

Existing Conditions Analysis
and Synoptic Survey
for the
Mission Boulevard Corridor Specific Plan
Form-Based Code



April 7, 2010

Prepared by:
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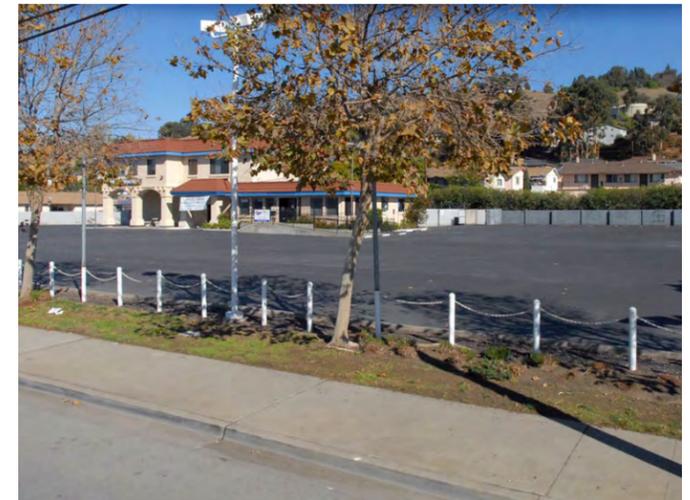


Table of Contents

1. Land Use Pattern
 - 1-1 Aerial Photograph
 - 1-2 Figure Ground (Building Footprints)
 - 1-3 Existing General Plan Land Use Map Designations
 - 1-4 Existing Zoning Map Designations
 - 1-5 Existing Building Functions
 - 1-6 Historic Resources Survey Aea
 - 1-7 Hayward Fault Line and Zone
2. Regulations
 - 2-1 Existing Development Rule Set
 - 2-2 Existing Zoning Districts, Overlays & Other Standards
 - 2-3 Regulated Land Uses
 - 2-4 Existing Permits & Decision-Making
3. Form & Character
 - 3-1 Block Perimeter Distance
 - 3-2 Building Height
 - 3-3 Building Type
 - 3-4 Frontage Type
 - 3-5 Lot Width
4. Thoroughfares
 - 4-1 Pedestrian and Public Transit Amenities
 - 4-2 Bike Network
 - 4-3 Street Trees
 - 4-4 Street Key
 - 4-5 Rose Street
 - 4-6 Sunset Boulevard
 - 4-7 Simon Street
 - 4-8 Pearce Street
 - 4-9 Grace Street
 - 4-10 Melvin Court
 - 4-11 Smalley Avenue
 - 4-12 Watkins Street
 - 4-13 Fletcher Lane
 - 4-14 Walpert Street
 - 4-15 Pinedale Court
 - 4-16 Lily Avenue
 - 4-17 Ellen Avenue
 - 4-18 Groom Street
 - 4-19 Edith Street
 - 4-20 Sycamore Avenue
 - 4-21 Highland Boulevard
 - 4-22 Sybil Street
 - 4-23 Palisade Street
 - 4-24 O'Neil Avenue
 - 4-25 Orchard Avenue
 - 4-26 Carlos Bee Boulevard
 - 4-27 Berry Avenue
 - 4-28 Torrano Avenue
 - 4-29 Dollar Street
 - 4-30 Mission Boulevard, North of A Street
 - 4-31 On-Street Parking on Mission Boulevard

Acknowledgements

The Code Team

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Purpose

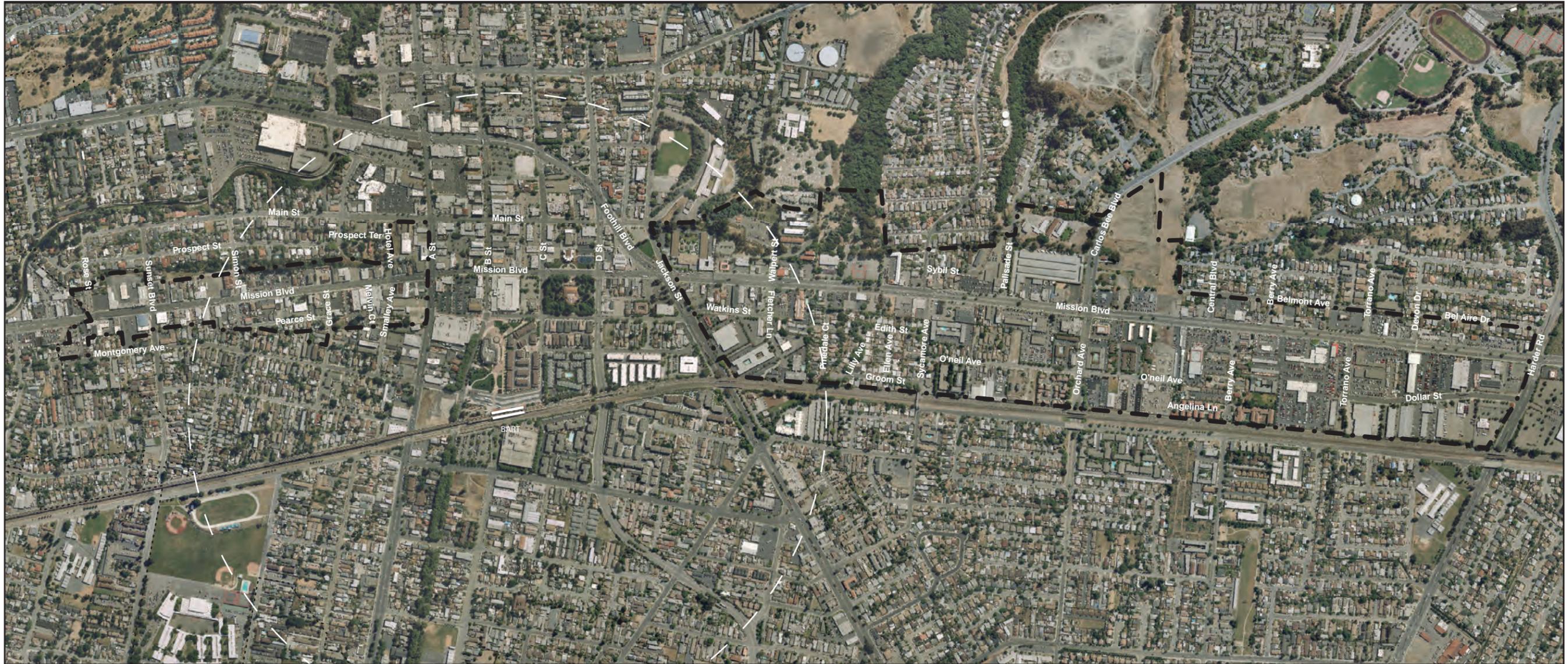
Synoptic (adj.) Relating to, or displaying, conditions as they exist simultaneously over a broad area.

The Synoptic Survey is a tool used by urban designers to measure the physical elements of a community. The term Synoptic Survey is taken from scientific analysis of the natural world, where cross-section diagrams illustrate the elements of natural environments - from the canopy above down through the soil below. By applying these techniques to the human environment, we gain a deeper understanding of the physical components of our towns and cities.

If designed well, the seemingly mundane details of a community, such as the perimeter distance of blocks, lot widths, building types, frontage types and street widths create places we love. They also directly relate to the establishment of locally calibrated form-based code standards.

During and after the charrette, the Synoptic Survey will be utilized as a visual, easy-to-understand reference document for all participants in the form-based code writing process.

Aerial Photograph



Legend

- - - - -** Project Area
- - - - -** 10 minute/ half-mile walk
-** County/ City Boundary

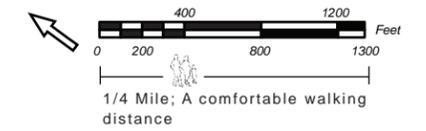
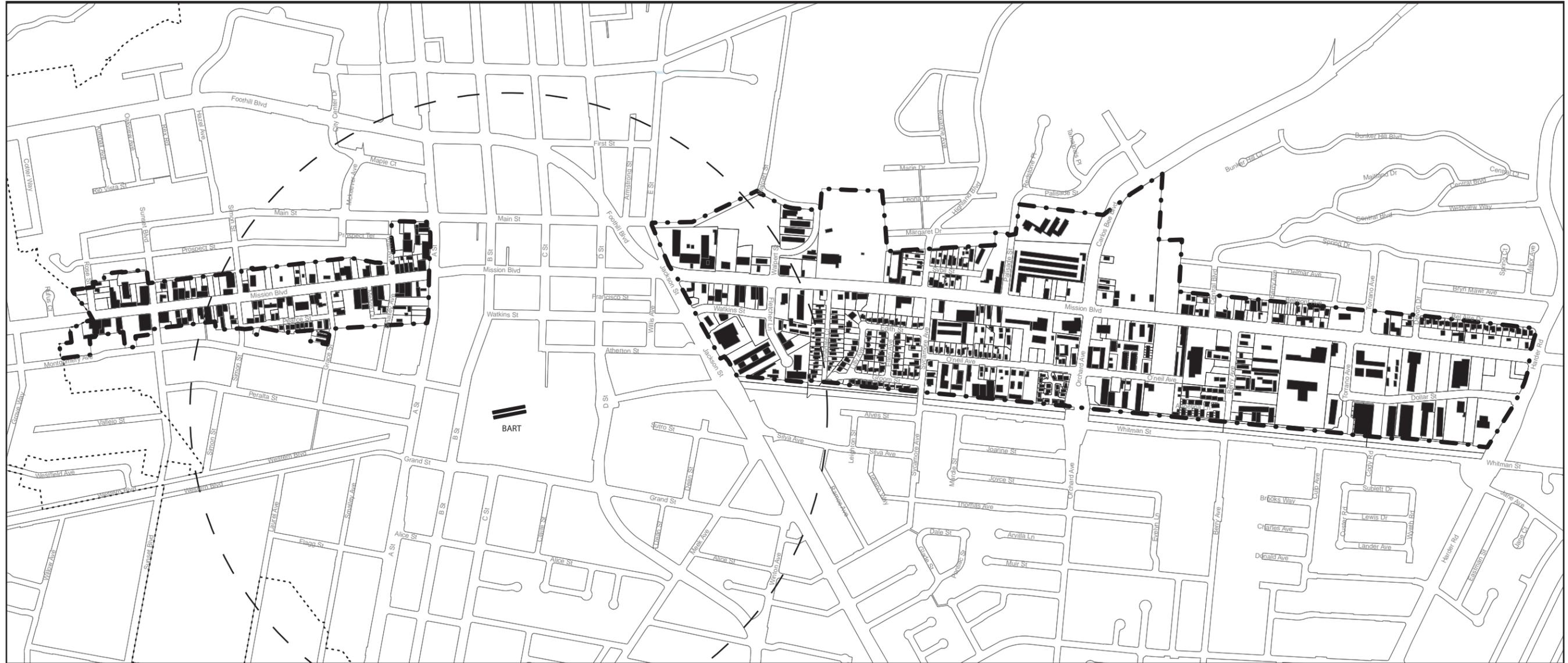


Figure Ground (Building Footprints)

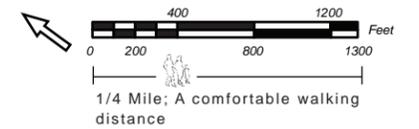


Legend

- Project Area
- Parcels
- 10 minute/ half-mile walk
- County/ City Boundary

Figure Ground Legend

- Building
- Open Spaces



Existing General Plan Land Use Map Designations

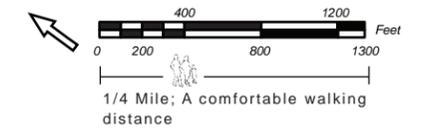


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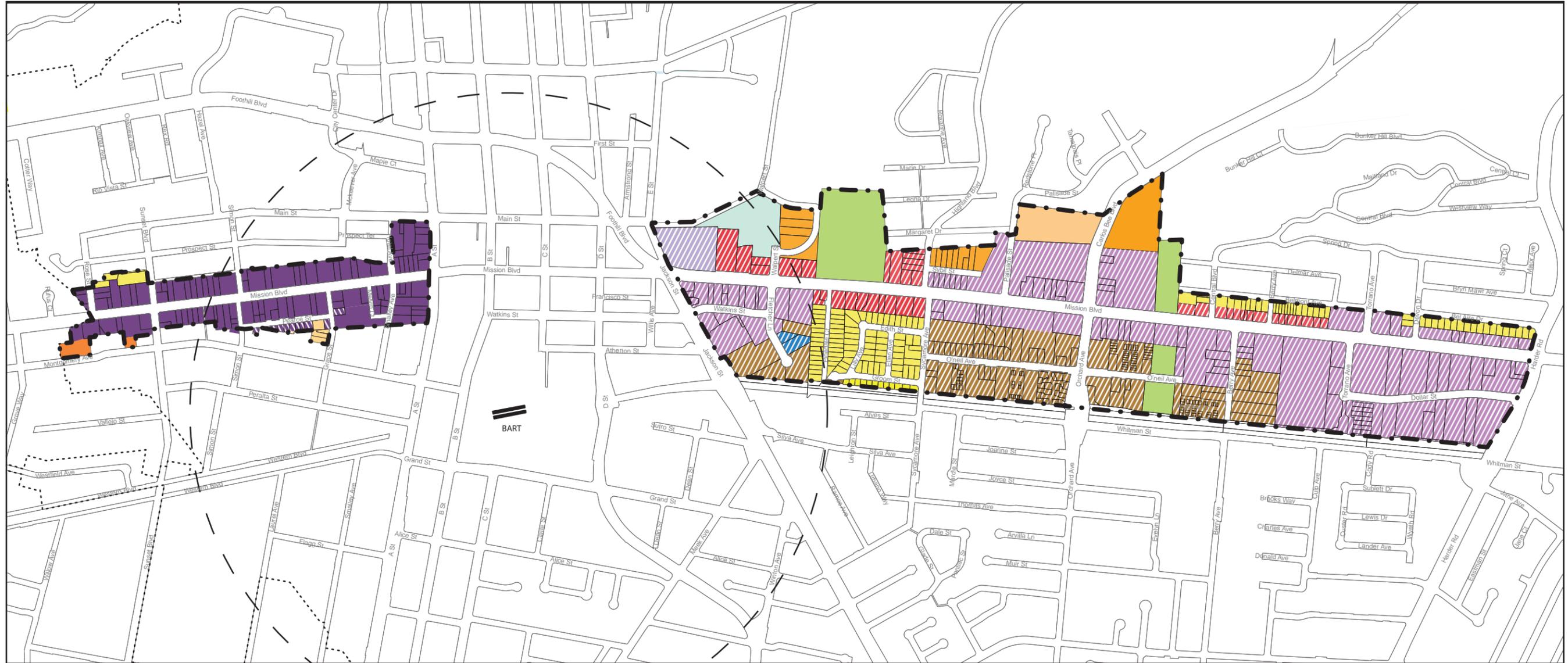
- Project Area
- Parcels
- 10 minute/ half-mile walk
- County/ City Boundary

Land Use Designations

- | | | |
|---|---|---|
| <ul style="list-style-type: none"> Commercial/High Density Residential General Commercial Retail and Office Commercial | <ul style="list-style-type: none"> High Density Residential (17.4-34.8 du/ac) Medium Density Residential (8.7-17.4 du/ac) Limited Medium Density Residential (8.7-12 du/ac) Low Density Residential (4.3-8.7 du/ac) Suburban Density Residential (1.0-4.3 du/ac) | <ul style="list-style-type: none"> Parks and Recreation Limited Open Space Public and Quasi-Public |
|---|---|---|



Existing Zoning Map Designations

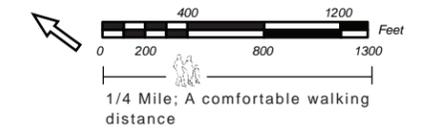


Legend

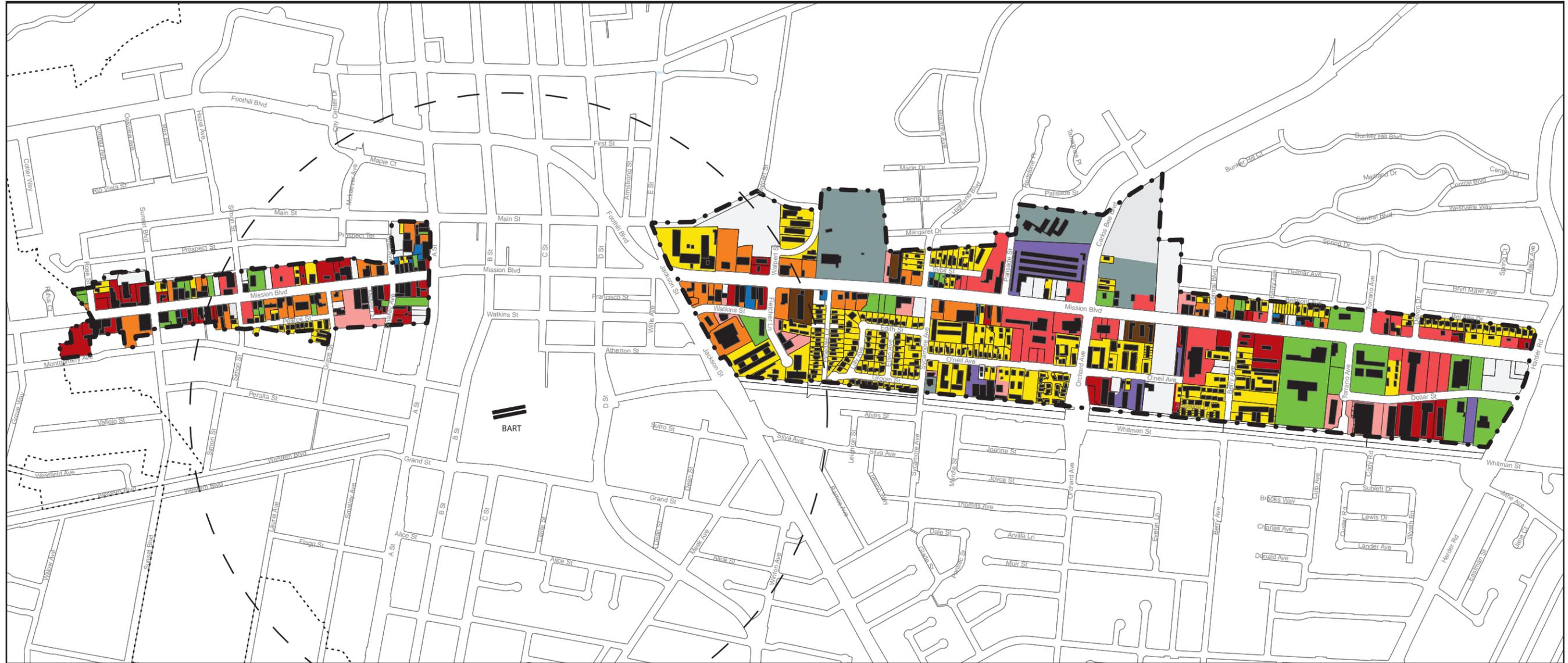
- Project Area
- Parcels
- 10 minute/ half-mile walk
- County/ City Boundary

Existing Zoning Map Designations

- | | | | |
|---|--|--|---|
| <ul style="list-style-type: none"> Central City Commercial/(CC-C) General Commercial/Special District 2 (CG) Limited Commercial/Special District 2 (CL) Office Commercial/Special District 2 (CO) | <ul style="list-style-type: none"> Neighborhood Commercial-Residential/Special District 2 (CN-R) Planned Development (PD) Agriculture (A) | <ul style="list-style-type: none"> High Density Residential/Special District 2 (RH) Medium Density Residential (RM) Single Family Residential (RSB6) Single Family Residential (RS) | <ul style="list-style-type: none"> SD-2 Overlay SD-3 Overlay |
|---|--|--|---|



Existing Building Functions *



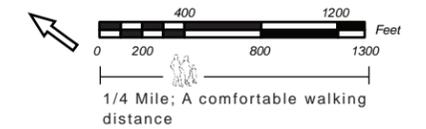
Legend

- Project Area
- Parcels
- 10 minute/ half-mile walk
- County/ City Boundary

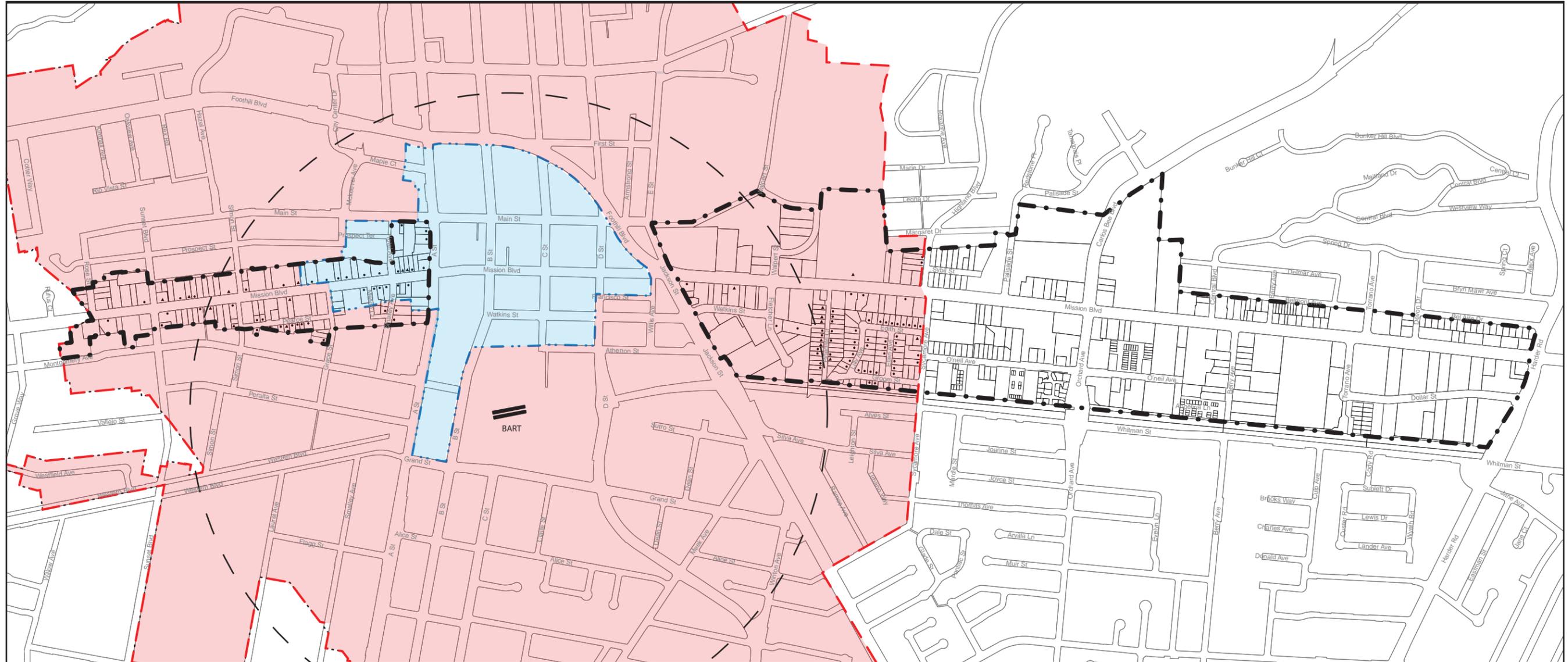
Building Functions

- | | | |
|--|---|--|
| Retail | Industry (Self Storage Facilities) | Civic |
| Office | Auto Service | Vacant Structure |
| Lodging | Auto Dealer | Undeveloped Property |
| Residential | Mixed-Use | |

* as of February 2010

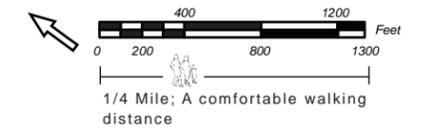


Historic Resources Survey Area

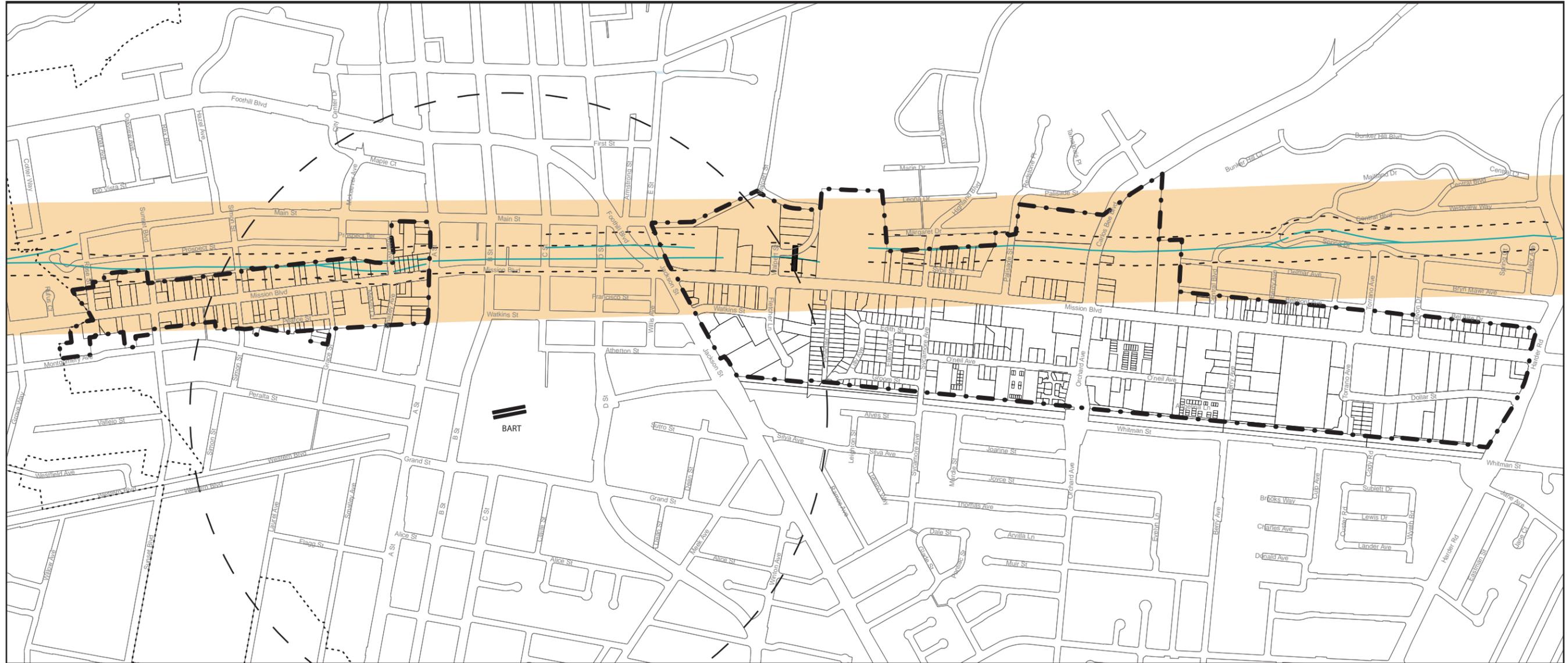


Legend

- Project Area
- Parcels
- 10 minute/ half-mile walk
- County/ City Boundary
- Street Key**
- Mark's Historic Rehabilitation District
- Historic Focus Survey Area
- Structure with Medium Historic Integrity
- Structure with High Historic Integrity

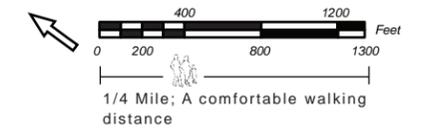


Fault Line and Zone



Legend

- Project Area
 - Parcels
 - 10 minute/ half-mile walk
 - County/ City Boundary
- Fault Line Legend**
- Building
 - Open Spaces
 - Alquist Priolo Fault Zone
 - Fault Line Traces
 - 100' No build Zone (Residential)



Existing Development Rule Set

Land use and development is presently regulated at three levels within the Form-Based Code area, including:

- Policy
- Standards
- Guidelines

Existing, approved documents reflecting these levels are depicted, at right. From top to bottom, they are shown in their legal hierarchy.

General Plan

The City of Hayward General Plan advances Smart Growth policies and strategies for the Hayward Mission Boulevard Corridor Form-Based Code area. The forthcoming Specific Plan and Form-Based Code must be consistent with the General Plan (Gov't Code Section 65860).

Planning, Zoning & Subdivision Regulations

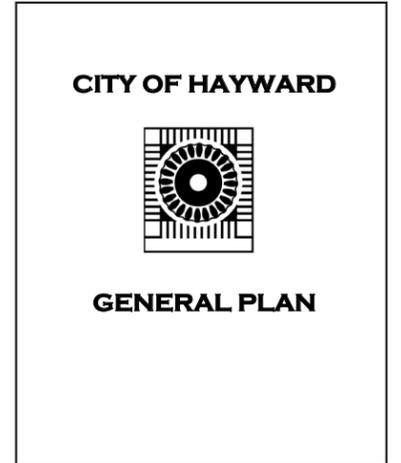
The Planning, Zoning & Subdivision Regulations put the General Plan into action. This is accomplished through evaluative standards and review processes for the development and use of properties and structures. The proceeding pages will summarize all existing components of these regulations currently applying to the Form-Based Code area. This is of particular importance since the Form-Based Code will replace all existing standards, yet rely upon the existing review processes stipulated therein. The Downtown Hayward Design Plan and the Hayward Landscape Beautification Plan, both adopted in 1987, are quite dated.

Design Guidelines

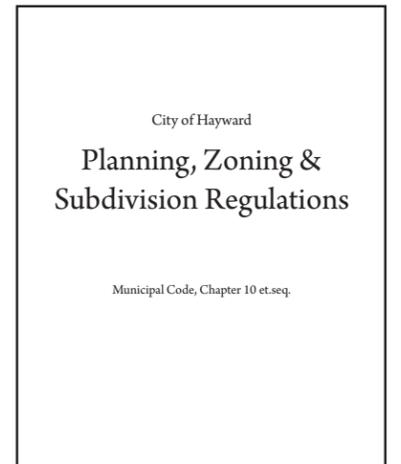
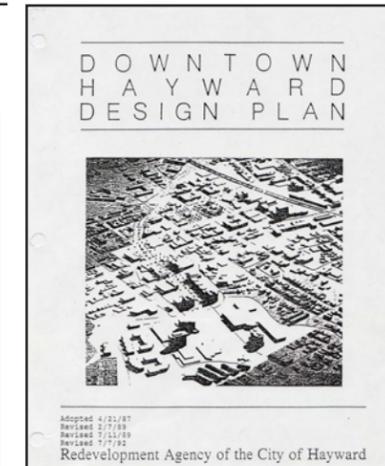
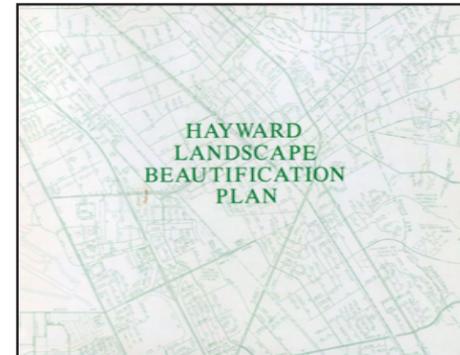
Four documents currently apply design guidelines to the Form-Based Code area. Each is used to guide the subjective evaluation of development proposals in conjunction with the Planning, Zoning & Subdivision Regulations.

The City-wide Design Guidelines, adopted in 1993, provide highly generalized direction to inform project design and the discretionary review of proposals. The North Hayward (1994) and Mission-Foothills (1992) Neighborhood Plans provide additional guidelines. However, the Neighborhood Plans preceded the General Plan and were not subsequently updated. As a result, they address many issues not relevant today. The Commercial Design Manual was adopted in 1993 for the Hayward Downtown Historic Rehabilitation District.

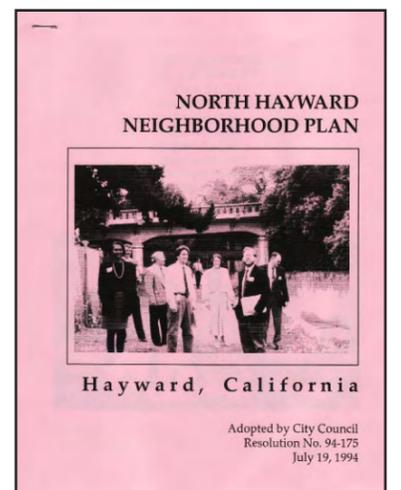
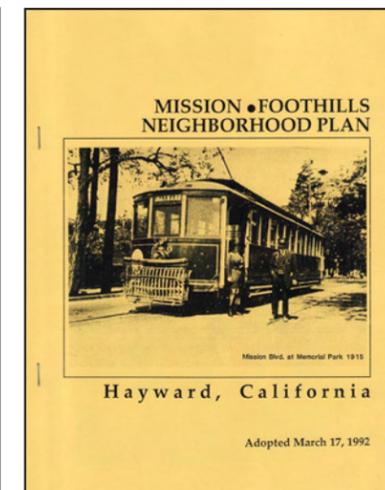
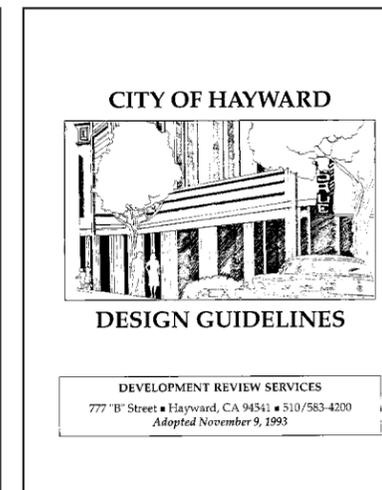
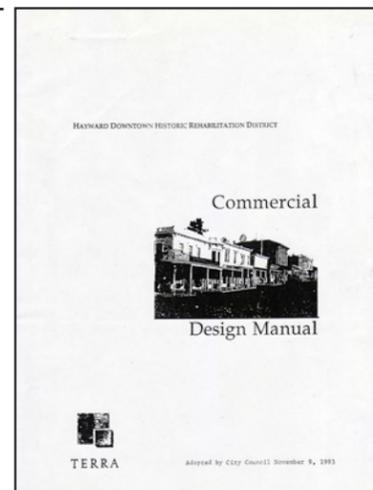
Policy



Standards



Guidelines



Existing Zoning Districts, Overlays & Other Standards

All proposed land use and development within the Mission Boulevard Corridor Form-Based Code area is presently regulated by eleven (11) zoning districts and two (2) overlay zoning districts. Each zoning district, along with “other standards” of the Zoning Regulations, implement the General Plan.

Zoning Districts

The existing zoning districts can be organized as either residential-only, mixed use (residential and commercial) or special district (See Tables 1 & 2). Table 2 identifies the current primary standards affecting urban form, along with permitted densities. While there are similarities in standards across zoning districts (e.g., maximum height, front yard, lot coverage) numerous nuanced differences exist between them.

Other Standards

In addition to the standards applicable to geographically defined zoning districts, the Zoning Regulations also prescribe a multitude of “other standards” (See Table 3). These “other standards” apply city-wide, as well as to the Form-Based Code area, and address a multitude of issues.

Table 3. Other Standards

Special Topic	Municipal Code
General Regulations	Sec. 10-1.2700
Non-Conforming Uses	Sec. 10-1.2900
Definitions	Sec. 10-1.3500
Off-Street Parking	Chapter 10, Article 2
Subdivision Ordinance	Chapter 10, Article 3
Precise Plan Lines for Streets	Chapter 10, Article 4
Sign Regulations	Chapter 10, Article 5
Water Efficient Landscaping Ordinance	Chapter 10, Article 12
Antenna & Telecommunication Facilities	Chapter 10, Article 13
Security Gate Regulations	Chapter 10, Article 14
Tree Preservation	Chapter 10, Article 15
Property Developers - Obligations for Parks and Recreation	Chapter 10, Article 16
Inclusionary Housing Ordinance	Chapter 10, Article 17
Density Bonus Ordinance	Chapter 10, Article 19
Bay-Friendly Landscaping	Chapter 10, Article 20
Green Building Requirements for Municipal Buildings	Chapter 10, Article 21
Green Building Requirements for Private Development	Chapter 10, Article 22

Table 1. All Existing Zoning Districts in Form-Based Code Area

Zone ¹		Code Citation	
RS	Single-Family Residential	Section 1.200	Residential-Only
RM	Medium Density Residential	Section 1.400	
RH	High Density Residential	Section 1.500	
CN	Neighborhood Commercial	Section 1.800	Mixed-Use
CN-R	Neighborhood Commercial-Residential	Section 1.900	
CG	General Commercial	Section 1.1000	
CO	Commercial Office	Section 1.1100	
CL	Commercial Limited	Section 1.1200	
CC-C	Center City Commercial	Section 1.1520	Special District
OS	Open Space/Parks and Recreation	Section 1.2200	
PF	Public Facilities	Section 1.2300	
SD-2	Special District Design Overlay 2	Section 1.2600	
SD-3	Special District Design Overlay 3	Section 1.2600	

¹ Planned Development (PD) Districts particular to each prior project.

Table 2. Primary Development Standards for Each Zoning District.

Zone	Height (max)	Density (du/ac) ¹	Front Yard (min)	Lot Coverage (max)
RS	30 ft.	8.7	20 ft.	40%
RM	40 ft.	8.7 - 17.4	20 ft.	40%
RH	40 ft.	17.4 - 34.8	20 ft.	65%
CN	40 ft.	8.7 - 34.8	10 ft.	90%
CN-R	40 ft.	17.4 - 25	10 ft.	90%
CG	-	8.7 - 34.8	10 ft.	90%
CO	40 ft.	8.7 - 34.8	10 ft.	50%
CL	40 ft.	Same as RM or RH	20 ft.	40%
CC-C	Shall comply with Downtown Hayward Design Plan			
OS	30 ft.	-	30 ft.	-
PF	-	-	20 ft.	90%
SD-2	Limited	-	10-20 ft.	-
SD-3	28 ft.	-	10 ft.	-

¹ Dependent upon lot dimensions.

Regulated Land Uses

In total, one-hundred-fifty-four (154) distinct use categories - displayed below - are allocated across eleven (11) mapped zoning districts within the Form-Based Code area. This existing conventional zoning approach is organized around and focused upon land use types and their location. Building forms are of secondary importance.

Form-based codes elevate the importance of building form standards and tend to regulate land uses in a more flexible manner conducive to rapidly changing sociological and economic contexts. However, Form-Based Codes often require discretionary review (e.g., conditional use permit) of potential nuisance land uses (e.g., alcohol sales) or incompatible land use types (e.g., adult-oriented stores near schools).

Throughout the public consultation process for the Hayward Mission Boulevard Corridor Form-Based Code, it is anticipated that this list of currently regulated land uses will be shortened, consolidated and organized to flexibly enable fulfillment of the General Plan’s intent for a “balance of land uses” that “encourage non-automotive modes of travel.” On a more basic level, this will be a matter of simplification to enable clear, prompt understanding by lay persons and prospective business owners.

Regulated Land Use Classifications

Accessory Bldgs/Uses	Car Rental Agency	Dry Cleaner/ Laundry (ground floor)	Locksmith Shop	Recreational Facility
Accounting/Financial Offices	Car Wash	Educational Facility (greater than 2,000 sq.ft.)	Mailing/Facsimile Service (ground floor)	Recycling Collection Area
Ambulance Service	Catering Facility	Educational Facility, Small (less than 2,000 sq.ft.)	Manufactured Housing	Religious Facility
Animal Grooming Service	Catering Facility (abuts residential)	Equipment Rental	Martial Arts Studio (ground floor)	Restaurant (abuts residential)
Animal Hospital	Check Cashing Store	Fabric Store	Massage (ancillary)	Restaurant (ground floor, no bar)
Antique Store	Chiropractic/Acupuncture	Flea Market	Massage Parlor	Restaurant (with bar)
Appliance Store	Offices (ground floor)	Floral Shop (ground floor)	Medical/Dental Laboratory	Reverse Vending Machines
Appliance Service/Repair Shop	Christmas Tree/ Pumpkin Patch Lot	Fraternity/Sorority	Medical/Dental Offices (ground floor)	Shoe Repair Shop (ground floor)
Appliance Service/ Repair Shop (ancillary)	Clothing Store	Furniture Store	Mortuary	Sign Shop
Architectural/Engineering Offices	Coffee/Esspresso Shop (ground floor)	Garage Sales	Multi-Family Dwellings	Sporting Goods Store
Art/Art Supplies Store	Convenience Market	Garden Supplies Store	Multi-Family Dwellings (required density range)	Stationery Store (ground floor)
Auctions	Copying/ Reproduction Facility	Gift Shop	Music Store (ground floor)	Suntan Parlor
Auto Parts Store	Condominiums	Golf Course	Music Store	Supermarket
Auto Rental	Condominiums (required density range)	“Granny” Unit, Attached	Nail Salon (ground floor)	Tailor/Seamstress Shop (ground floor)
Auto Repair, Major	Convalescent Facility	Group Home (6 residents or less)	Nursery (plants)	Tattoo Parlor
Auto Repair, Minor	Country Club	Group Home, Large (7 residents or more)	Offices (2nd Floor) (see also Specific Type)	Theater (Large Motion Picture)
Auto Sales	Cultural Facilities	Hardware Store	Outdoor Gathering	Theater (Small Motion Picture-Live Performance)
Auto Service Station	Dance/Night Club	Health Club	Paint/Glass/Wallpaper Store	Thrift Store
Auto Storage Facility	Dance Studio (ground floor)	Homeless Shelter	Palm Reading Service	Townhouses
Automobile Brokerage Office	Day Care Center (15 clients or more)	Home Occupation	Parking Lot	Townhouses (required density range)
Bakery (ground floor)	Day Care Center (15 clients or more, ground floor)	Home Occupation, Expanded	Parking Structure (ancillary)	Toy Store
Banks/Financial Institutions (ground floor)	Day Care Home (14 clients or less)	Hospital	Passenger Terminal	Travel/Airline Agency (less than 1,000 sq.ft.)
Banquet Hall (no alcohol)	Delicatessen (ground floor) (see also “Restaurant”)	Hotel/Motel	Payday Loan Facilities	Travel/Airline Agency (greater than 1,000 sq.ft.)
Banquet Hall (abuts residential)	Drive-In Establishments	Hotel/Motel (abuts residential)	Pet Grooming Shop (ground floor)	Upholstery Shop (furniture)
Banquet Hall (abuts residential/no alcohol)	Dormitory	Household Pets	Pet Store	Variety Store (ground floor)
Bar/Cocktail Lounge	Dwellings, Multi-Family	“In-law” Unit, Attached	Pharmaceutical Sales (less than 3,000 sq.ft.)	Video Sales/Rental Store (ground floor)
Barber/Beauty Shop (ground floor)	Dwellings, Multi-Family (required density range)	Insurance/Real Estate Offices	Pharmaceutical Sales (greater than 3,000 sq.ft.)	Warehouse (ancillary)
Boarding Home	Dwelling, Single-Family	Jewelry Store (ground floor)	Photography Studio	Wind Energy Conversion System
Bookstore (ground floor)	Dwelling, Single-Family, Second	Kennel	Physical Fitness Studio (ground floor)	Wholesale Establishment
Camera Store (ground floor)	Dwelling Unit, Second, Attached	Law Offices	Plumbing/Heating Store	
Card Shop (ground floor)		Liquor Store	Public Agency Facilities	
Carnival (see also “Temporary Use”)				
Carpet/Draperly/ Floor Covering Store				

Existing Permits & Decision-Making

Within the Form-Based Code area, the determination of whether a particular development permit is required (prior to use commencement or building construction) is dependent upon whether a proposal consists of: (a) a new or different land use; or (b) a new building or material change to an existing building.

Decision-Makers

The Zoning Regulations establish three decision-making authorities for quasi-judicial (i.e., permit) and legislative actions (i.e., rule change) in the Form-Based Code area. The decision-makers and their potential actions are delineated in Tables 4 & 5 below. The City of Hayward does not have a Design Review or Historic Resource Board (Committee or Commission).

Permits

All new buildings or alterations to existing buildings require Site Plan Review, a discretionary permit. This permit may be waived, approved or denied by the Planning Director. Potentially incompatible land uses are reviewed, as is typical, within the context of an Administrative Use Permit (or a CUP). The Planning Commission administers a Variance process providing for consideration of deviations from most development standards.

Decision-Making Authority	Municipal Code
Planning Director	Section 10-1.120 (c)
Planning Commission	Section 10-1.120 (b)
City Council	Section 10-1.120 (a)

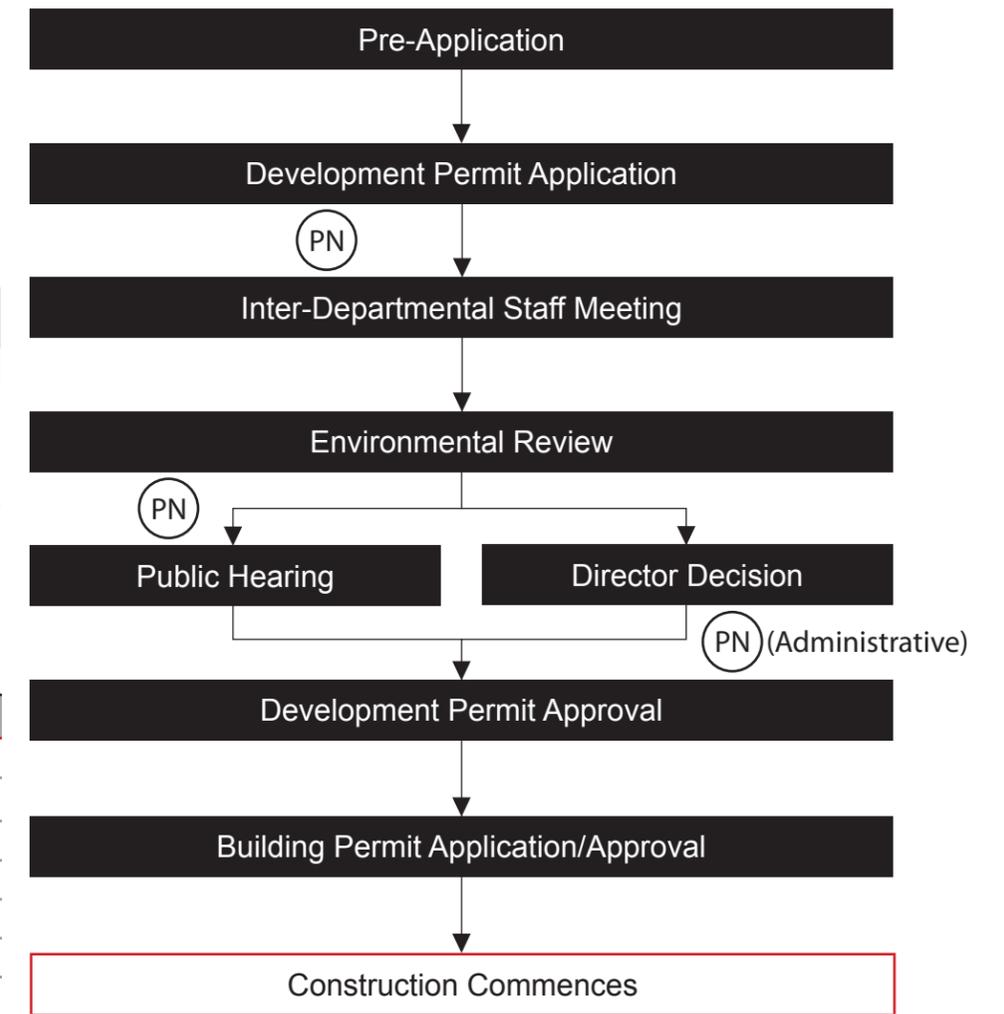
Permit Type	Action		
	Planning Director	Planning Commission	City Council
Site Plan Review	D ¹	A	A
Administrative Use Permit	D	A	A
Conditional Use Permit	R	D	A
Administrative Variance	D	A	A
Variance	R	D	A
Zone Change	R	R	D
General Plan Amendment	R	R	D

Reason Required
All new development
Potentially incompatible land use
Potentially incompatible land use
50% reduction of any required yard & 10% lot size reduction
Deviation from all standards except land use, density & garage conversion
Application of different zone to parcel(s)
Modification to policy or Land Use Map

¹ "D" Means the Decision-Making Authority approves or disapproves a permit request.
 "R" Means the Decision-Making Authority provides recommendations to another Authority.
 "A" Means the Decision is transferred when project is appealed.

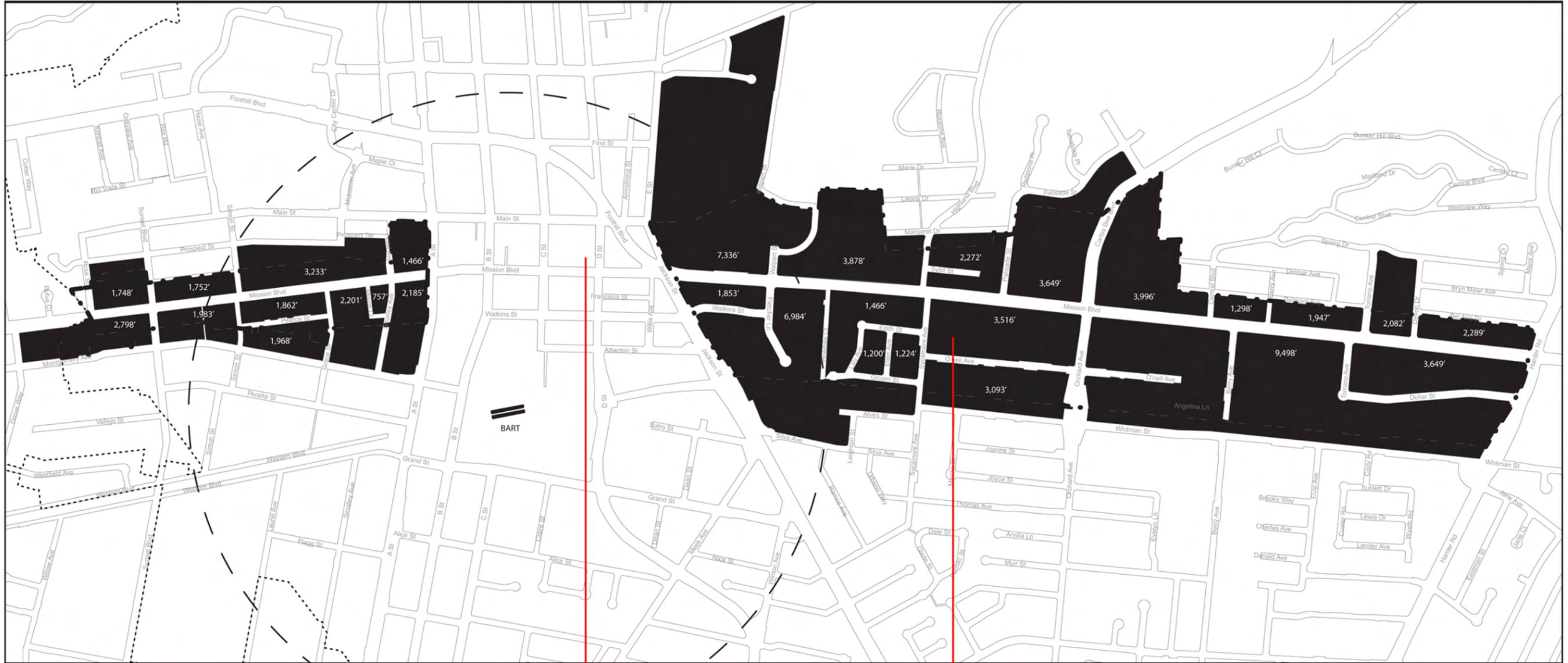
Development Review Steps

The City of Hayward has an established development review process that includes steps before and after the formal development permit review process. This includes opportunities for early input prior to application submittal as well as technical post-permit review (e.g., building permit, grading permit). A generalized depiction of the review process is provided below.



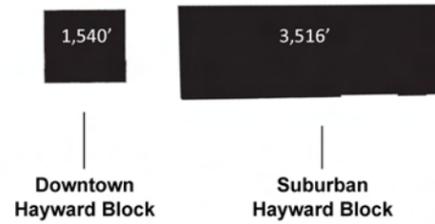
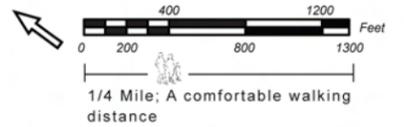
PN = Public Notification

Block Perimeter Distance



Legend

- Project Area
- Parcels
- 10 minute/ half-mile walk
- County/ City Boundary
- Block Perimeter Distance**
- Block
- Perimeter Distance
- Public Streets

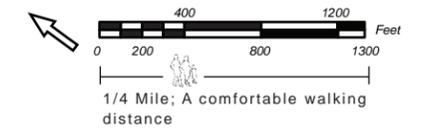


Building Height

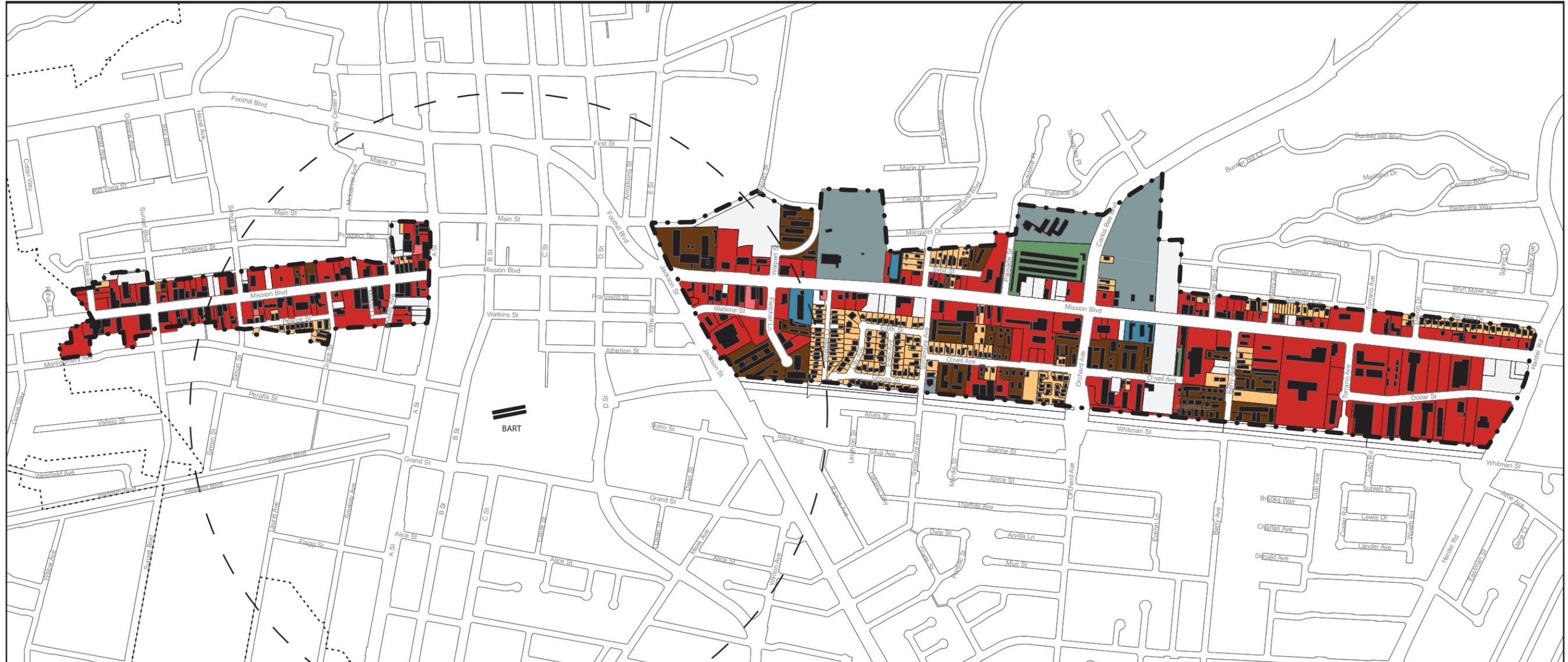


Legend

- Project Area
- Parcels
- 10 minute/ half-mile walk
- County/ City Boundary
- Building Heights**
- One Story
- Two Stories
- Three Stories
- Vacant Parcel



Building Type

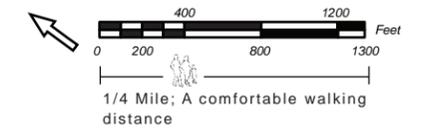


Legend

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Building Types

- | | | |
|--|--|---|
| Multi-family | Commercial | Lodging |
| Dup/Tri/Quadplex | Mixed-use | Mini-Storage |
| Single Family Dwelling | Civic | Vacant Parcel |



Frontage Type

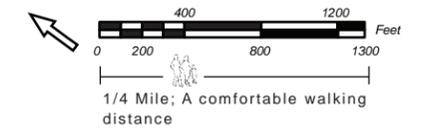


Legend

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- County/ City Boundary

Frontage Types

- | | | |
|--|--|--|
| Common Yard | Gallery | Courtyard |
| Porch/Fence | Blank Wall | Vacant Parcel |
| Stoop | Parking Lot | |
| Shopfront | Hedge (6+) | |



Lot Width

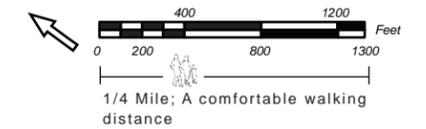


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Lot Width

- | | | | |
|--|----------|--|----------|
| | 0-50' | | 200-250' |
| | 50-100' | | 250+ |
| | 100-150' | | |
| | 150-200' | | |

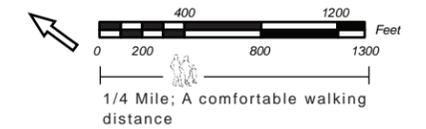


Pedestrian and Public Transit Amenities

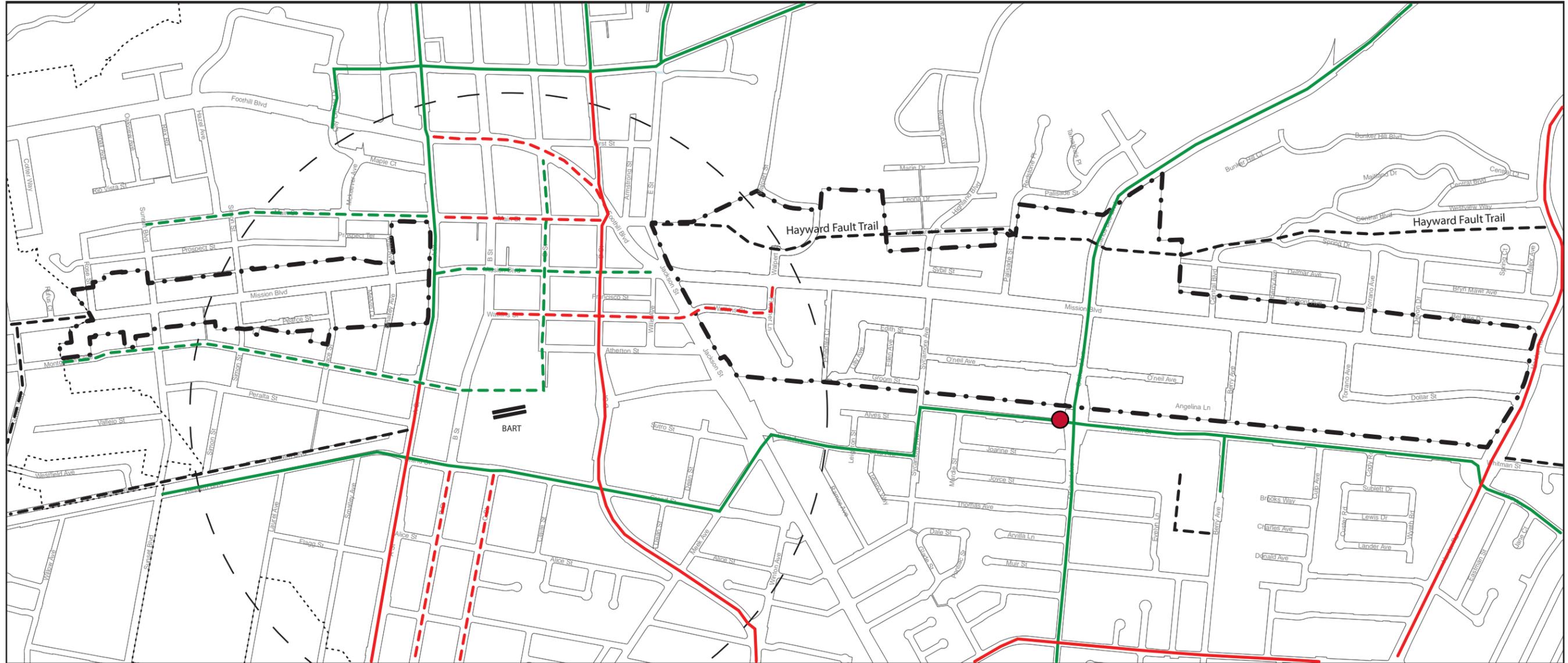


Legend

- Project Area
- 10 minute/ half-mile walk
- County/ City Boundary
- Crosswalk
- Signalized Intersection
- Sidewalk
- Bus Shelter
- Bus Stop (No Shelter)
- Pedestrian Overpass over BART



Bike Network



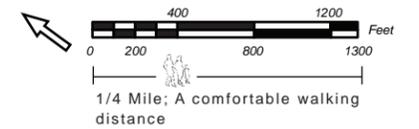
Legend

- Project Area
- Parcels
- 10 minute/ half-mile walk
- County/ City Boundary

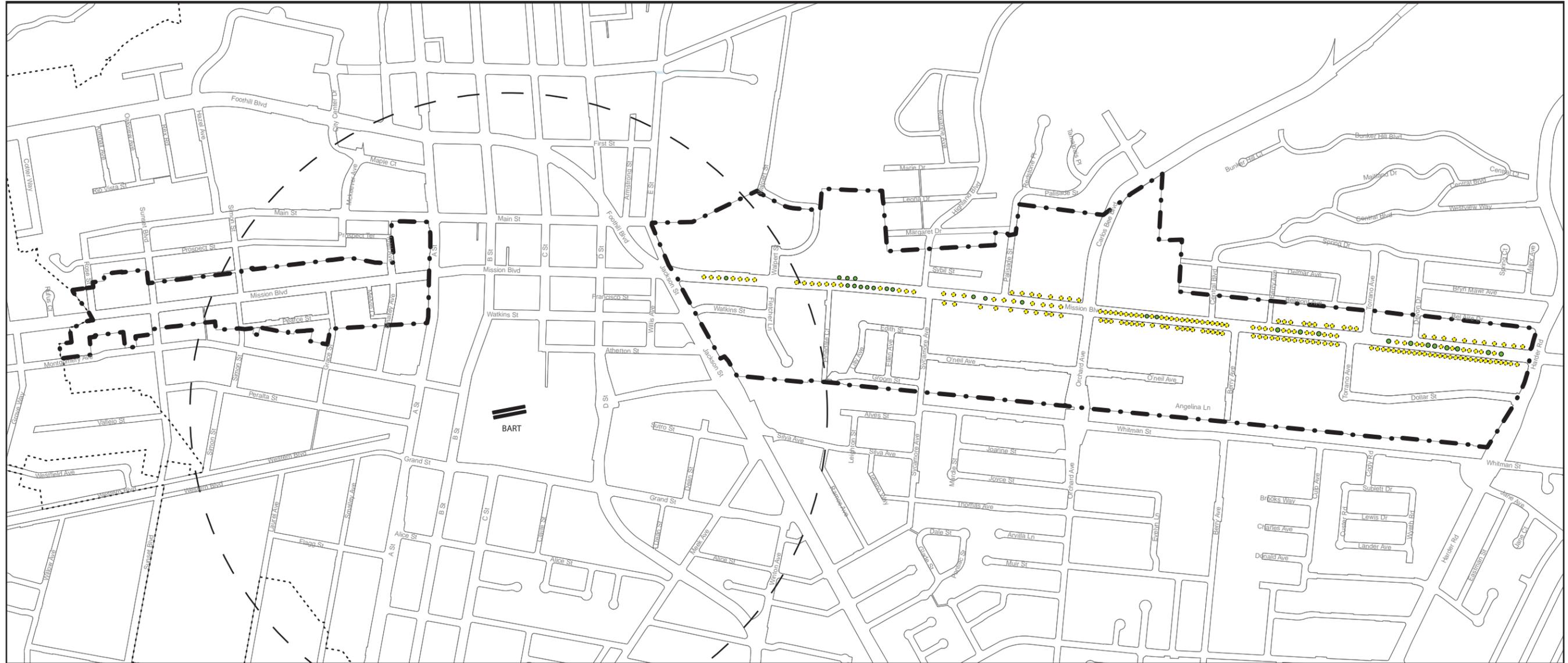
Bicycle Network

- | | |
|---|---|
| Class I Bike Path (Existing) | Class I Bike Path (Planned) |
| Class II Bike Lane (Existing) | Class II Bike Lane (Planned) |
| Class III Bike Route (Existing) | Class III Bike Route (Planned) |
| ● Pedestrian and Bike bridge over Orchard Ave | Bikeway by others |

Note: No Class I Bike Path exists or is planned for the Plan Area



Street Trees



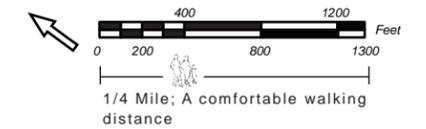
Legend

- Project Area
- 10 minute/ half-mile walk
- County/ City Boundary

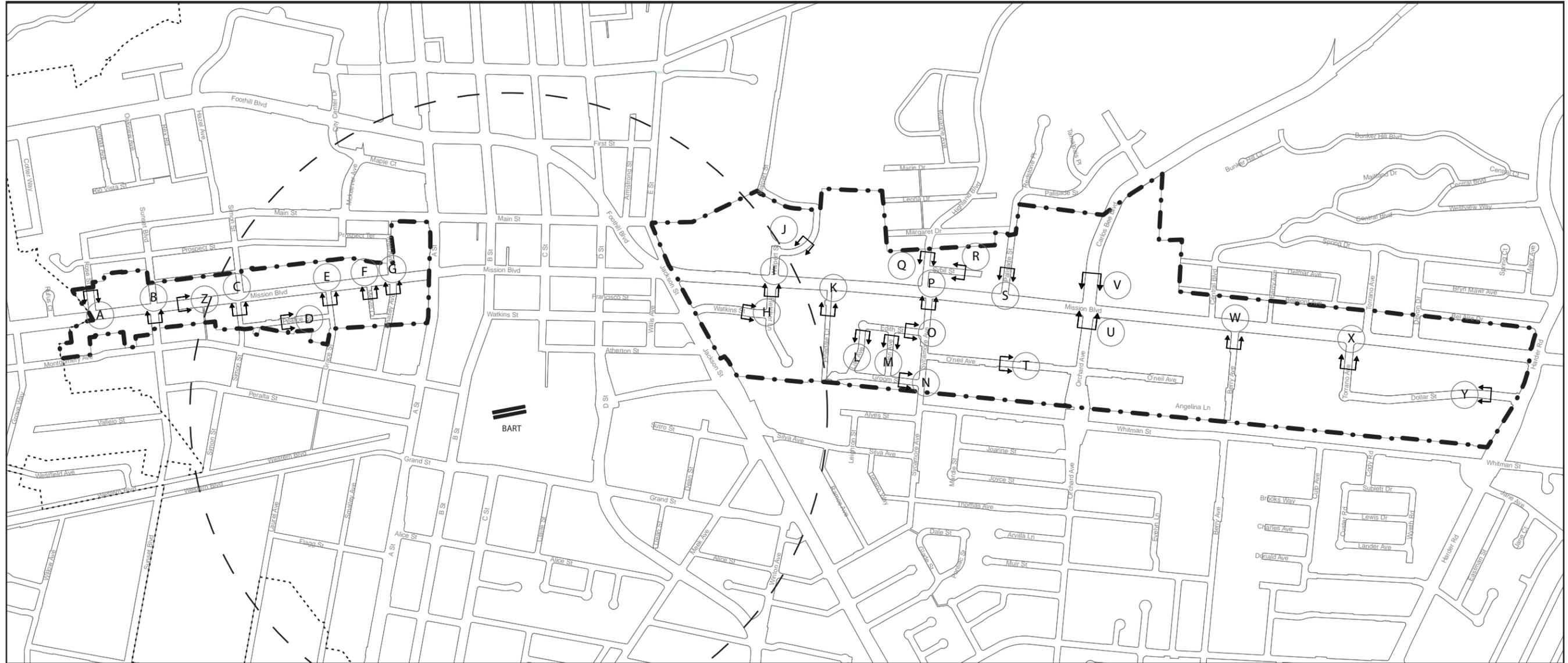
Street Tree Key

- Existing Street Tree
- Planned Street Tree (238 Corridor Improvement Plan)¹

¹ Locations approximate and subject to change.



Street Key

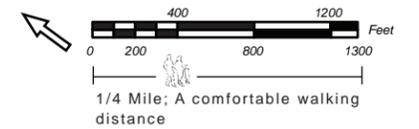


Legend

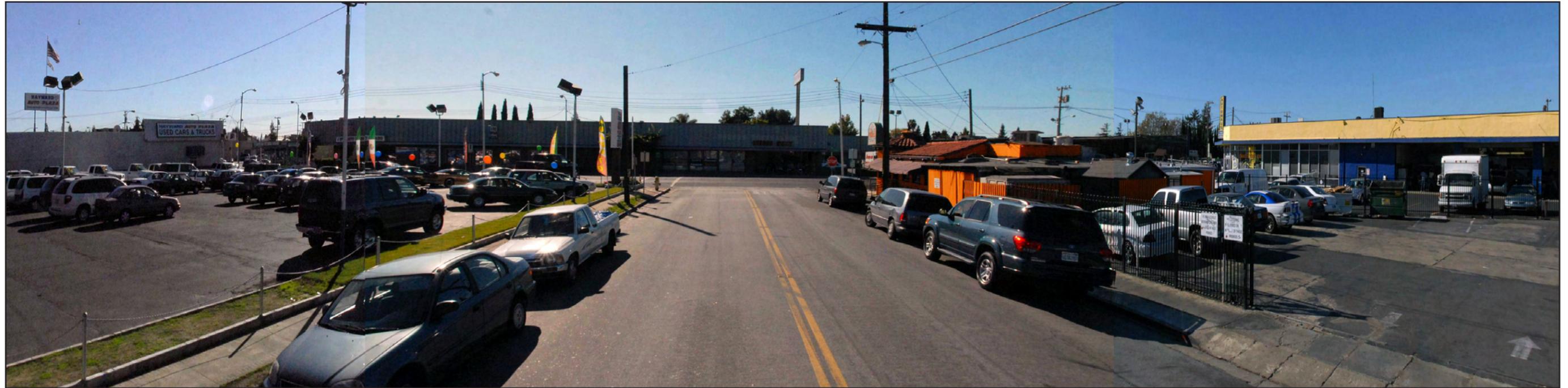
- Project Area**
- - - 10 minute/ half-mile walk**
- County/ City Boundary**

Street Key

- | | | | |
|-----------------------------------|-------------------------------------|--------------------------------------|---|
| A Rose Street (Page 4-5) | E Grace Street (Page 4-9) | M Ellen Ave (Page 4-17) | U Orchard Ave (Page 4-25) |
| B Sunset Blvd (Page 4-6) | F Melvin Court (Page 4-10) | N Groom Street (Page 4-18) | V Carlos Bee Blvd (Page 4-26) |
| C Simon Street (Page 4-7) | G Smalley Ave (Page 4-11) | O Edith Street (Page 4-19) | W Berry Ave (Page 4-27) |
| D Pearce Street (Page 4-8) | H Watkins Street (Page 4-12) | P Sycamore Ave (Page 4-210) | X Torrano Ave (Page 4-28) |
| | I Fletcher Ln (Page 4-13) | Q Highland Blvd (Page 4-21) | Y Dollar Street (Page 4-29) |
| | J Walpert Street (Page 4-14) | R Sybil Street (Page 4-22) | Z Mission Boulevard, north of A Street (Page 4-30) |
| | K Pinedale Court (Page 4-15) | S Palisade Street (Page 4-23) | |
| | L Lilly Ave (Page 4-16) | T O'Neil Ave (Page 4-24) | |



Rose Street



Near intersection with Mission Boulevard looking west.

Existing Rose Street	
Thoroughfare Type	Street
Right-of-Way Width	54'
Pavement Width	40'
Movement	Free Movement
Design Speed	25 MPH
Pedestrian Crossing Time	10 Seconds
Traffic Lanes	2 Lanes (12' Each)
Parking Lanes	2 Sides (8' unmarked)
Walkway Type	4' Sidewalks
Planter Type	2'-6" Planting strip
Curb Type	6" Raised
Landscape Type	Grass w/ sporadic trees
Transporation Provision	None

Sunset Boulevard



Near intersection with Mission Boulevard looking east.

Existing Sunset Boulevard	
Thoroughfare Type	Street
Right-of-Way Width	60'
Pavement Width	42'
Movement	Free Movement
Design Speed	25 MPH
Pedestrian Crossing Time	10.5 Seconds
Traffic Lanes	2 Lanes (12' Each)
Parking Lanes	2 Sides (8' unmarked)
Walkway Type	12' Sidewalk, 6' Sidewalk
Planter Type	Sporadic 5'-6" planters
Curb Type	6" Raised
Landscape Type	Grass w/ shrubs
Transporation Provision	None

Simon Street



Near intersection with Mission Boulevard looking east.

Existing Simon Street	
Thoroughfare Type	Street
Right-of-Way Width	39'
Pavement Width	28'
Movement	Free Movement
Design Speed	25 MPH
Pedestrian Crossing Time	7 Seconds
Traffic Lanes	2 Lanes
Parking Lanes	1 Side (8' unmarked)
Walkway Type	6' Sidewalks
Planter Type	Some 1'-6" Planting strips
Curb Type	6" Raised
Landscape Type	Grass w/ sporadic trees
Transporation Provision	None

Pearce Street



View down Pearce Street looking south.

Existing Conditions

Running parallel to Mission Boulevard, Pearce Street is a local street connecting Simon Street to Grace Street. It is typically fronted by older detached single-family houses on its western side, facing the backs of predominantly industrial, commercial and auto-service oriented businesses on Mission Boulevard.



Existing Pearce Street	
Thoroughfare Type	Street
Right-of-Way Width	38'
Pavement Width	28'
Movement	Free Movement
Design Speed	25 MPH
Pedestrian Crossing Time	7 Seconds
Traffic Lanes	2 Lanes (10' Each)
Parking Lanes	1 Side (8' unmarked)
Walkway Type	3'-5' Sidewalks
Planter Type	1'-6" Sporadic planting strip
Curb Type	6" Raised
Landscape Type	Grass w/ few trees
Transportation Provision	None

Grace Street



Near intersection with Mission Boulevard looking east.

Existing Grace Sreet	
Thoroughfare Type	Street
Right-of-Way Width	42'
Pavement Width	28'
Movement	Free Movement
Design Speed	25 MPH
Pedestrian Crossing Time	7 Seconds
Traffic Lanes	2 Lanes (10' Each)
Parking Lanes	1 Side (8' unmarked)
Walkway Type	8' Sidewalk, 6' Sidewalk
Planter Type	None
Curb Type	6" Raised
Landscape Type	None
Transporation Provision	None

Melvin Court



Near intersection with Mission Boulevard looking east.

Existing Conditions

Melvin Court is a narrow local street lined with 0'-setback auto-oriented commercial buildings. It connects Mission Boulevard to Smalley Avenue, looping around commercial buildings.

Existing Melvin Court	
Thoroughfare Type	Street
Right-of-Way Width	32'
Pavement Width	20'
Movement	Free Movement
Design Speed	25 MPH
Pedestrian Crossing Time	5 Seconds
Traffic Lanes	1 Lane (12')
Parking Lanes	1 Side (8' unmarked)
Walkway Type	6' Sidewalks
Planter Type	None
Curb Type	6" Raised
Landscape Type	None
Transporation Provision	None

Smalley Avenue



Near intersection with Mission Boulevard looking east.

Existing Conditions

Smalley Avenue is a Local street connecting Mission boulevard to Montgomery Street. On the block adjacent to Mission Boulevard, it is typically lined with 0'-setback auto-oriented commercial buildings.

Existing Smalley Avenue	
Thoroughfare Type	Street
Right-of-Way Width	48'
Pavement Width	34'
Movement	Free Movement
Design Speed	25 MPH
Pedestrian Crossing Time	8.5 Seconds
Traffic Lanes	2 Lanes (9' Each)
Parking Lanes	2 Side (7'-6" unmarked)
Walkway Type	5'-7' Sidewalks
Planter Type	1'-6" Sporadic planting strip (one side)
Curb Type	6" Raised
Landscape Type	Some grass
Transporation Provision	None

Watkins Street



Near intersection with Fletcher Lane looking south.

Existing Conditions

Watkins Street is a very wide local connector between Jackson Street and Fletcher Lane. On its eastern side, it serves the backs of commercial lots fronting Mission Boulevard.

Existing Watkins Sreet	
Thoroughfare Type	Street
Right-of-Way Width	68'
Pavement Width	48'
Movement	Free Movement
Design Speed	35 MPH
Pedestrian Crossing Time	12 Seconds
Traffic Lanes	2 Lanes (14' Each)
Parking Lanes	2 Sides (10' unmarked)
Walkway Type	10' Sidewalk; 4' Sidewalk
Planter Type	5'-6" Planting strip on one side
Curb Type	6" Raised
Landscape Type	Grass w/ few trees
Transporation Provision	Planned bike lane

Fletcher Lane



Near intersection with Mission Boulevard looking east.

Existing Conditions

Fletcher Lane is a very wide local connector between Mission Boulevard and Watkins Street. It ends with a cul-de-sac at the BART tracks.

Existing Fletcher Lane	
Thoroughfare Type	Street
Right-of-Way Width	64'
Pavement Width	44'
Movement	Free Movement
Design Speed	35 MPH
Pedestrian Crossing Time	11 Seconds
Traffic Lanes	2 Lanes (14' Each)
Parking Lanes	2 Sides (8' unmarked)
Walkway Type	10' Sidewalks
Planter Type	None
Curb Type	6" Raised
Landscape Type	None
Transporation Provision	Planned bike lane

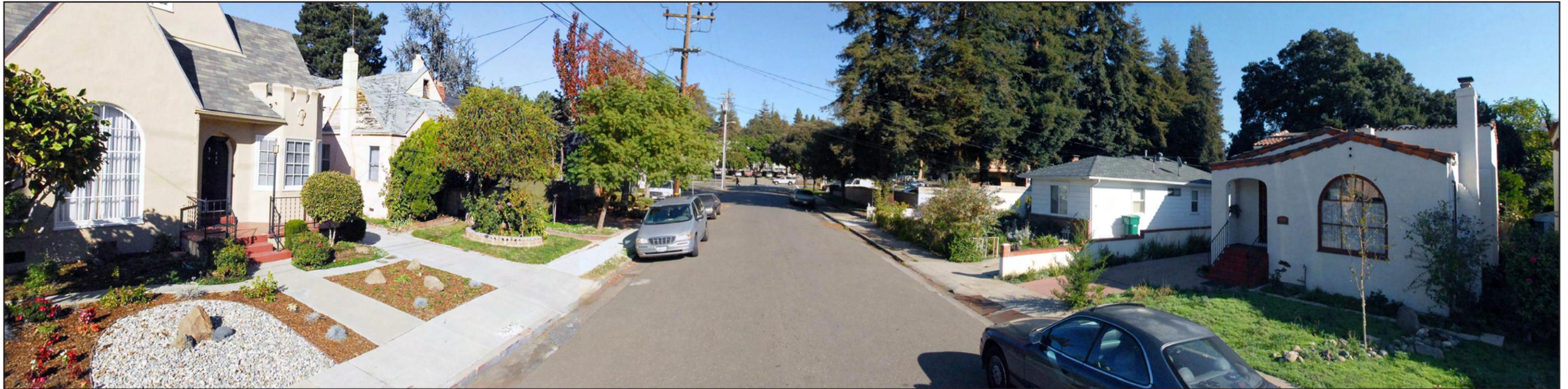
Walpert Street



View down Walpert Street looking north.

Existing Walpert Street	
Thoroughfare Type	Street
Right-of-Way Width	52'
Pavement Width	40'
Movement	Free Movement
Design Speed	35 MPH
Pedestrian Crossing Time	10 Seconds
Traffic Lanes	2 Lanes (12' Each)
Parking Lanes	2 Sides (8' unmarked)
Walkway Type	6' Sidewalks
Planter Type	None
Curb Type	6" Raised
Landscape Type	None
Transporation Provision	None

Pinedale Court



Near intersection with Mission Boulevard looking east.

Existing Conditions

Pinedale Court is a local street fronted primarily by older detached single-family houses. Many of the houses and the street as a whole have a historic character. The sidewalks have no trees. Pinedale Court dead ends at the BART tracks to the West.



Existing Pinedale Court

Thoroughfare Type	Street
Right-of-Way Width	40'
Pavement Width	28'
Movement	Two-way yield Movement
Design Speed	25 MPH
Pedestrian Crossing Time	7 Seconds
Traffic Lanes	2 Lanes
Parking Lanes	2 Sides (unmarked)
Walkway Type	4'-6" Sidewalks
Planter Type	1' Planting strip
Curb Type	6" Raised
Landscape Type	Grass, no trees
Transporation Provision	None

Lily Avenue



Near intersection with Groom looking west.

Existing Conditions

Lily Avenue is a local residential street connecting other similar residential streets. It has swales on both sides, which give it a typically suburban character.

Existing Lily Avenue	
Thoroughfare Type	Street
Right-of-Way Width	42'
Pavement Width	31'
Movement	Two-way yield Movement
Design Speed	25 MPH
Pedestrian Crossing Time	8 Seconds
Traffic Lanes	2 Lanes
Parking Lanes	2 Sides (unmarked)
Walkway Type	3-6" Sidewalks
Planter Type	None
Curb Type	24" Rolled
Landscape Type	None
Transporation Provision	None

Ellen Avenue



Near intersection with Groom Street looking west.

Existing Conditions

Ellen Avenue is a local residential street connecting other similar residential streets. It has swales on both sides, which give it a typically suburban character.

Existing Ellen Avenue	
Thoroughfare Type	Street
Right-of-Way Width	42'
Pavement Width	31'
Movement	Two-way yield Movement
Design Speed	25 MPH
Pedestrian Crossing Time	8 Seconds
Traffic Lanes	2 Lanes
Parking Lanes	2 Sides (unmarked)
Walkway Type	3-6" Sidewalks
Planter Type	None
Curb Type	24" Rolled
Landscape Type	None
Transporation Provision	None

Groom Street



Near intersection with Sycamore Avenue looking south.

Existing Conditions

Groom Street is a local residential street connecting other similar residential streets. It has swales on both sides, which give it a typically suburban character.

Existing Groom Street	
Thoroughfare Type	Street
Right-of-Way Width	42'
Pavement Width	31'
Movement	Two-way yield Movement
Design Speed	25 MPH
Pedestrian Crossing Time	8 Seconds
Traffic Lanes	2 Lanes
Parking Lanes	2 Sides (unmarked)
Walkway Type	3-6" Sidewalks
Planter Type	None
Curb Type	24" Rolled
Landscape Type	None
Transporation Provision	None

Edith Street



Near intersection with Sycamore looking south.

Existing Conditions

Edith Street is a local residential street connecting other similar residential streets. It has swales on both sides, which give it a typically suburban character.

Existing Edith Street	
Thoroughfare Type	Street
Right-of-Way Width	42'
Pavement Width	31'
Movement	Two-way yield Movement
Design Speed	25 MPH
Pedestrian Crossing Time	8 Seconds
Traffic Lanes	2 Lanes
Parking Lanes	2 Sides
Walkway Type	4' Sidewalks
Planter Type	None
Curb Type	24" Rolled
Landscape Type	None
Transporation Provision	None

Sycamore Street



Near intersection with Mission Boulevard looking east.

Existing Conditions

Sycamore Street is a local connector between Mission boulevard and thoroughfares west and then to Jackson Street.

Existing Sycamore Street	
Thoroughfare Type	Street
Right-of-Way Width	48'
Pavement Width	34'
Movement	Two-way yield Movement
Design Speed	35 MPH
Pedestrian Crossing Time	8.5 Seconds
Traffic Lanes	2 Lanes
Parking Lanes	1 Side (unmarked)
Walkway Type	3-6" Sidewalk, 4' Sidewalk
Planter Type	2' Planting strip, 3'-6" Planting strip
Curb Type	6" Raised
Landscape Type	Grass w/ some shrubs
Transporation Provision	None

Highland Boulevard



Near intersection with Mission Boulevard looking west.

Existing Highland Boulevard	
Thoroughfare Type	Street
Right-of-Way Width	48'
Pavement Width	39'
Movement	Two-way yield Movement
Design Speed	25 MPH
Pedestrian Crossing Time	10 Seconds
Traffic Lanes	2 or 3 Lanes
Parking Lanes	1 Side (Unmarked)
Walkway Type	4' Sidewalk, 5' Sidewalk
Planter Type	None
Curb Type	6" Raised
Landscape Type	None
Transporation Provision	None

Sybil Street



Near intersection with Highland Boulevard looking north.

Existing Conditions

Sybil Street is a local street immediately East of and parallel to Mission Boulevard. It starts at Highland Boulevard and dead ends at its southern extremity. It has a variety of houses and apartment buildings on its eastern side, facing the backs of commercial buildings on Mission Boulevard.

Existing Sybil Street	
Thoroughfare Type	Street
Right-of-Way Width	50'
Pavement Width	34'
Movement	Free Movement
Design Speed	25 MPH
Pedestrian Crossing Time	8.5 Seconds
Traffic Lanes	2 Lanes
Parking Lanes	2 Sides (unmarked)
Walkway Type	8' Sidewalk
Planter Type	3'-6" Planting strip
Curb Type	6" Raised
Landscape Type	Grass w/ sporadic trees
Transporation Provision	None

Palisade Street



Near intersection with Mission Boulevard looking west.

Existing Palisade Street	
Thoroughfare Type	Street
Right-of-Way Width	56'
Pavement Width	36'
Movement	Two-way yield Movement
Design Speed	35 MPH
Pedestrian Crossing Time	9 Seconds
Traffic Lanes	2 Lanes
Parking Lanes	2 Sides (unmarked)
Walkway Type	5' Sidewalks
Planter Type	5'-6" Planting strip
Curb Type	6" Raised
Landscape Type	Grass w/ few trees
Transporation Provision	None

O'Neil Avenue



View down O'Neil Avenue looking south.

Existing Conditions

O'Neil Avenue is a local street, immediately west of and parallel to Mission Boulevard. It starts at Sycamore Avenue and dead ends just south of Orchard Avenue. It has a variety of houses and multi-family buildings on its western side, typically facing the backs of commercial buildings on Mission Boulevard.

Existing O'Neil Avenue	
Thoroughfare Type	Street
Right-of-Way Width	59'
Pavement Width	41'
Movement	Free Movement
Design Speed	25 MPH
Pedestrian Crossing Time	10 Seconds
Traffic Lanes	2 Lanes
Parking Lanes	2 Sides (unmarked)
Walkway Type	4' Sidewalk, 6' Sidewalk
Planter Type	3'-6" Planting strip
Curb Type	6" Raised
Landscape Type	Grass w/ few trees
Transporation Provision	None

Orchard Avenue



Near intersection with Mission Boulevard looking east.

Existing Conditions

Orchard Avenue is a wide east/west arterial connecting Mission Boulevard to the residential neighborhoods east of Mission. It also lines up with Carlos Bee Boulevard, west of Mission, connecting directly to the CSU East Bay Campus.

Existing Orchard Avenue	
Thoroughfare Type	Street
Right-of-Way Width	86'
Pavement Width	70'
Movement	Free Movement
Design Speed	35 MPH
Pedestrian Crossing Time	18 Seconds
Traffic Lanes	4 Lanes
Parking Lanes	2 Sides (unmarked)
Walkway Type	4' Sidewalks
Planter Type	3'-6" Planting strip
Curb Type	6" Raised
Landscape Type	Shrubs w/ few trees
Median Type	Raised 4' median
Transporation Provision	None

Carlos Bees Boulevard



Near intersection with Mission Boulevard looking west.

Existing Conditions

Carlos Bees Boulevard is a major arterial connecting Mission Boulevard to the SCU East Bay Campus.

Existing Carlos Bees Boulevard	
Thoroughfare Type	Boulevard
Right-of-Way Width	110'
Pavement Width	90'
Movement	Free Movement
Design Speed	35 MPH
Pedestrian Crossing Time	22.5 Seconds
Traffic Lanes	5 to 6 Lanes
Parking Lanes	2 Sides (unmarked)
Walkway Type	4' Sidewalk, 10' Sidewalk
Planter Type	5'-6" Planting strip, 3'x3' Tree wells
Curb Type	6" Raised
Landscape Type	Few trees and shrubs
Median Type	4' Raised median

Berry Avenue



Near intersection with Mission Boulevard looking east.

Existing Conditions

Berry Avenue is a local street located between Mission Boulevard and the BART tracks, to the west, where it dead ends.

Existing Sycamore Street	
Thoroughfare Type	Street
Right-of-Way Width	48'
Pavement Width	36'
Movement	Two-way yield Movement
Design Speed	35 MPH
Pedestrian Crossing Time	9 Seconds
Traffic Lanes	2 Lanes
Parking Lanes	2 Sides (unmarked)
Walkway Type	6' Sidewalks
Planter Type	None
Curb Type	6" Raised
Landscape Type	None
Transporation Provision	None

Torrano Avenue



Near intersection with Mission Boulevard looking east.

Existing Conditions

Torrano Avenue is a wide local connector between Mission Boulevard and Dollar Street. It serves the many commercial and auto-oriented businesses that front it.

Existing Torrano Avenue	
Thoroughfare Type	Street
Right-of-Way Width	68'
Pavement Width	48'
Movement	Free Movement
Design Speed	35 MPH
Pedestrian Crossing Time	12 Seconds
Traffic Lanes	2 Lanes
Parking Lanes	2 Sides (unmarked)
Walkway Type	10' Sidewalks
Planter Type	None
Curb Type	6" Raised
Landscape Type	None
Transporation Provision	None

Dollar Street



View down Dollar Street looking north.

Existing Conditions

Dollar Street is a wide local connector between Harder Road and Torrano Avenue. It serves the many commercial and auto-oriented businesses that front it.

Existing Dollar Street	
Thoroughfare Type	Street
Right-of-Way Width	68'
Pavement Width	48'
Movement	Free Movement
Design Speed	35 MPH
Pedestrian Crossing Time	12 Seconds
Traffic Lanes	2 Lanes
Parking Lanes	2 Sides (unmarked)
Walkway Type	10' Sidewalks
Planter Type	3'x4' Tree wells
Curb Type	6" Raised
Landscape Type	Sporadic trees
Transporation Provision	None

Mission Boulevard, north of A Street



Near intersection with Grace Street looking south.

Existing Conditions

Mission Boulevard is a major regional North-South arterial. In this section of Mission, north of Downtown, it is designated as State Road 185. This section is not a part of the Route 238 Corridor Improvements Plan. Within the Specific Plan area, north of Downtown, it has four travel lanes and unmarked on-street parking on both sides.

Existing Mission Boulevard	
Thoroughfare Type	Boulevard
Right-of-Way Width	80'
Pavement Width	60'
Movement	Free Movement
Design Speed	35 MPH
Pedestrian Crossing Time	15 Seconds
Traffic Lanes	4 Lanes (11' Each)
Parking Lanes	2 Sides (8' unmarked)
Walkway Type	10' Sidewalk
Planter Type	None
Curb Type	6" Raised
Landscape Type	None
Transportation Provision	None

On - Street Parking on Mission Boulevard



Legend

Parking Key

- No On-Street parking
- On-Street Parking
- - - On-Street Parking with Peak-Hour Traffic
- - - 10 Minute/ Half-Mile Walk

Note: For details of the improvements on Mission Boulevard between Jackson Street and Harder Road, see the Route 238 Corridor Improvement Plan.

