

Urban Corridor

Urban corridors consist of complete streets accommodating a variety of travel modes and uses. They typically contain multi-story structures and a compact development pattern. Buildings are located along the sidewalk to create a street wall and enhance the pedestrian environment. Urban corridors may range from 2-6 travel lanes and also have bike lanes and on-street parking. Public transit is common with frequent bus service and connections to BART. Wide sidewalks with ample pedestrian and transit amenities are also common. Streetscape furnishings and public art is common, sometimes with a direct theme linked to a nearby center or neighborhood.

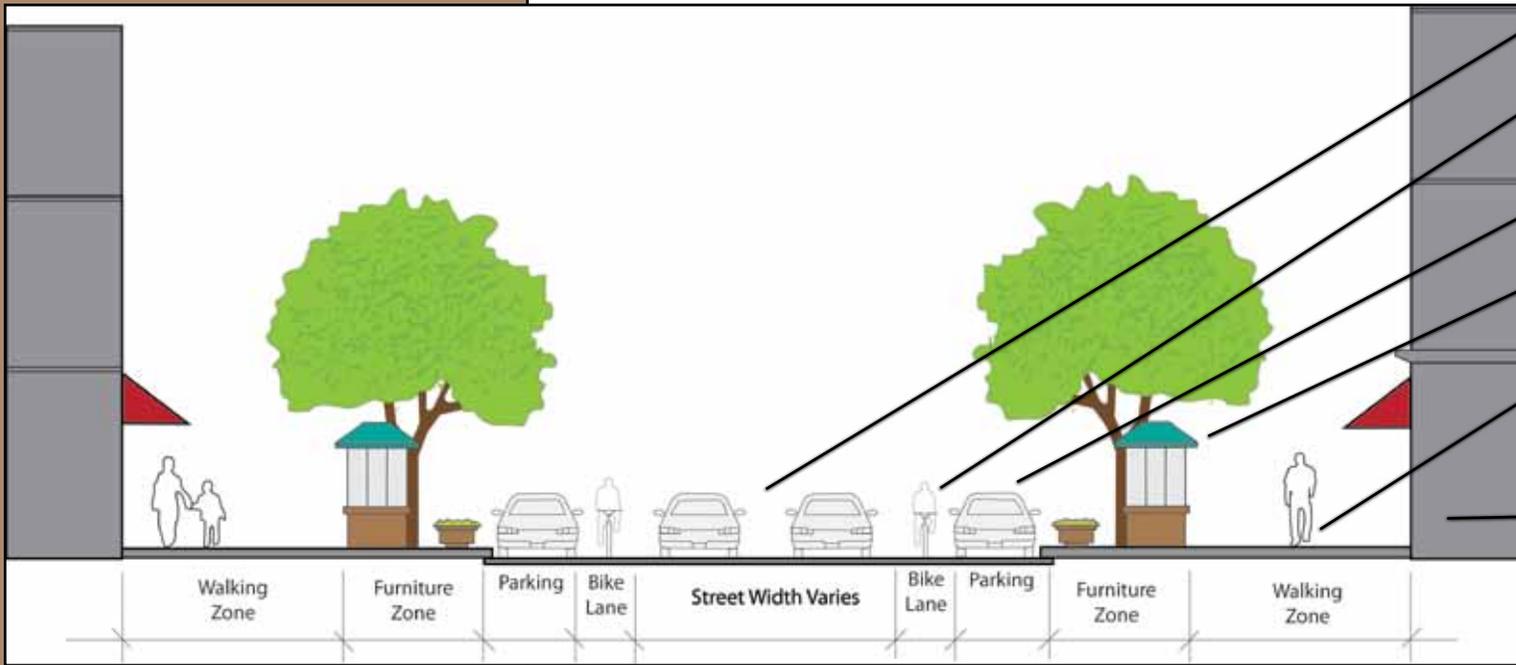
Urban Form & Streetscape Standards

- Concentrated and dense pattern of development
- On-street parking and surface parking to the sides and rear
- Building storefronts line the street with high degree of transparency
- Buildings designed to activate the sidewalk and include pedestrian scale elements
- Civic structures, public art, lighting, identity signage, landscaping contribute special elements

Mobility Standards

- 2-6 travel lanes
- Access to rear and sides of buildings
- Wide sidewalks, streetscape furnishings, landscaping and pedestrian amenities
- Bus stops and transit amenities
- Bike lanes
- On-street parking





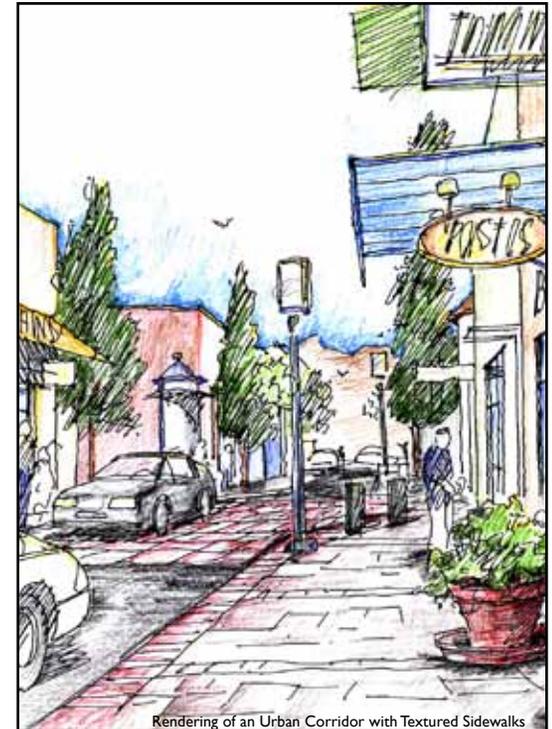
- 2-6 travel lanes
- Bike lanes within street right of way
- On-street parking
- Pedestrian/transit amenities along sidewalk
- Wide sidewalks provide pedestrian zone and space for outdoor dining areas
- Building located along sidewalk



Urban Corridor with Transit Amenities



Cross-Section of Urban Corridor



Rendering of an Urban Corridor with Textured Sidewalks

Main Street Corridor

Main Street corridors have very limited application in the Town Centers and are intended to enhance the historic retail district in which they are located. These corridors typically have two travel lanes and on-street parking. Public transit is common along these corridors. Bike lanes or routes are provided. Streetscape furnishings are common as well as landscaping, public art and other pedestrian and transit amenities. Buildings are located along the street to further enhance the pedestrian environment.

Urban Form & Streetscape Standards

- Historic and traditional architecture
- Narrow, fine grained lotting pattern
- Building storefronts line the street with high degree of transparency
- Buildings designed to activate the sidewalk and include pedestrian scale elements
- Civic structures, public art, lighting, identity signage, landscaping contribute special elements

Mobility Standards

- 2-4 travel lanes
- Wide sidewalks, streetscape furnishings, landscaping and pedestrian amenities
- Bus stops and transit amenities
- Bike lanes or routes
- On-street parking



Main Street Corridor with Retail and Town Houses



Main Street Corridor with Buildings Fronting the Sidewalk



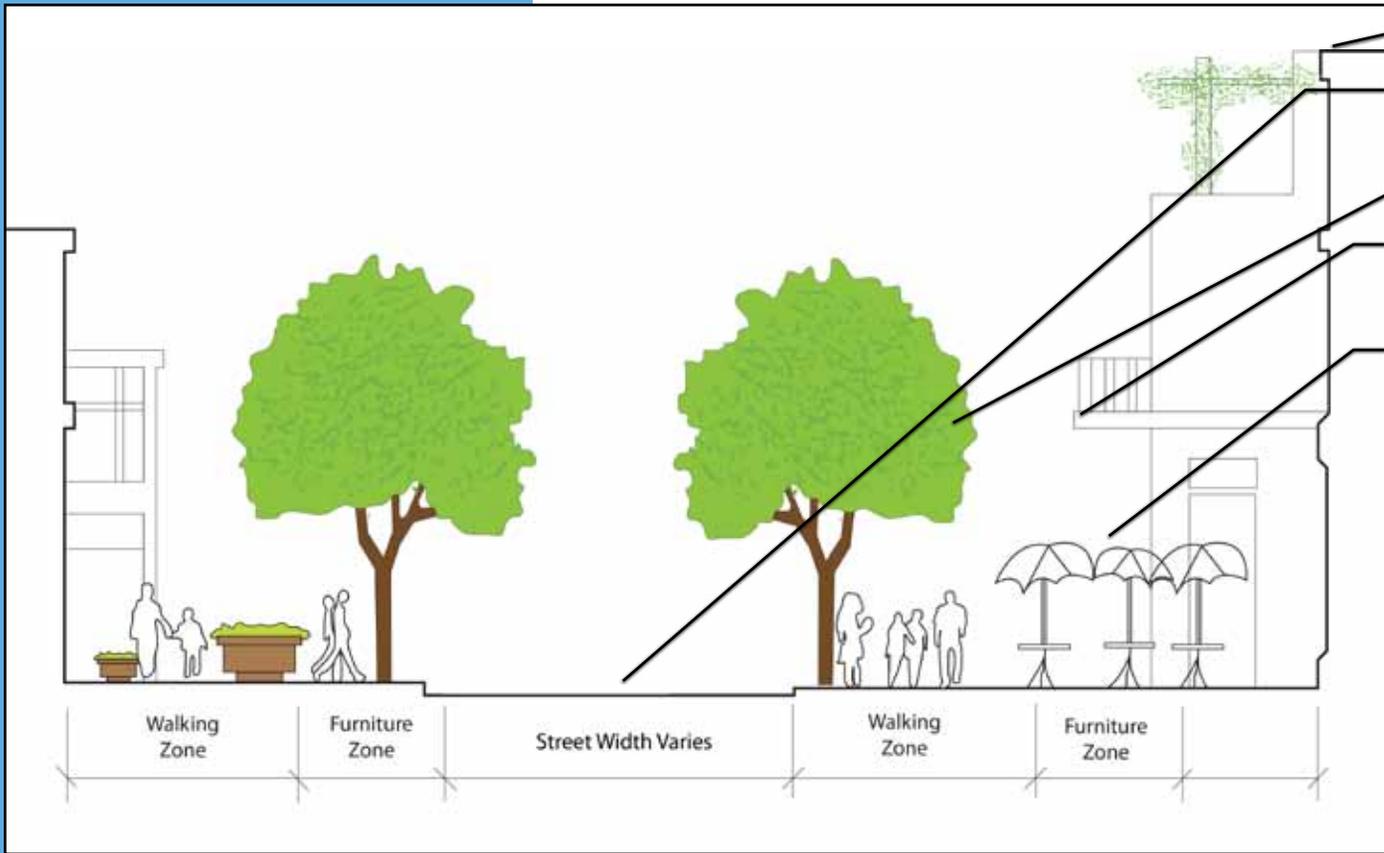
Landscaping Along a Main Street Corridor



Niles "Main Street" Corridor



Main Street Corridor with Tree Cover



Building Heights: 1-3 stories

2-4 travel lanes

Street trees and decorative landscaping

Buildings frame street to create an intimate environment

Wide sidewalks accommodate outdoor dining and pedestrian amenities



Main Street Corridor



Main Street Corridor with Decorative Banners



Sidewalk Dining on Main Street Corridor



Main Street Corridor with Transit and Pedestrian Infrastructure

Suburban Corridor

Suburban corridors are oriented towards the automobile and moving traffic throughout the City. They are often lined with commercial, office and residential uses that link the City's neighborhoods and centers. Low rise buildings line corridors with opportunities for denser infill development on vacant and underutilized properties. Frontage roads may be found where single- or multi-family residential uses exist. Direct vehicular access from the corridor into a site is typical. Bike lanes typically exist, although street parking may or may not exist depending on the location. The streetscape contains street trees and landscaping, lighting and other amenities that enhance commercial activities.

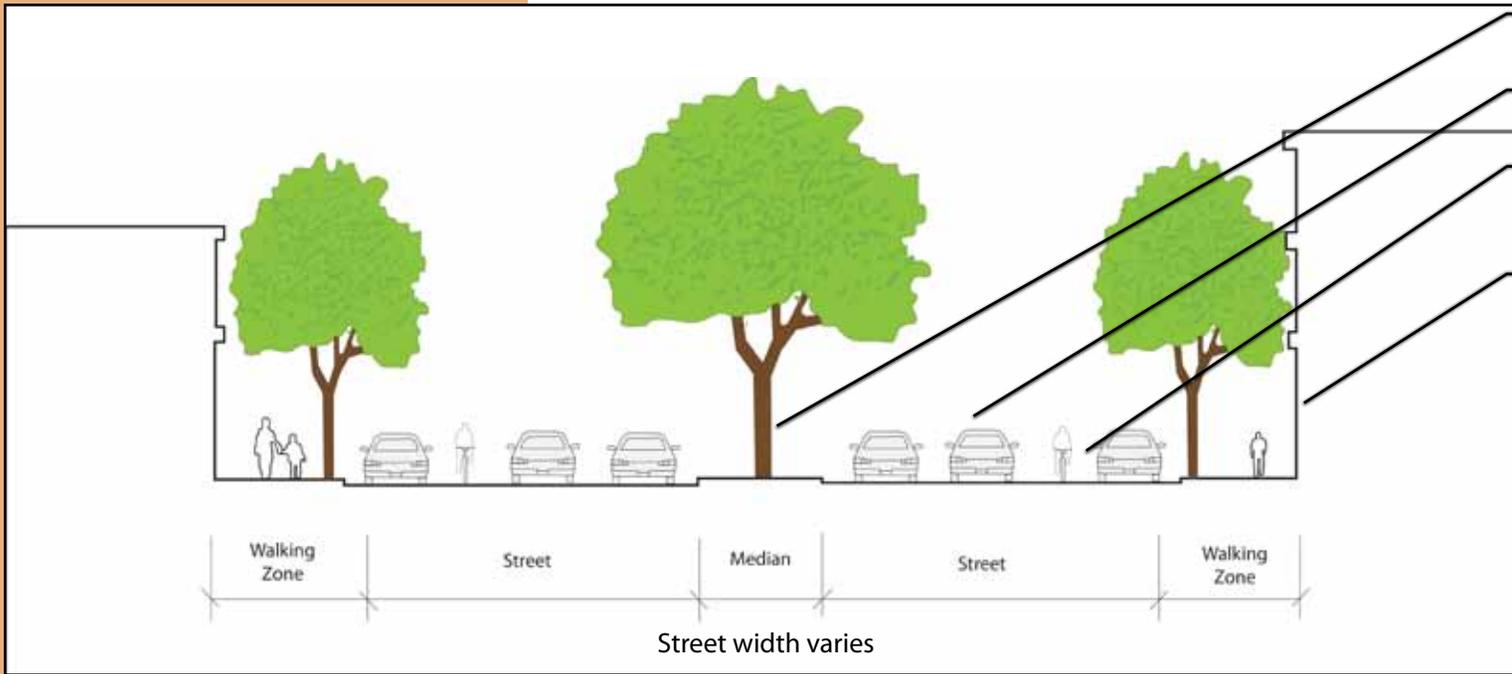
Urban Form & Streetscape Standards

- Varied development pattern
- Mix of building heights
- Buildings typically setback from street
- Parking lots located to front, side or rear of buildings
- Mix of uses

Mobility Standards

- 4-6 travel lanes
- Sidewalks and bike lanes
- Frontage roads
- Bus stops and transit amenities
- Limited on-street parking





- Landscaped median
- 4-6 travel lanes
- Bike lanes or otherwise designated bike route
- Residential or commercial uses line the corridor
- May or may not include on-street parking
- May include frontage roads
- Mix of building heights



Landscape Corridor

Landscape corridors have limited direct access and are characterized by landscaping, street trees, wide landscaped medians and large setbacks. Some of these corridors carry heavy volumes of traffic through the city in a landscaped, aesthetically pleasing setting. Local residential streets with low traffic volumes also serve as landscape corridors. These corridors also act as gateways to the City.

Urban Form & Streetscape Standards

- Varied development pattern
- Wide medians and building setbacks
- Abundant trees and landscaping
- Primarily low rise buildings
- May include gateway features and treatment
- May include back-up treatment such as sound walls, berms and thematic landscape treatment

Mobility Standards

- 2-6 travel lanes
- Sidewalks and bike lanes
- Limited direct access
- Limited transit access on some corridors
- May or may not include on-street parking
- High degree of landscaping and landscape elements including street trees, landscaped medians, bio-swales, stormwater treatment features and decorative features.



Landscaped Medians



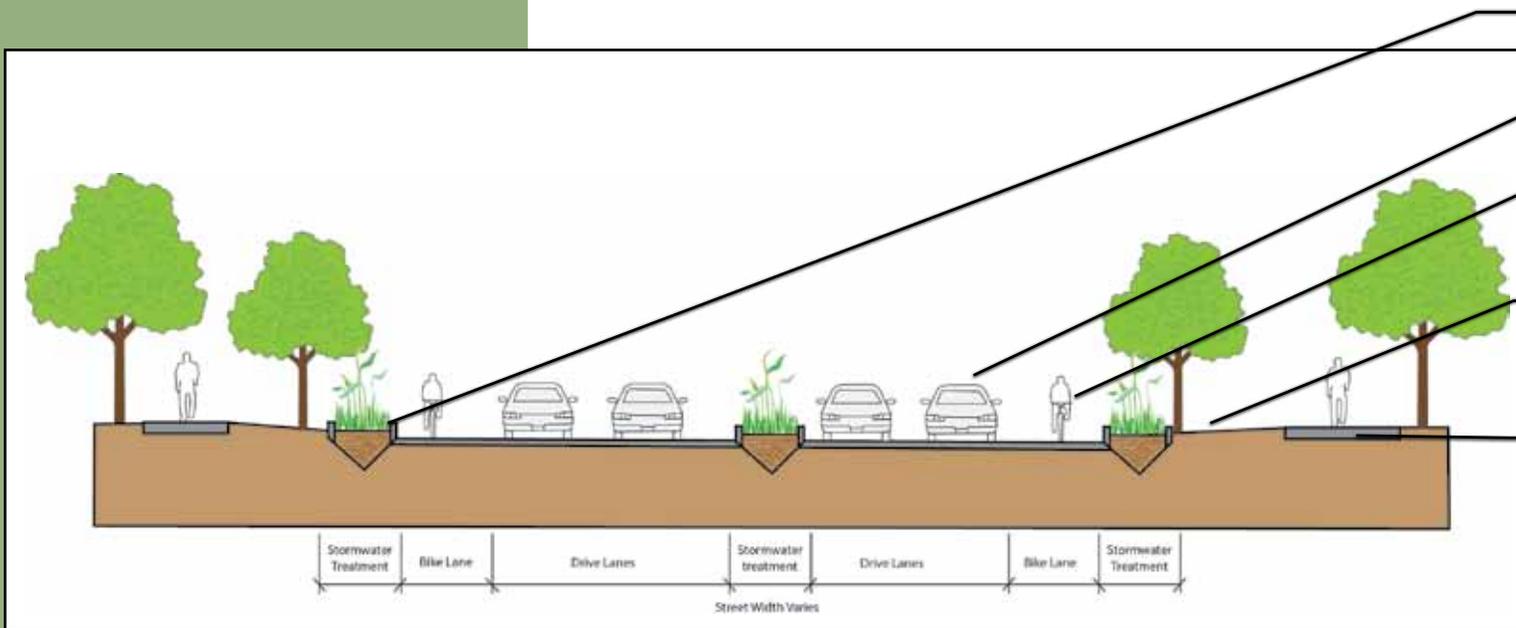
Landscaped Bulbout



Washington Boulevard



Tree Canopy Along Residential Street



May include stormwater treatment features in center or along sides of street

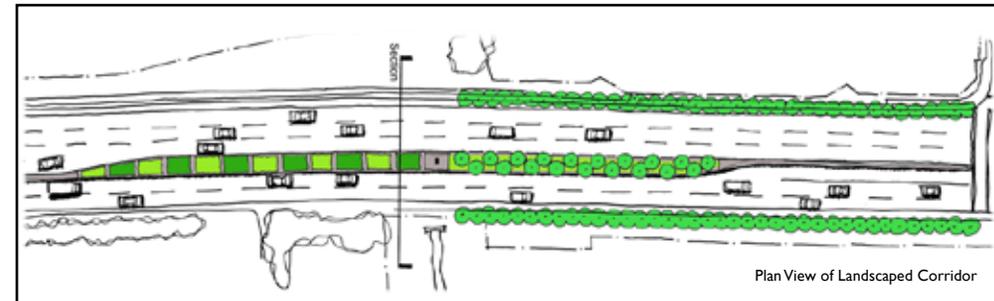
- 2-6 travel lanes
- Bike lanes or otherwise designated bike route
- Wider right of way to accommodate double-row of trees
- Wide sidewalks
- Enhanced landscaping and design features, gateway treatment at some locations



Dense Tree Canopy



Unique Median Planters



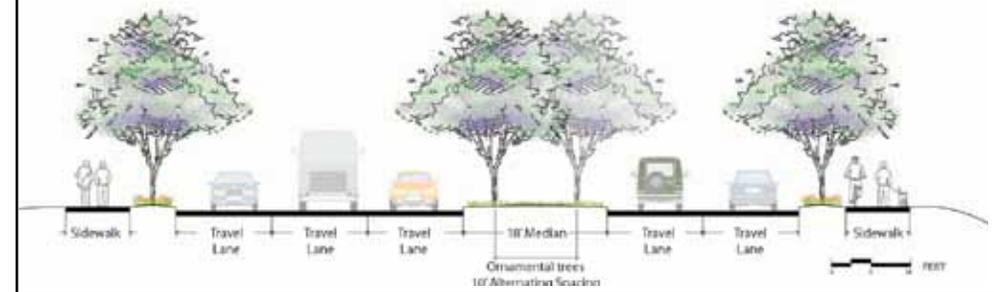
Plan View of Landscaped Corridor



District Gateway



City Gateway



Section View of Landscaped Corridor Pictured Above