

BROADWAY VALDEZ DISTRICT SPECIFIC PLAN

Bicycle and Pedestrian Advisory Committee (BPAC)
November 21, 2013



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BROADWAY VALDEZ DISTRICT SPECIFIC PLAN

OVERALL LAND USE CONCEPT

Overall Broadway Valdez District:

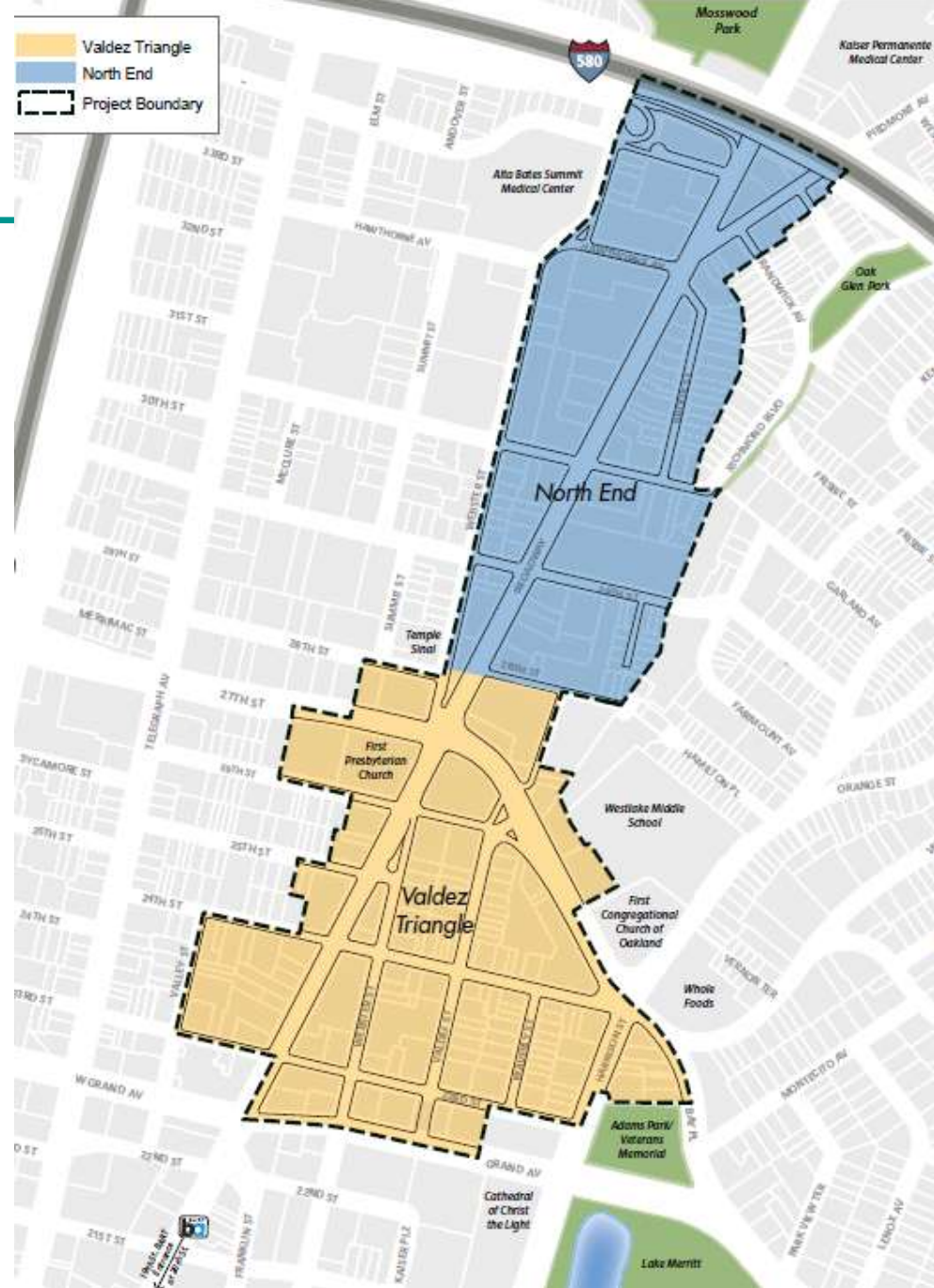
- 95.5 acres (35.1 acres right-of ways + 60.4 acres developable land)

Plan Subareas:

- North End - *"Mixed Use Boulevard"*
- Valdez Triangle - *"Destination Retail"*

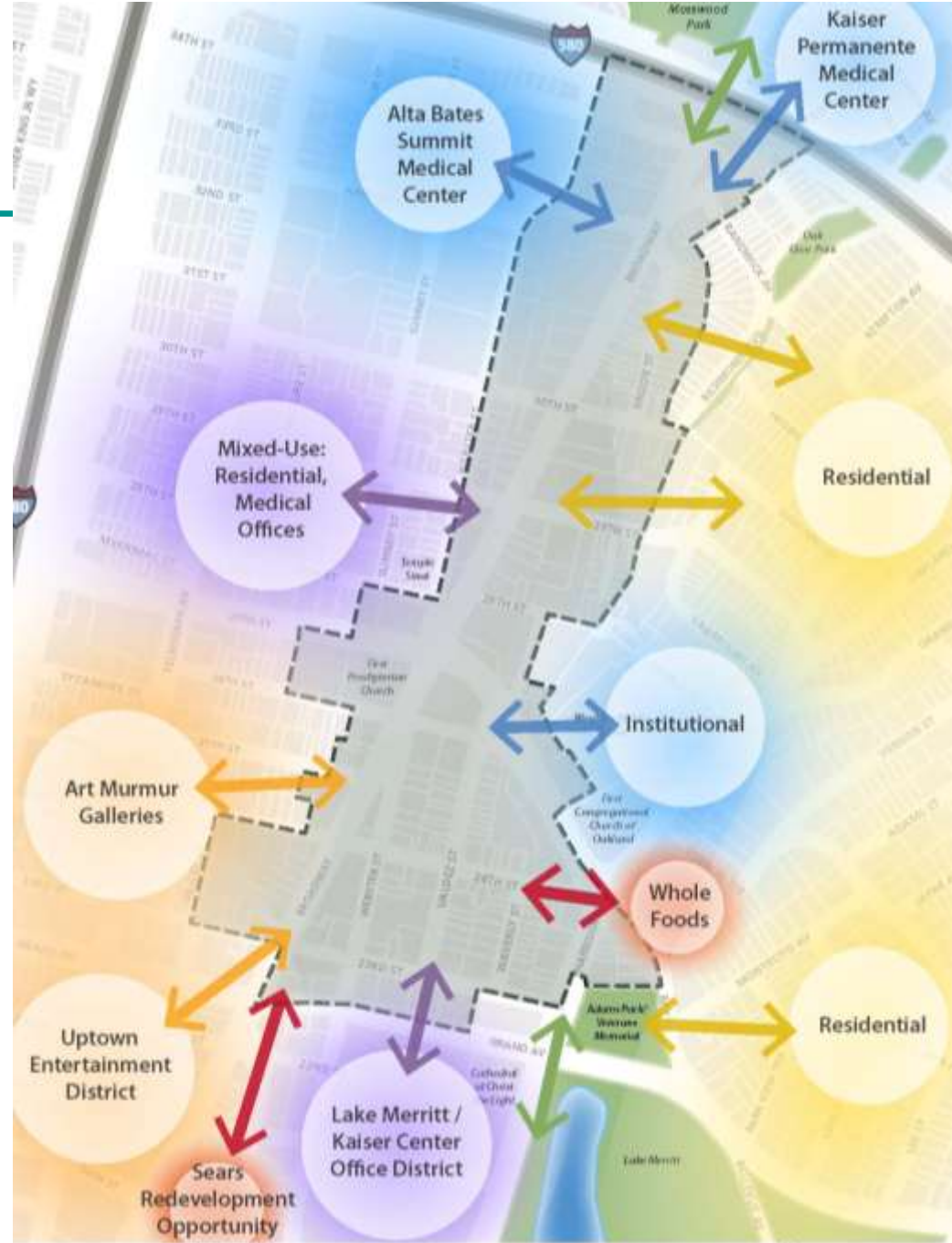
Development Program:

- 1.1 million sq. ft. retail
- 700,000 sq. ft. office
- 1,800 housing units



SURROUNDING LAND USE

- Residential neighborhoods
- Alta Bates Summit and Kaiser Oakland Medical Centers
- Uptown and Art Murmur/Garage District mixed-use areas
- Central Business District and Lake Merritt Office District



COMMUNITY DESIGN FRAMEWORK

- Highlight and enhance key gateways into district through building design and street/sidewalk improvements
- Enhance streetscapes, plazas, open space
- Improve pedestrian connections
- Signage for the district for freeway access and parking
- **Policy CD-2.3** establish a signage program that identifies 27th Street, Broadway and Webster Street as the primary vehicular entrance points to the Valdez Triangle retail district and the north end of Downtown from nearby freeways (580, 24, and 980).



6. CIRCULATION

Introduction

6.1. Purpose

- Diverse Land Uses in a Compact Neighborhood
- Proximity to Quality Transit Service
- Jobs-housing Balance
- Pedestrian- and Bicycle- Friendly Design
- Park Once Strategy



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6. CIRCULATION

Pedestrian Circulation

- Existing street network is modified grid over a flat terrain.
- East of the plan area has a more irregular and less interconnected street network.
- I-580 in the north of the plan area limits number of connections to and from the neighborhoods to the north
- Pedestrian circulation is provided via sidewalks and marked crosswalks that vary in width, physical conditions and amenities.



6.2.1. PEDESTRIAN CIRCULATION

Goal C-2:

- Balanced and complete circulation network
- Quality pedestrian facilities and amenities that create a safe and aesthetically pleasing environment that encourages walking and accommodates increased pedestrian activity.



6.2.1. PEDESTRIAN CIRCULATION

- Policy C-2.1. Reduce and minimize future driveways and curb-cuts along key pedestrian streets
- Policy C-2.2. Widen sidewalks on key pedestrian streets
- Policy C-2.3. Reduce street crossing widths and increase pedestrian visibility with bulb-outs and crosswalk markings at intersections on key pedestrian streets where feasible.



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6.2.1. PEDESTRIAN CIRCULATION

- Policy C-2.4. Improve the pedestrian experience by implementing landscape improvements
- Policy C-2.5. Provide pedestrian-scale lighting.
- Policy C-2.6. Ensure sidewalks provide a minimum 5 ½ feet of clearance for pedestrian circulation



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6.2.1. PEDESTRIAN CIRCULATION

Policy C-2.7. Improve pedestrian safety

- Shorten pedestrian crossing times
- Reduce vehicle speeds by removing channelized right turns that are not needed



← Remove channelized right turns that are not needed

6.2.1. PEDESTRIAN CIRCULATION

Policy C-2.8. Improve uncontrolled pedestrian crossings

- Install bulb-outs
- Install warranted pedestrian control devices such as RRFBs (Rectangular Rapid Flash Beacons)



6.2.2. BICYCLE CIRCULATION

Goal C-3:

- Safe and efficient connections to major destinations within the Plan Area and throughout the City of Oakland



6.2.2. BICYCLE CIRCULATION

Policy C-3.1. Complete the bicycle network in planning area as envisioned by 2007 Oakland Bicycle Master Plan:

- Class1 Paths-
Off street and serve both bicyclists and pedestrians
- Class 2 Bicycle Lanes-
Dedicated area for bicyclists within street width
- Class 3 Bicycle Routes-
Drivers share streets with bicyclists
- Class 3A Arterial Bicycle Routes- may be used on some arterial streets
- Class 3B Bicycle Boulevards-
On residential streets that prioritize thorough trips for bicyclists.



6.2.2. BICYCLE CIRCULATION

Policy C-3.2. Enhance bicycle facilities at key intersections with high bicycle and automobile traffic:

- Bicycle Signals actuation
- Bicycle Boxes
- Two-stage turn queue boxes



6.2.2. BICYCLE CIRCULATION

- Policy C-3.3. Minimize activities that block existing or planned bicycle lanes.
- Policy C-3.4. Increase bicycle parking supply in the public realm
 - Short term bicycle parking especially in non-residential areas
 - Include at areas that do not obstruct flow on sidewalks and minimize conflicts between pedestrians or bicyclists

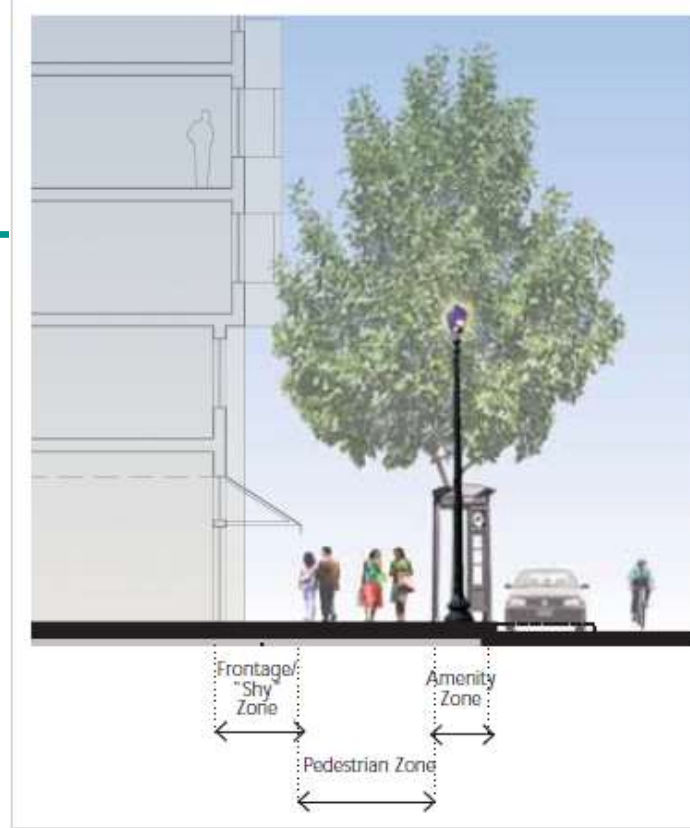


DESIGN GUIDELINES

3.0 Public Realm

3.1 Streetscape Design – Pedestrian Zone

- ***Functional Zones:***
 - pedestrian zone – in the middle, accommodates pedestrian circulation
 - amenity zone – next to street, accommodates public facilities and street furniture
 - frontage zone – adjacent to buildings, serves as transition area to buildings



DESIGN GUIDELINES

3.0 Public Realm

3.1 Streetscape Design – Pedestrian Zone

- **Benches & Other Seating** – provide throughout plan area, especially in areas with ground-level retail, attractively designed, include informal seating such as moveable chairs, seat walls, steps, & planters
- **Transit Stops & Shelters** – provide shelters at all stops or at least most heavily used stops; provide distinctive design, “real time” arrival information
- **Bicycle Parking** – provide racks designed for secure parking, distributed throughout commercial area, uniquely designed to act as sculpture, on-street parking as bicycle corrals



DESIGN GUIDELINES

3.0 Public Realm

3.1 Streetscape Design – Pedestrian Zone

- **Street Lights** – create unified identity, focus on pedestrian realm
- **Street Trees** – unified planting scheme, spaced to provide shade to pedestrian zone
- **Public Art** – integrated into design of buildings and streetscape projects
- **Wayfinding Signage** – identify key destinations, public parking, parks and plazas, transit routes, access to freeway and surrounding areas

3.2 Streetscape Design – Vehicular Zone

- **Crosswalks** – at highest pedestrian activity should use special paving



DESIGN GUIDELINES

4.0 Public Open Space

- 4.1 Site Planning
 - Plazas should serve as key activity nodes, have visual access to adjacent sidewalks, and be designed to complement and enhance adjacent commercial uses
- 4.2 Site Design
 - Public open space should provide seating, adequate lighting, public art, landscaping to soften hardscape, high quality and distinctive paving



NEXT STEPS

- **Dec. 4** - Parks and Recreation Advisory Committee Meeting
- **Dec. 11** - Zoning Update Committee Meeting
- **Feb. 2014** – Landmarks Preservation Advisory Board, Final Specific Plan & EIR
- **Feb. 2014** – City Planning Commission, Final Specific Plan & EIR
- **March 2014** - City Council, Adoption of Final Specific Plan & EIR



CONTACT US

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