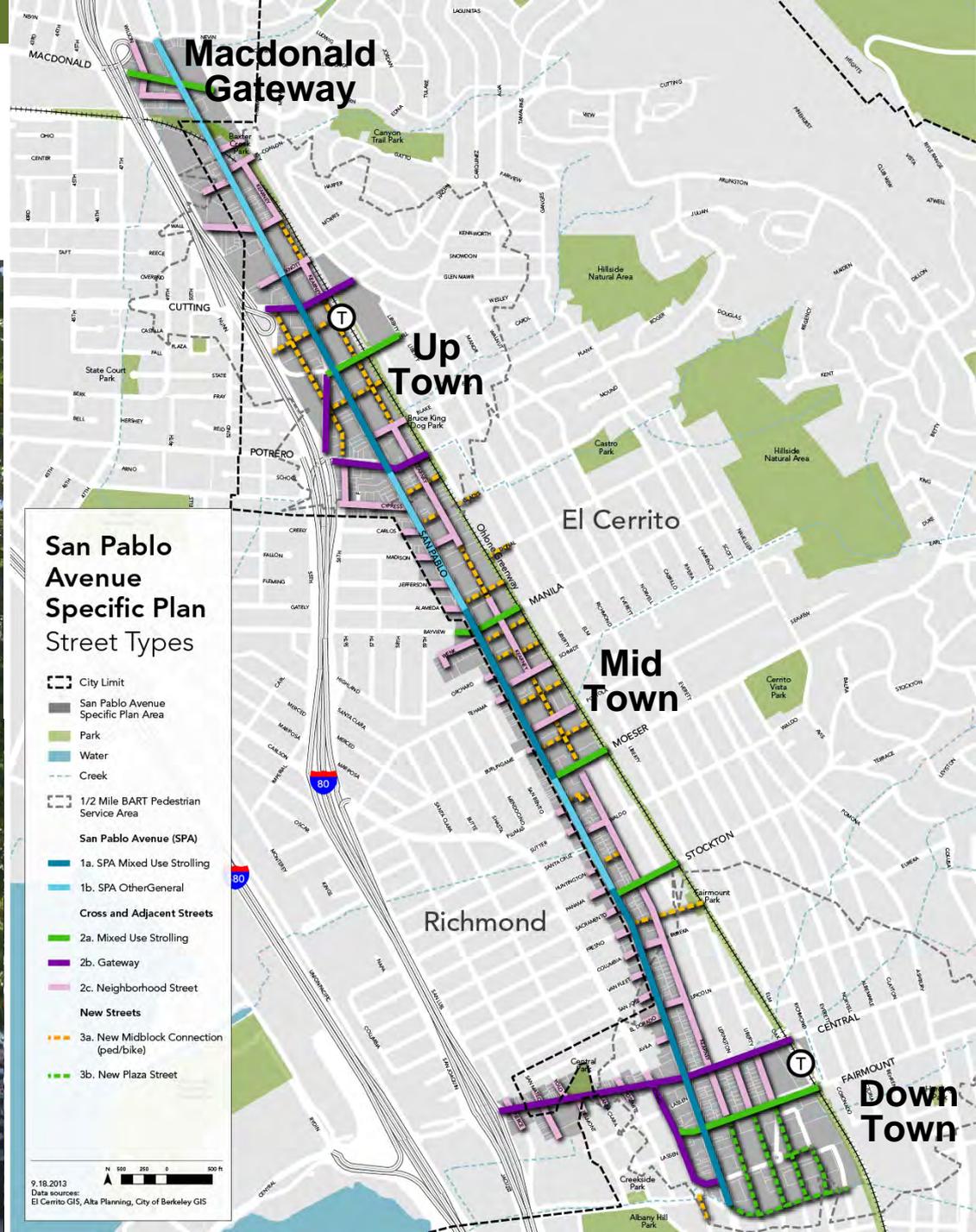


San Pablo Avenue Specific Plan Street Types

- City Limit
- San Pablo Avenue Specific Plan Area
- Park
- Water
- Creek
- 1/2 Mile BART Pedestrian Service Area
- San Pablo Avenue (SPA)**
- 1a. SPA Mixed Use Strolling
- 1b. SPA OtherGeneral
- Cross and Adjacent Streets**
- 2a. Mixed Use Strolling
- 2b. Gateway
- 2c. Neighborhood Street
- New Streets**
- 3a. New Midblock Connection (ped/bike)
- 3b. New Plaza Street

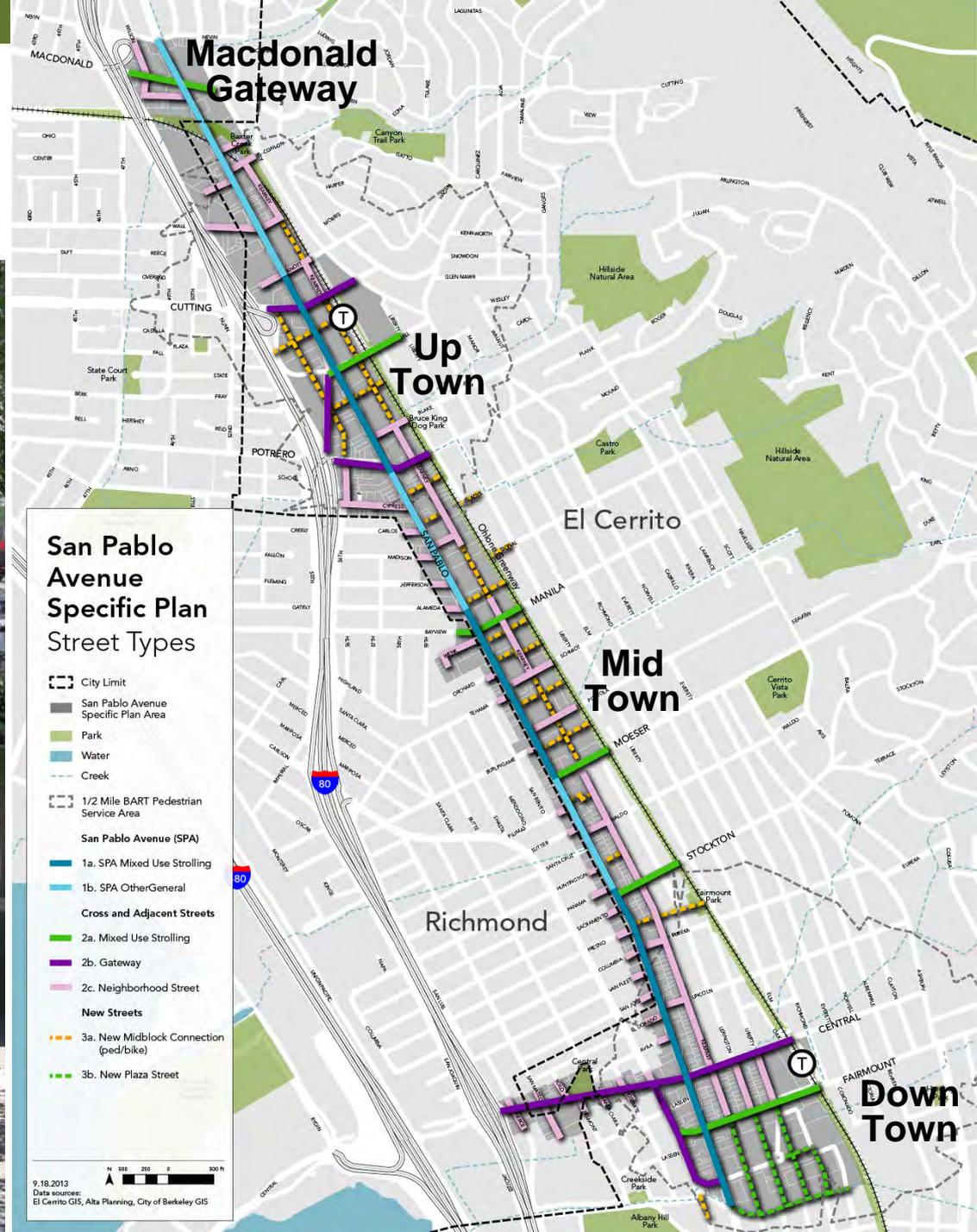
Street Types Plan

San Pablo Ave Strolling



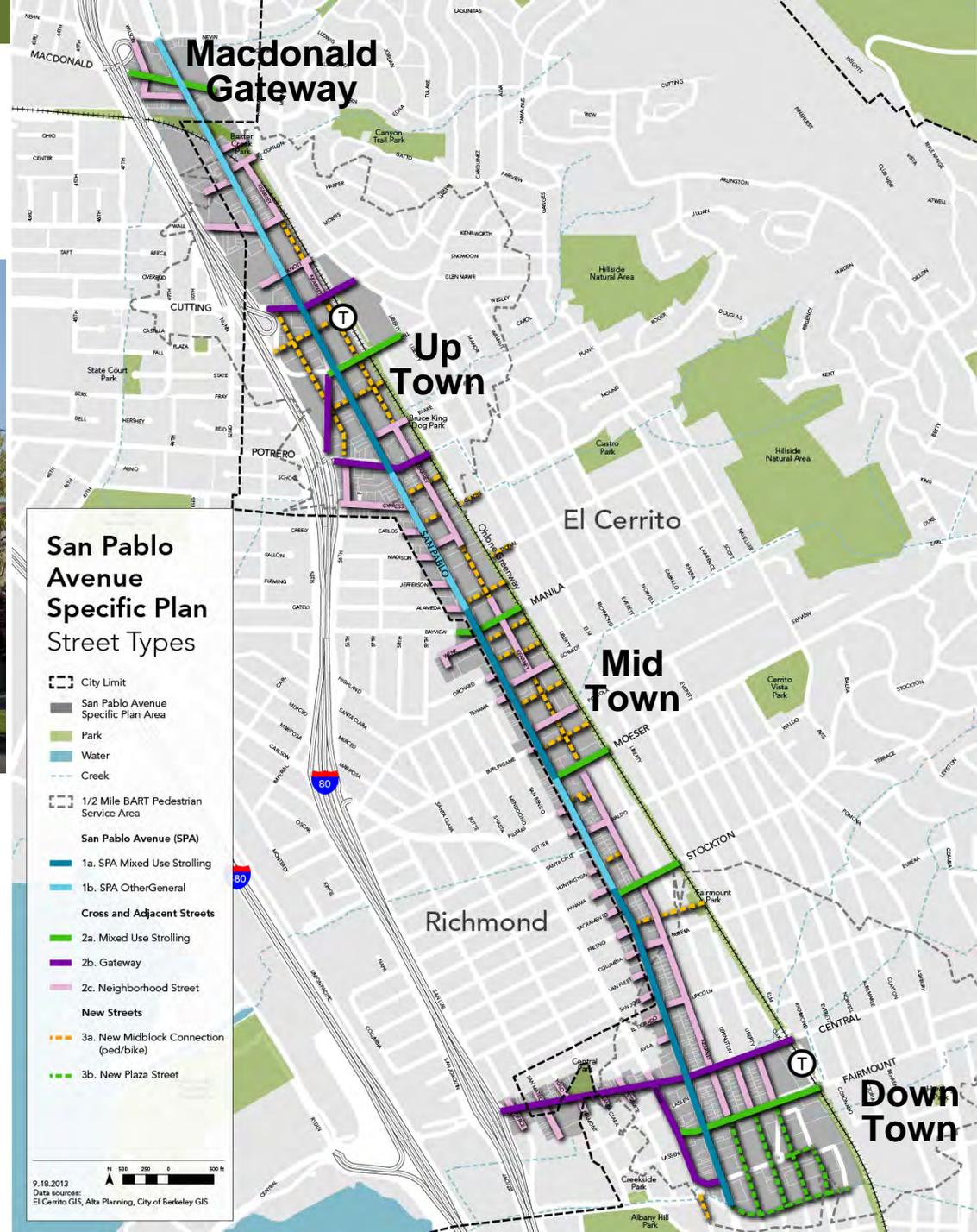
Street Types Plan

Mixed Use Strolling Streets



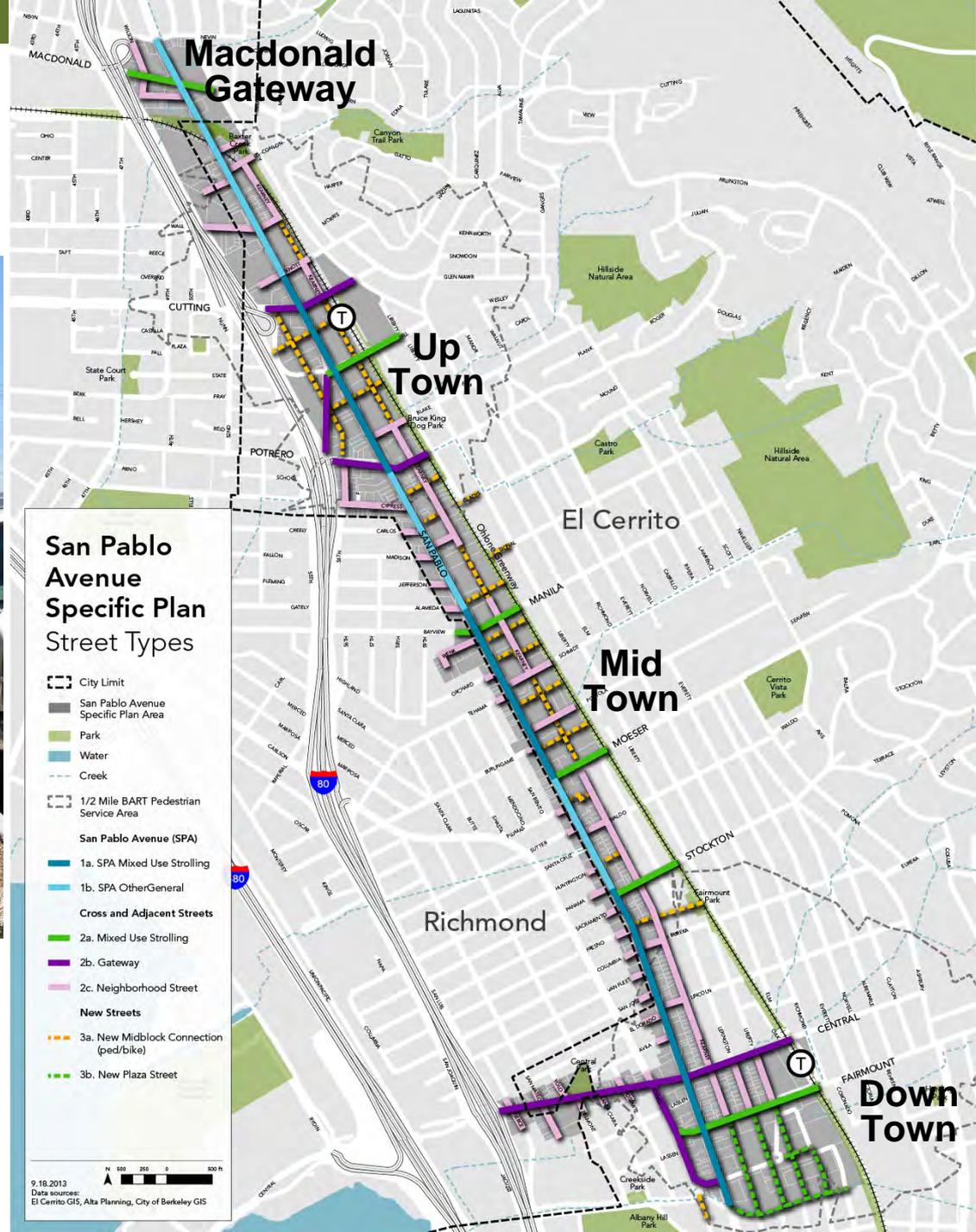
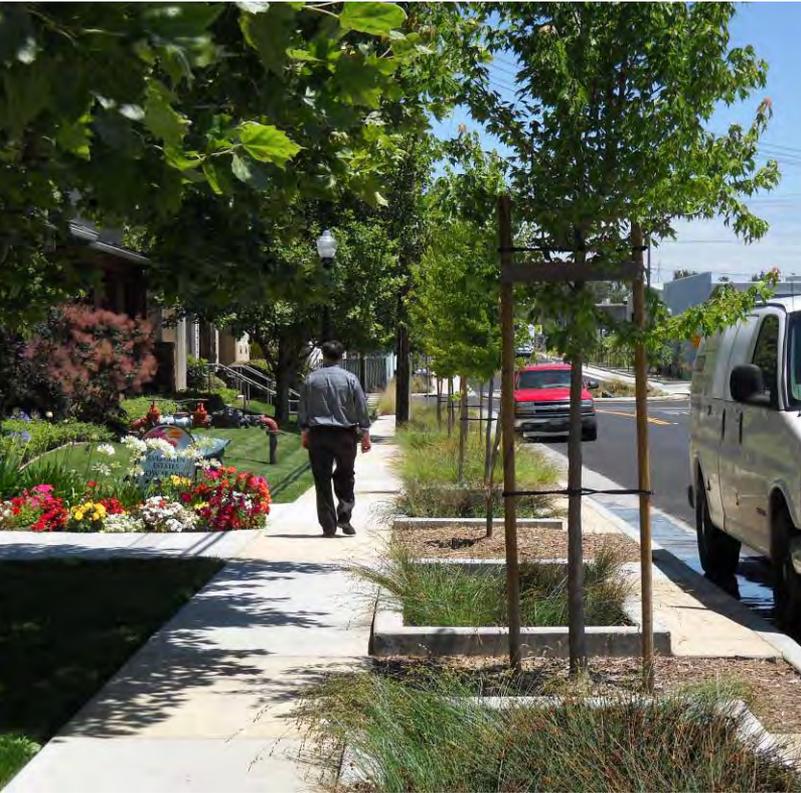
Street Types Plan

Gateway Streets



Street Types Plan

Neighborhood Streets



Open and Built Space Standards



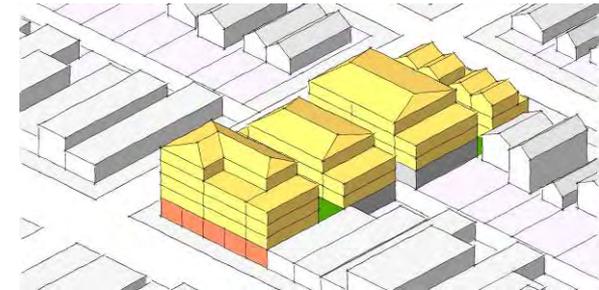
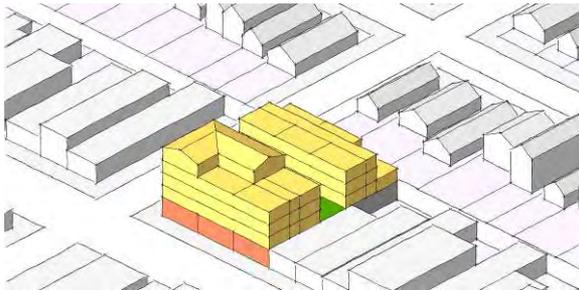
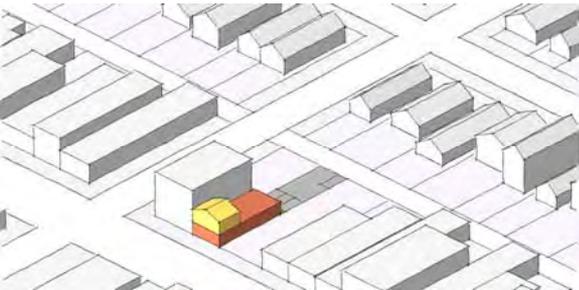
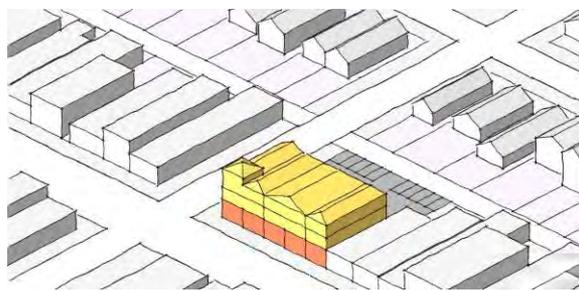
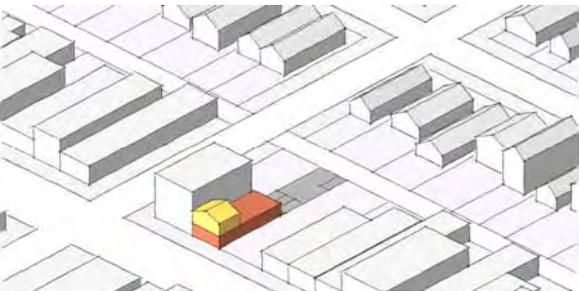
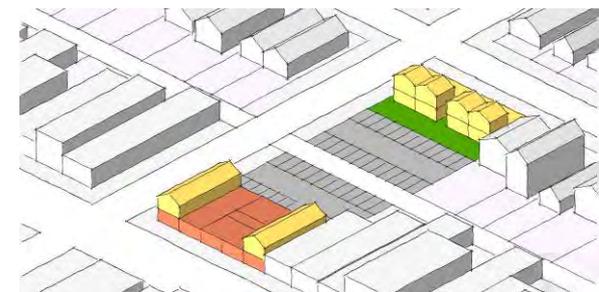
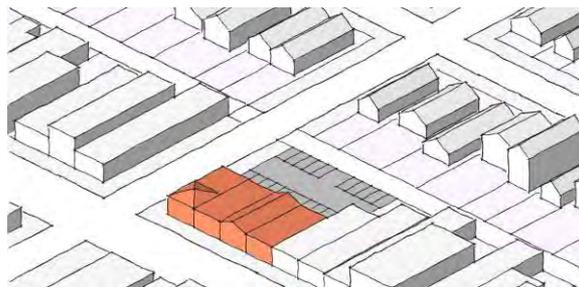
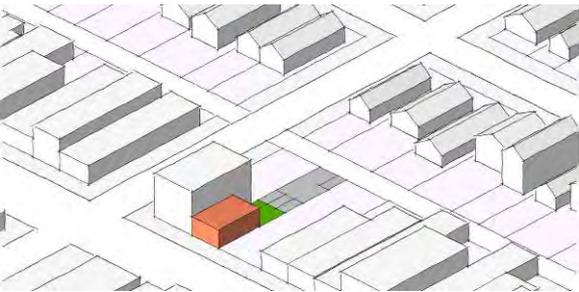
Key Performance Measures

- Economic vitality
- Placemaking & street activation
- Respect adjoining residential development
- Mode shift to pedestrian, bicycle and transit use
- Strengthen views
- Quality development!

Key Performance Measures

– Constrained lots and parcels!

- Not many contiguous large parcels and are generally are 100' deep
- Need to respect the adjoining residential development



Key Built Space Standards

– Building Form

- Height
- Setbacks

– Building Articulation

- Variable Wall Plane
- Fenestrations & Transparency
- Colors, Materials and Textures
- Ecological and Environmental Elements

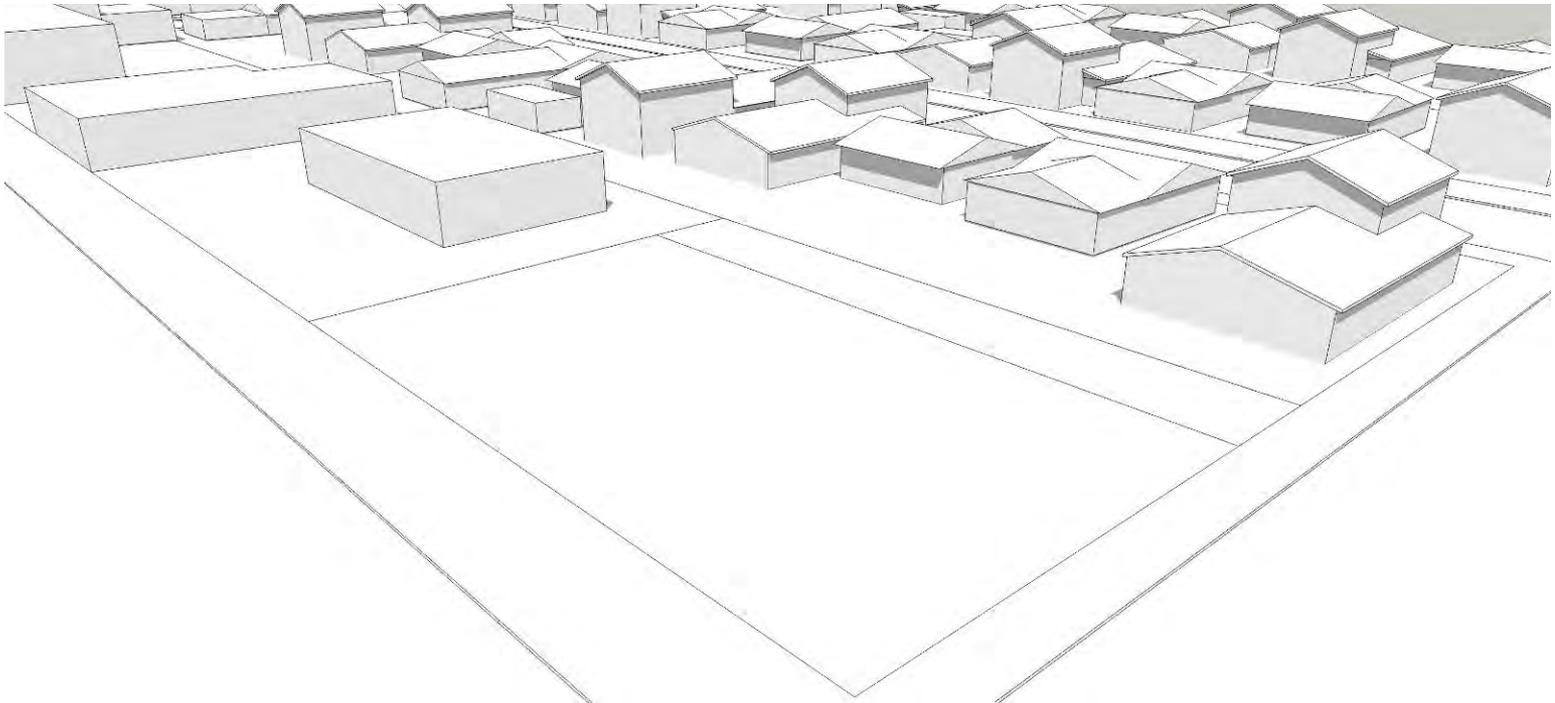
– Parking

- Amount
- Location
- Type

Building Form

– Height

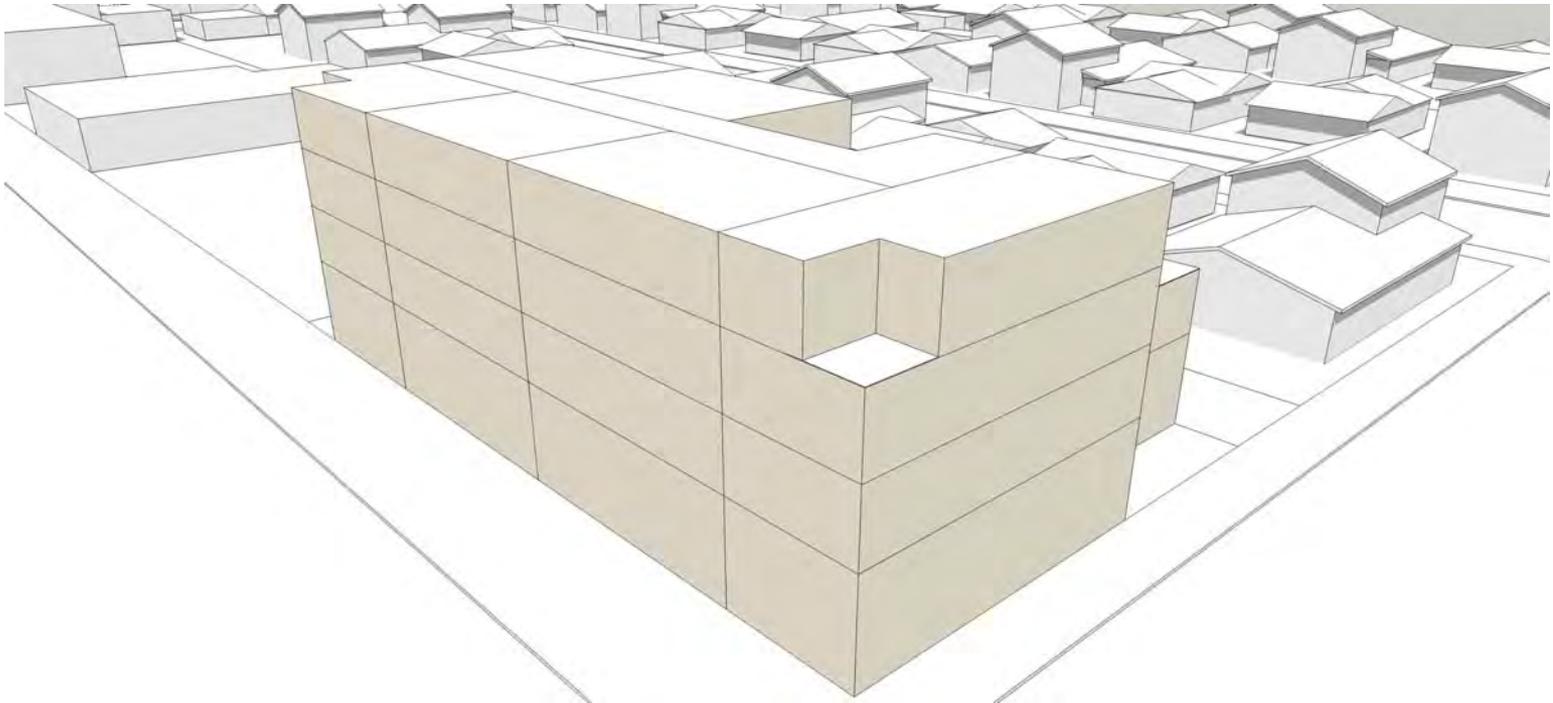
- Transit Oriented Higher Intensity : Up to 65'; 85' with density bonus
- Transit Oriented Med-Intensity: Up to 55'; 65' with density
- Minimum 2 Stories
- Exceptions granted for commercial development



Building Form

– Height

- Transit Oriented Higher Intensity : Up to 65'; 85' with density bonus
- Transit Oriented Med-Intensity: Up to 55'; 65' with density
- Minimum 2 Stories
- Exceptions granted for commercial development



Building Form

– Height (Transit Oriented Higher Intensity)

- Up to 65'; 85' with density bonus
- Minimum 2 Stories
- Exceptions granted for commercial development



Building Form

– Height (Transit Oriented Mid-Intensity)

- Up to 55'; 65' with density
- Minimum 2 Stories
- Exceptions granted for commercial development



Building Form

– Setback

- Up to 10' for ground floor, especially with narrow sidewalks
- Up to 15' for ground floor residential uses in Transit Oriented Mid-Intensity MU



Building Form

– Setback

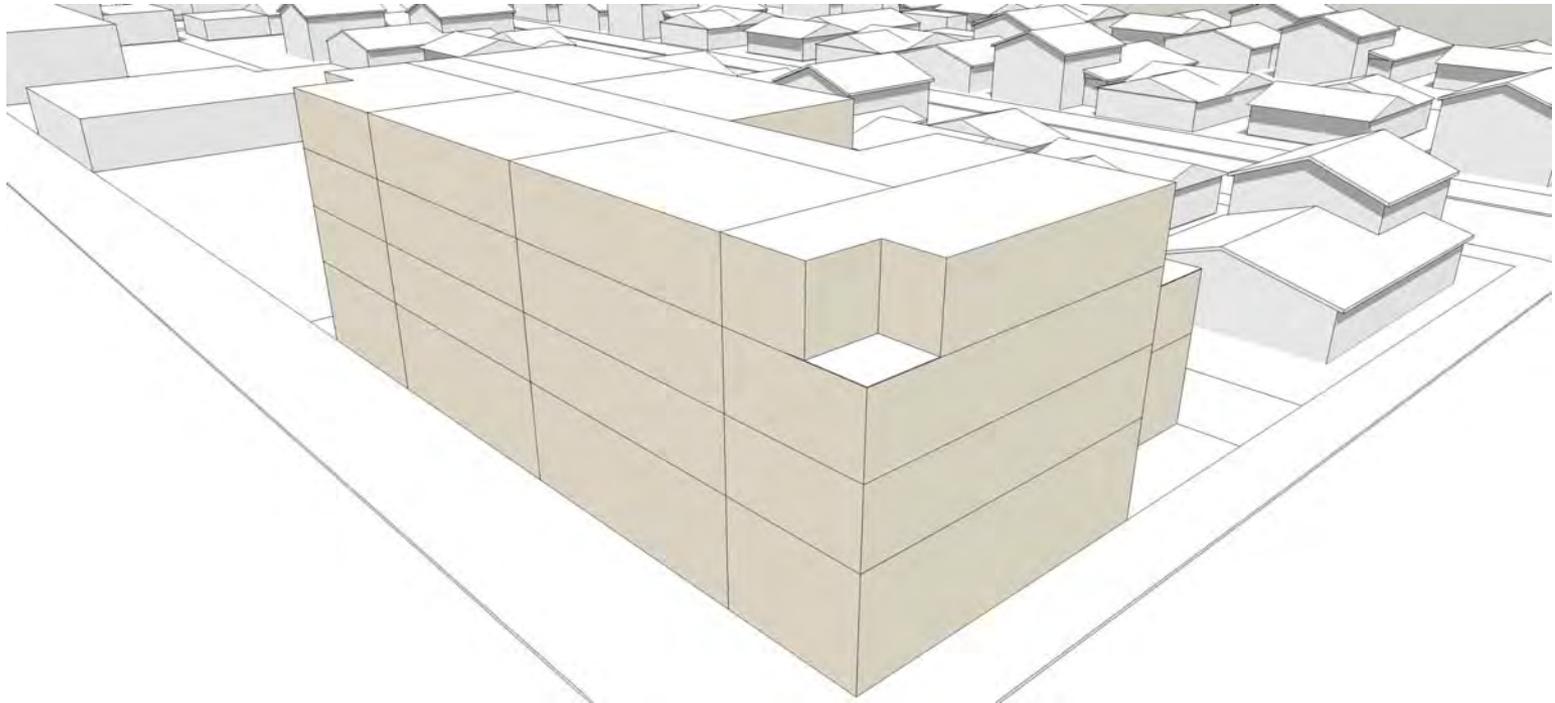
- Respect access to sun and light to adjoining residential uses



Building Articulation

– Variable Wall Plane

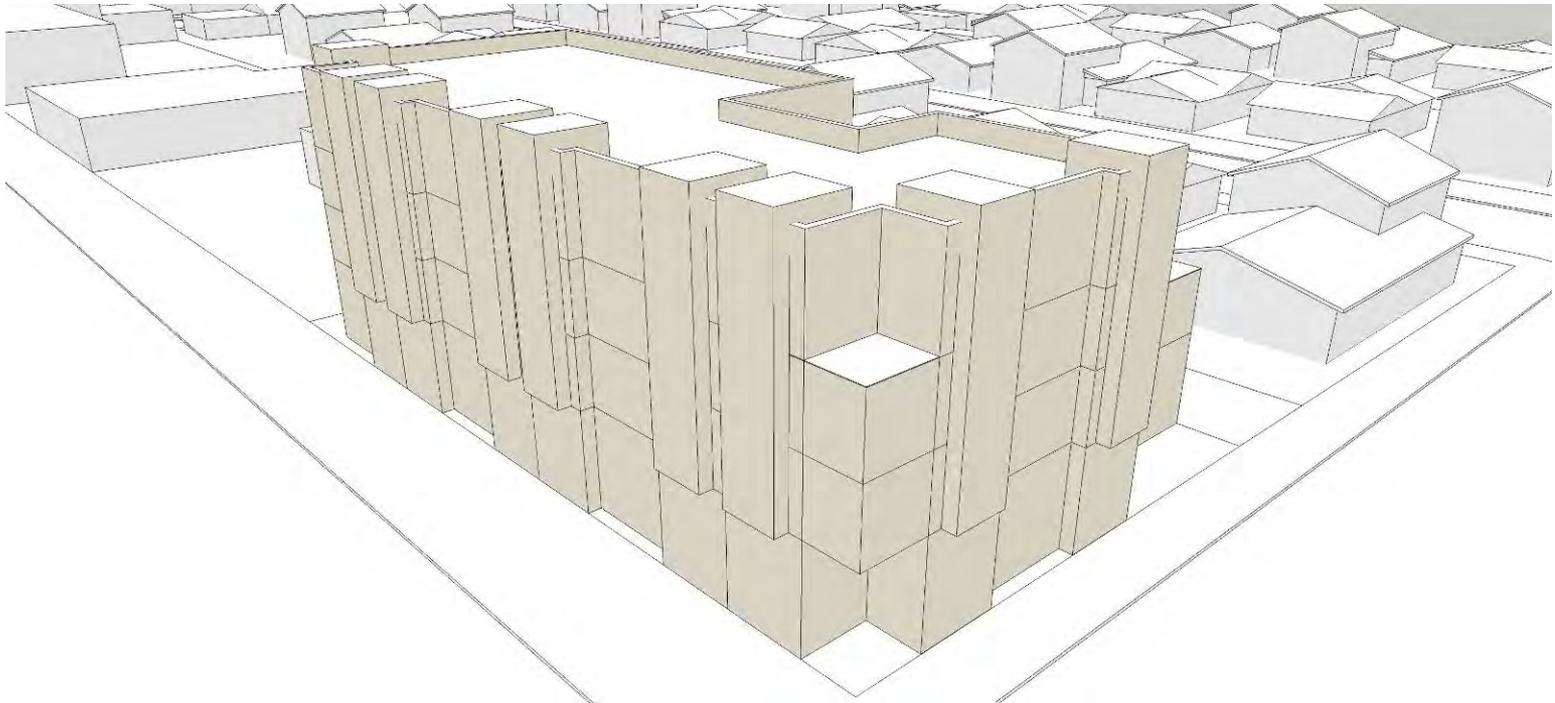
- Up to 50% variation in wall plane
- Up to 3' overhang projection into street ROW (balconies, shade elements, etc)



Building Articulation

– Variable Wall Plane

- Up to 50% variation in wall plane
- Up to 3' overhang projection into street ROW (balconies, shade elements, etc)



Building Articulation

– Variable Wall Plane

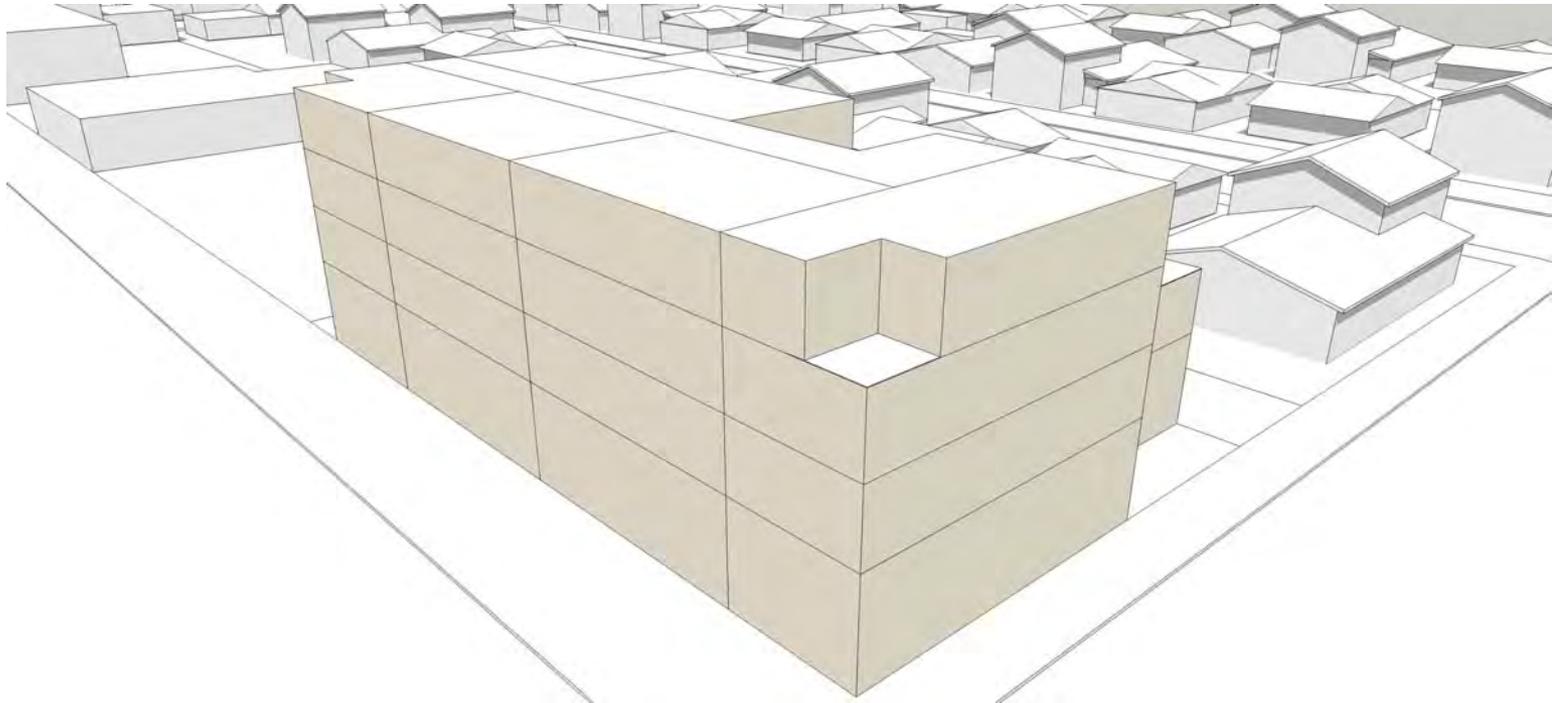
- Up to 50% variation in wall plane
- Up to 3' overhang projection into street ROW (balconies, shade elements, etc)



Building Articulation

– Fenestration & Transparency

- For strolling streets, minimum 75% ground floor & 60% upper floors
- Exceptions allowed to mitigate heat gain and glare



Building Articulation

– Fenestration & Transparency

- For strolling streets, minimum 75% ground floor & 60% upper floors
- Exceptions allowed to mitigate heat gain and glare



Building Articulation

– Fenestration & Transparency

- For strolling streets, minimum 75% ground floor & 60% upper floors
- Exceptions allowed to mitigate heat gain and glare
- Well integrated shade providing elements



Building Articulation

– Colors, Materials and Textures

- Different materials, colors or textures to break building mass



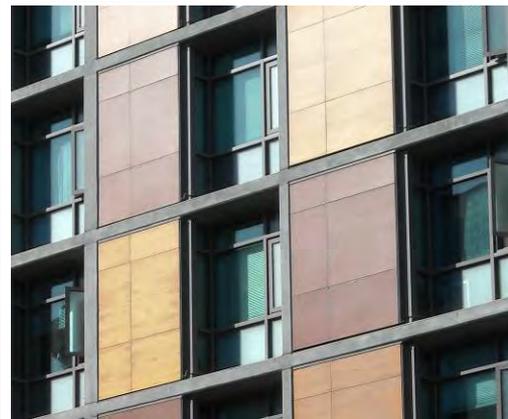
Building Articulation

- Incorporate environmentally and ecologically friendly elements
 - Energy generating wind and solar panels
 - Shade elements
 - On-site stormwater treatment
 - Roof gardens



Building Articulation

– Sustainable development elements



Building Articulation

– Sustainable development elements



Parking

– Amount (Transit Oriented Higher Intensity)

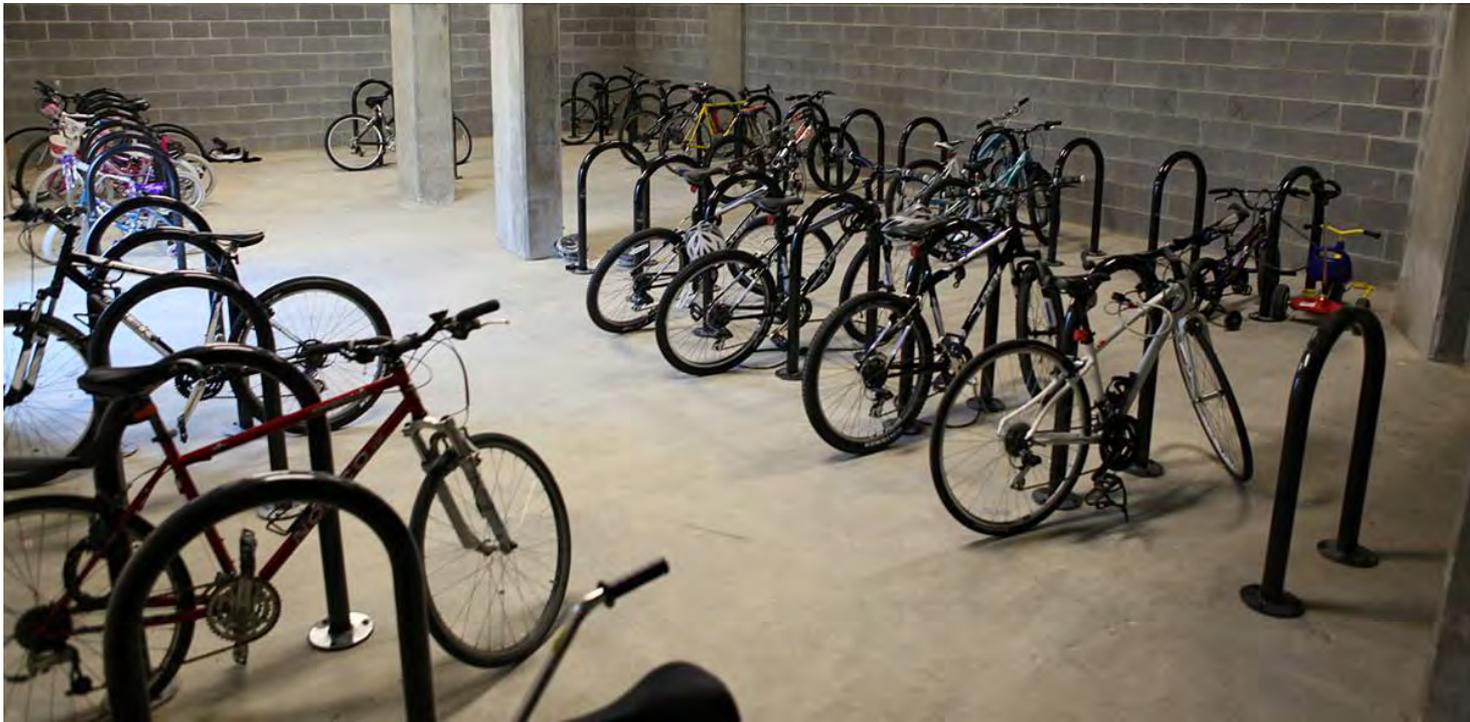
- No off-street auto parking for less than 3000 sq ft, 1 space/1000 sf ft for space larger than 3000 sq ft
- 0.5 auto space per residential unit
- Reduced parking allowed with parking management strategy within ¼ mile walking distance (transit passes, enhanced bike parking, etc)



Parking

– Amount (Transit Oriented Mid-Intensity)

- No off-street auto parking for less than 2000 sq ft, 1 space/500 sf ft for space larger than 2000 sq ft
- 1 auto space per residential unit
- Reduced parking allowed with parking management strategy (transit passes, enhanced bike parking and amenities, etc)



Parking

– Location

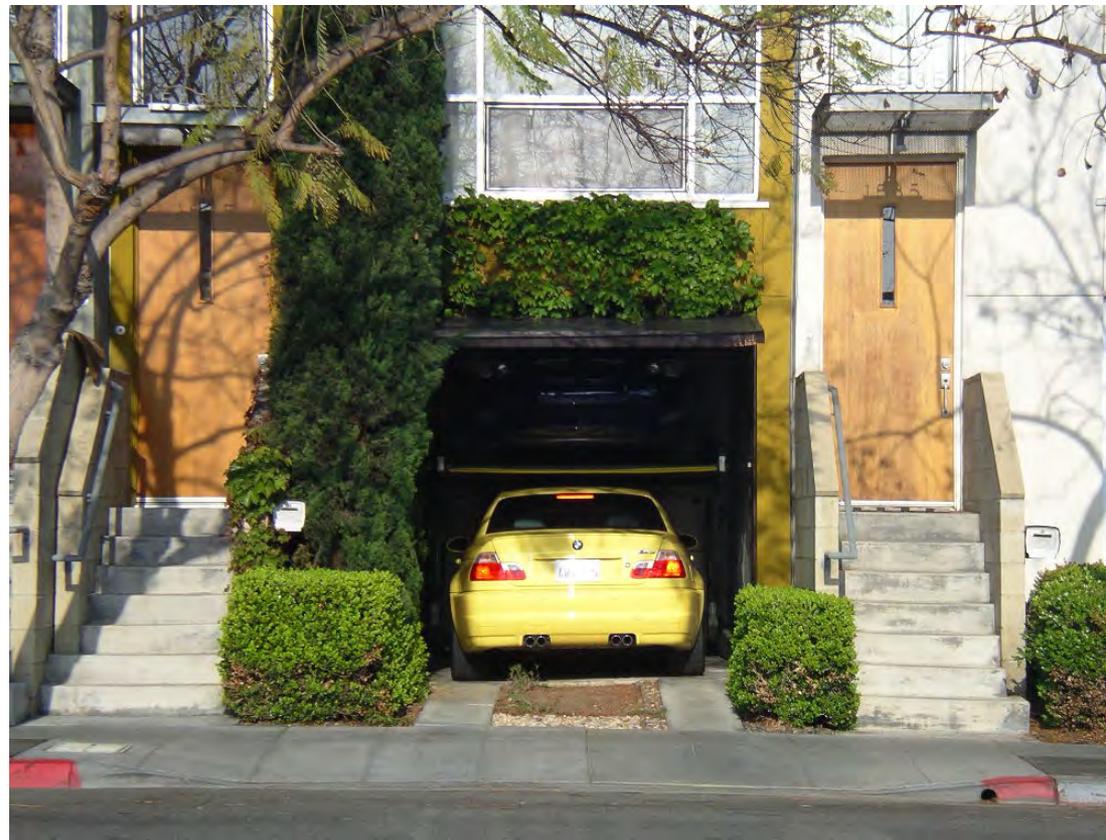
- Behind habitable space, underground, or on the interior or rear
- Curb cuts not preferred on strolling streets
- No curbs cuts more than 20' feet wide.
- 1 curb cut per use per site. Conditional permit for more than one driveway per site.



Parking

– Type

- Tandem, stacked and shared for single family residential
- Shared, stacked and unbundled for mixed use and multi-family
- ADA accessible parking distinct and conveniently located



Key Open Space Standards

- Common public and private open space
 - Mid-block connections (paseos, mews, etc)
 - Multi-purpose open spaces
- Streets
 - Contiguous ADA accessible pathways
 - Sidewalk activation: placemaking & reStreets opportunities
 - Ground floor residential setback
 - Flex parking lane on cross streets
 - Flexible streets
- Planting Palette

Key Open Space Standards

– Multi-Purpose Open Spaces

- Location: ground, first floor, roof, etc. Accessible to ALL.
- Type: plazas, mini-parks, roof gardens, community gardens, tot lots, etc
- Incentivize to address gaps, especially in higher density neighborhoods



Common Public and Private Open Space

– Mid-Block Connections

- Every 200' feet
- Minimum 15' wide
- Allow for ped-bike connections, on-site storm water treatment, etc

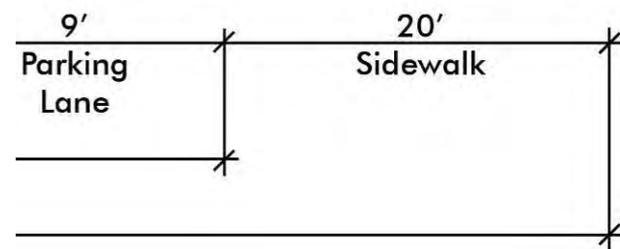


Sidewalk Activation



Placemaking

Along San Pablo Avenue @ Wide Sidewalks (eg. Downtown Plaza Area)



reStreets

Along San Pablo Avenue & Other Strolling Streets



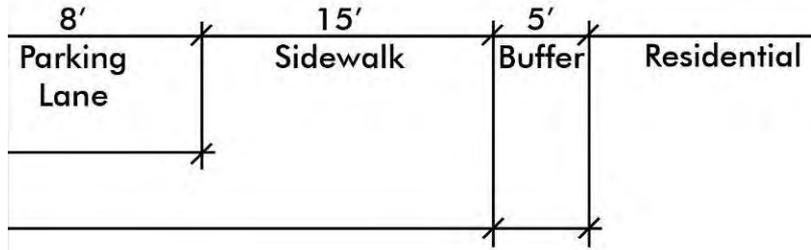
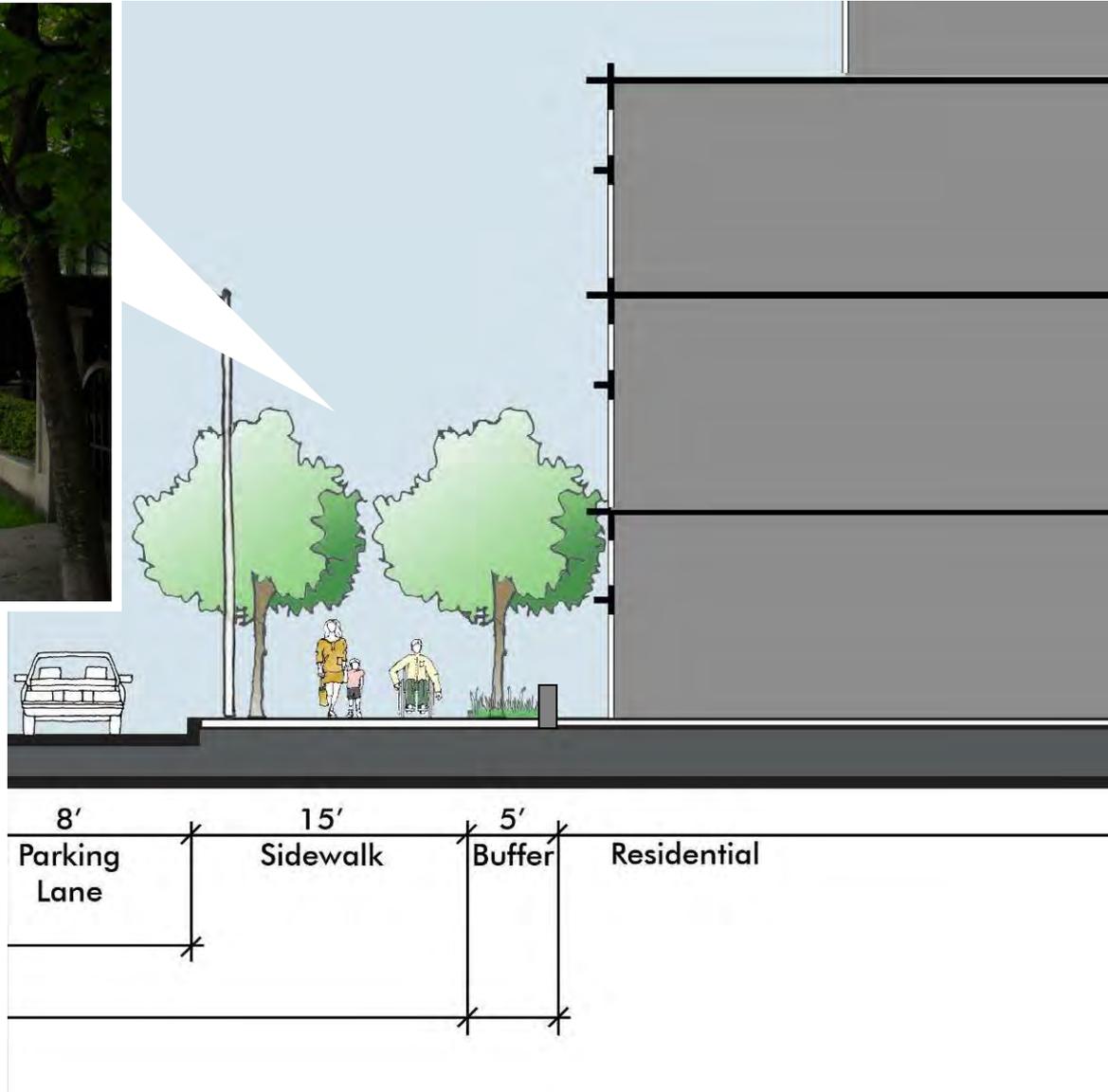
Residential Development

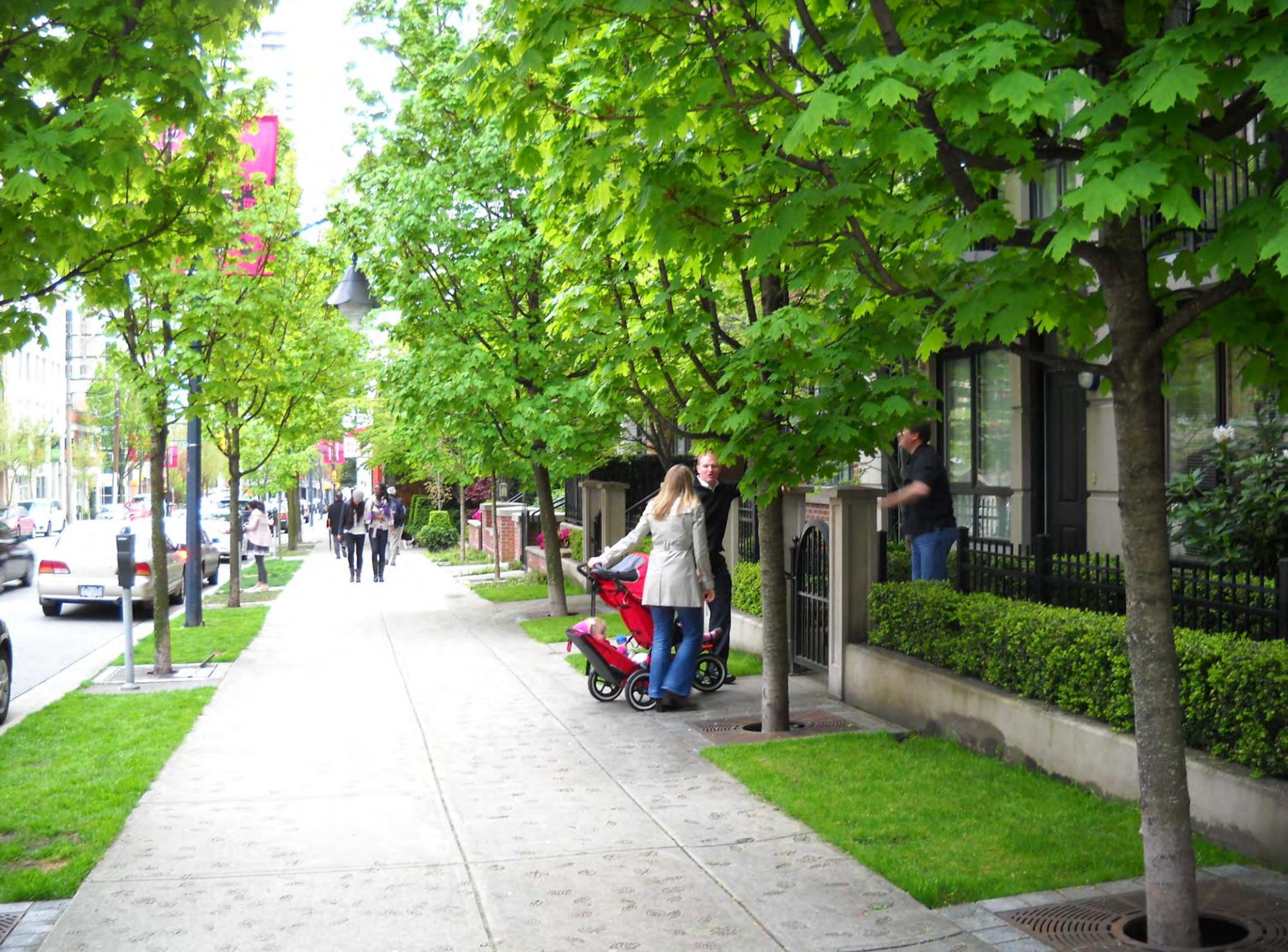
Proposed Section San Pablo Avenue @ Mid Town



Residential Development

Proposed Section San Pablo Avenue @ Mid Town





Planting Palette

– Palette

- Maximize native and drought tolerant
- Seasonal color



Planting Palette

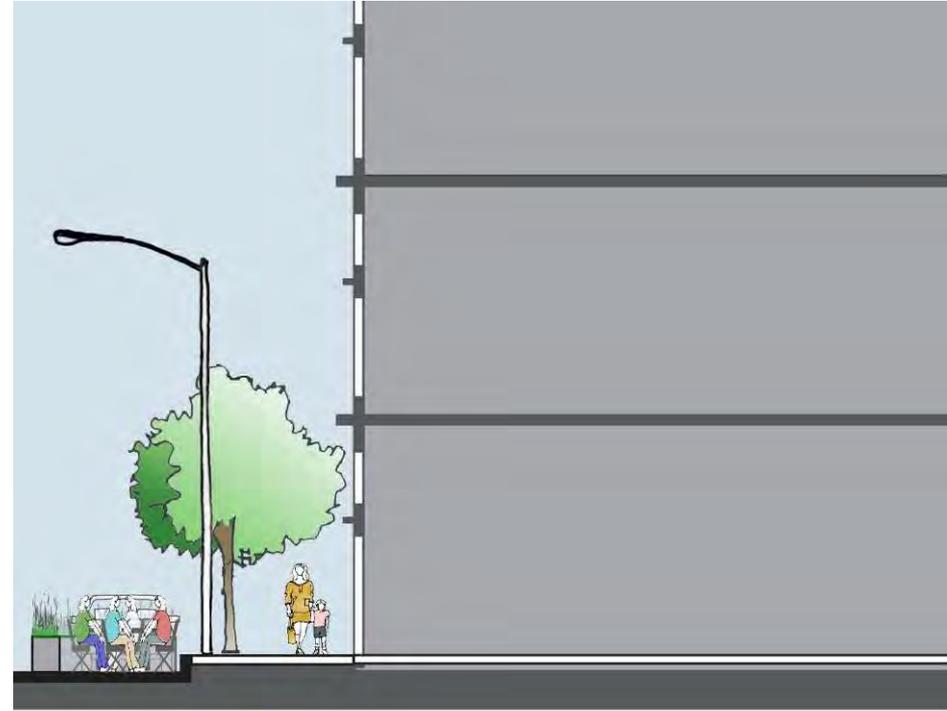
– Identity

- Build on existing desirable palette (eg. San Pablo Ave)
- Distinctive palette for different strolling streets
- Green “gateway” streets



Flex Parking Lane

Along Cross Streets With Constrained Sidewalk



Just For Fun
Scribbledoodles

Artsake

CLEANING
WAXING
HAR
ONCAVE
BAT
BETS



31



Flexible Streets



Flexible Streets



Flexible Streets



Flexible Streets



Flexible Streets



Flexible Streets



Flexible Streets





Community Workshop #2

October 19, 2013