Oakland City Planning Commission

STAFF REPORT

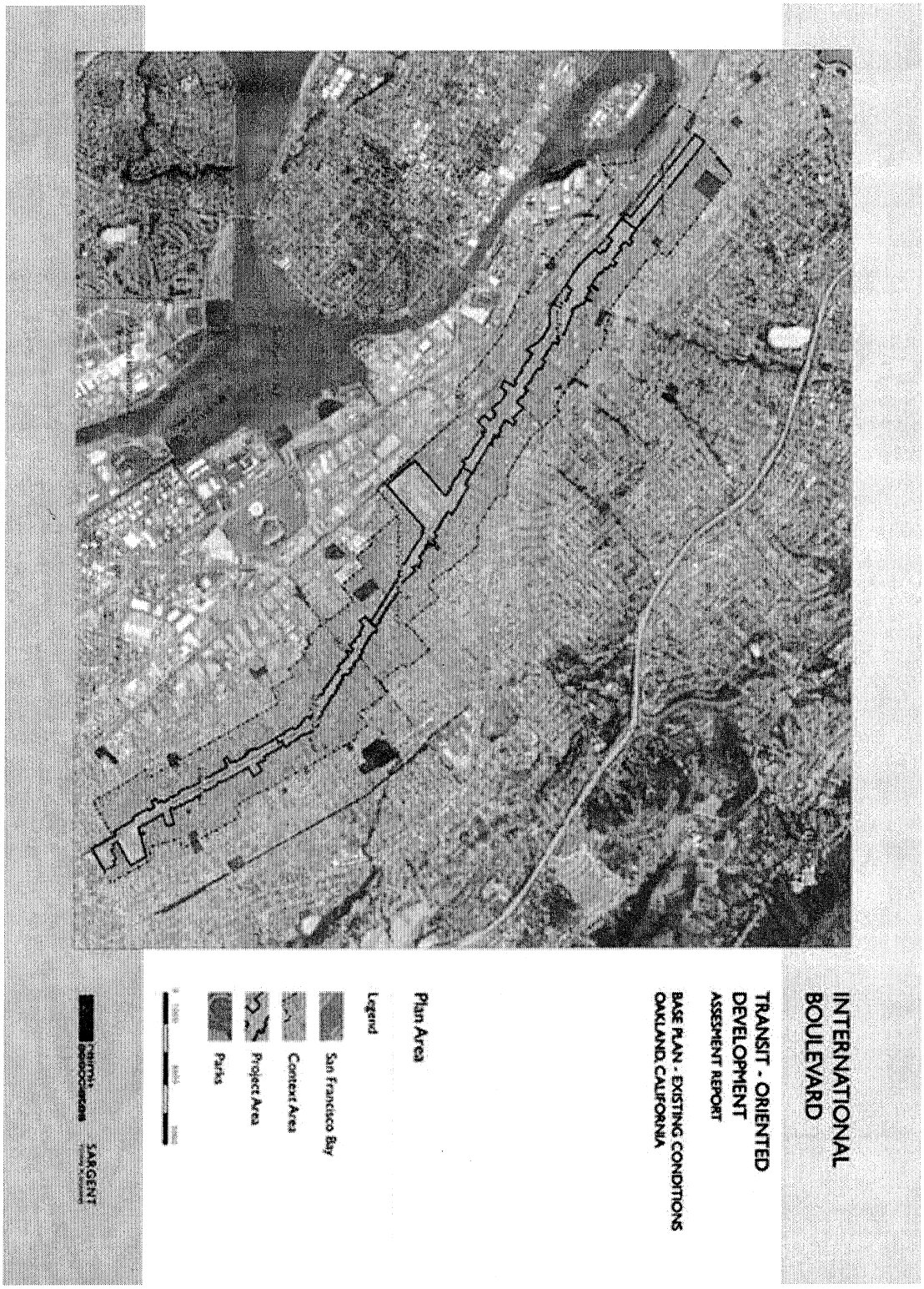
February 2, 2011

#6	
Location:	**International Boulevard (from 14th Avenue to Oakland/San Leandro city limit line)**
Proposal:	Consideration of the International Boulevard Transit-Oriented Development Plan.
Applicant:	City of Oakland Community and Economic Development Agency
Contact Person/Phone Number:	Elois A. Thornton, Project Manager (510) 238-6284
Planning Permits Required:	None
General Plan:	Urban Residential, Neighborhood Center Mixed Use, Community Commercial, and Institutional.
Zoning:	C-28 Commercial Shopping District Zone, C-40 Community Thoroughfare Commercial Zone, S-4 Design Review Combining Zone
Environmental Determination:	Exempt, Section 15262 of the State CEQA Guidelines: Feasibility and Planning Studies; Exempt, Section 15183 of the State CEQA Guidelines: Projects consistent with a Community Plan, General Plan or Zoning
Historic Status:	The Plan Area includes numerous buildings and districts of historic significance
Service Delivery District:	3,4,5,6
City Council District:	2,5, 6, 7
Status:	The Plan has been prepared for consideration by the City Planning Commission, and will be presented to the City Council in February 2011
Action to be Taken:	Receive public and Commission comments regarding the Plan
Action Requested:	Provide a recommendation to the City Council regarding the Plan
For Further Information:	Contact case planner **Elois A. Thornton** at **(510) 238-6284** or by email at **eathornton@oaklandnet.com**

SUMMARY & BACKGROUND

On March 18, 2008 the City Council adopted Resolution No. 81133 C.M.S. which authorized the City Administrator to apply for, accept and appropriate up to $245,000 from the California Department of Transportation (Caltrans) Community-Based Transportation Planning Grant funds. The purpose of the grant is to develop a Plan that explores opportunities for developing Transit-Oriented Developments (TODs) at select locations along International Boulevard which is California State Route 185 (see map below). The International Boulevard Transit-Oriented Development (IB-TOD) Plan has now been prepared and contains information regarding existing International Boulevard land uses, urban design, economic and market, and transportation conditions, and current development feasibility assessment. It also contains several area-specific vision statements and guiding principles, and identifies suggested TOD Catalyst Areas throughout the corridor, design and transportation recommendations, and most critically, Sub-Area Plans and implementation strategies to realize the TOD projects described in the Plan.

International Boulevard Corridor



Many of the IB-TOD Plan recommendations may require evaluation of potential environmental impacts in accordance with the California Environmental Quality Act (CEQA). Appropriate environmental review will be conducted at the time the Plan is presented for approval by the City Council. At this point the Commission is being requested to review the components of the Plan, to provide direction to staff as necessary regarding any additional actions, modifications and/or other considerations the Commission wishes to include in the Plan, and to issue a recommendation to the Community and Economic Development Committee of the City Council which will consider the Plan on February 22, 2011. At that meeting, the City Council will be presented the IB-TOD Plan and asked to adopt a resolution authorizing staff to conduct appropriate CEQA review and take other actions necessary for adoption of the Plan at a later date.

The following IB-TOD Plan outline is provided to facilitate the Commission's review of the document:

- **Chapter 1: Introduction** specifies the purpose of the proposed Plan, the concept and benefits of transit-oriented development, and the assumptions used for the study

- **Chapter 2: Plan Development Process** describes the actions and participants involved in preparing the Plan

- **Chapter 3: Existing Conditions** presents the history of International Boulevard and a summary of the existing land use, transportation, health and safety, economic and demographic conditions of the corridor

- **Chapter 4: Vision and Guiding Principles** highlights the vision and key strategies for implementing the vision based on the results of the community outreach process for this project

- **Chapter 5: Sub Area Plans** expands on the vision, key principles, goals and policies and applies them to designated sub-areas along the International Boulevard corridor. This chapter also identifies the TOD Catalyst Areas for each sub-area.

- **Chapter 6: Design Guidelines** presents TOD strategies and development principles for typical infill sites, and design guidelines for future TOD development along the corridor

- **Chapter 7: Implementation Recommendations** provides a matrix of actions that implement the vision for the corridor with a focus on the TOD Catalyst Areas

- **Chapter 8: Implementing the Vision** contains examples of potential development scenarios on specific parcels in the TOD Catalyst Areas, and photo-simulations of possible TOD projects

- **Appendix A Detailed Transportation Recommendations** identifies the transportation and parking recommendations and physical improvements that support TOD development along the corridor.

INTERNATIONAL BOULEVARD TRANSIT-ORIENTED DEVELOPMENT PLAN OVERVIEW

What is TOD?

Transit-oriented development or "TOD," is a development pattern designed to maximize access to and use of public transportation. TOD accomplishes these goals through compact, walkable, mixed-use developments that are centered on and within an easy walk of transit stations. TOD offers people more transportation choices, provides additional transit stops and transit lines, and makes multiple modes of transportation more convenient. This can create a mutually reinforcing land use and transportation pattern where transit and TOD both benefit from each other.

Typically TODs are medium- or high-density mixed-use developments centered on one or more transit resources such as BART stations and bus stops with a high frequency of bus service. They are built with a focus on pedestrian scale and pedestrian friendliness, utilizing features such as high-quality pedestrian street crossings, pedestrian-oriented building entries and facades, and sidewalks with adequate widths, buffers, street trees and lighting. This pedestrian-oriented design makes it easier and more pleasant for people to access transit.

TODs offer numerous environmental and economic benefits. These include enhanced quality of life for community residents, increased transportation options and reduced household expenses, improved air quality and reduced energy consumption, reduced infrastructure costs, increased bicycle and pedestrian safety, increased economic activity, increased access to community resources and preservation of open space.

TOD & International Boulevard Context

The International Boulevard corridor, also known as State Route 185 and until the 1990s named East 14th Street, was once a thriving, vibrant area of Oakland, served by streetcars and well-connected to the rest of the City. One area of the corridor – Fruitvale – was even considered to be Oakland's second downtown. However, since the 1950s, with the demise of the streetcars, increased suburbanization in surrounding areas, decreased investment in the urban neighborhoods along International Boulevard, and a number of other regional and national trends, International Boulevard has experienced a general decline in neighborhood amenities, safety, and economic viability.

In recent years, there have been numerous efforts to revitalize the corridor. These include the establishment of two Redevelopment Project Areas that collectively include the entire International Boulevard corridor (Coliseum and Central City East Redevelopment Project Areas); a citywide rezoning effort to improve land uses and to make development more feasible; and AC Transit's evaluation of a Bus Rapid Transit (BRT) system, which would run along the full length of International Boulevard on its route, with multiple stops along the corridor. Although some major beneficial development projects have been constructed, currently the corridor has not realized its development potential and sustains many social, physical, economic, and public

safety challenges. The Plan assesses opportunities for developing TOD projects along International Boulevard and identifies strategies for realizing TOD projects in these areas as an additional approach to revitalizing the corridor. The Plan parallels the citywide commercial and residential zoning update and supports the City's current land use framework that encourages higher-density developments near transit hubs and along major commercial corridors. The IB-TOD Plan also promotes high-quality urban design and encourages economic development within targeted neighborhoods along the corridor.

The IB-TOD Plan has been anticipated since the adoption of the Land Use and Transportation Element of the Oakland General Plan in 1998, which called for a Specific Plan to shape future land use and community revitalization around International Boulevard. It also parallels a larger recent citywide focus on TOD occurring in Oakland, including the City's designation of Priority Development Areas (PDAs) through the FOCUS program, a joint partnership between the Association of Bay Area Governments (ABAG), the Metropolitan Transportation Commission (MTC) and other regional agencies; and an effort aimed at establishing criteria and priorities for transportation and infrastructure investments within the PDAs funded by a Transit-Oriented Development Technical Assistance Program (TOD-TAP) grant from the Alameda County Transportation Commission.

IB-TOD Plan Development Partners

The proposed Plan reflects the interests and participation of a number of parties.

The City partnered with two local organizations on community engagement for this project: TransForm, a local non-profit organization that works to promote public transportation and walkable communities in the Bay Area, and Oakland Community Organizations (OCO), a federation of Oakland congregations, schools and community organizations.

An International Boulevard Community Advisory Committee (IB-CAC) was established and served an important and multi-faceted role in developing the IB-TOD Plan and facilitating the public outreach and participation process. The IB-CAC consists of 17 members who represented different sub-areas of the International Boulevard corridor and included representatives of the Central City East Redevelopment Project Area Committee, OCO and other community organizations. Because TOD projects typically involve substantive residential development, a representative of East Bay Housing Organizations participated as an at-large member to convey citywide housing issues and concerns throughout the Plan preparation process. The IB-CAC met five times over the course of the project.

In addition to conducting IB-CAC meetings, three rounds of community workshops were each held in two locations within the study area, for a total of six community workshops. The community workshops were a critical aspect of the development of IB-TOD Plan. For the convenience of area residents, one workshop was always conducted in the San Antonio/Fruitvale areas and a second held in the Havenscourt-Lockwood/Hegenberger/Elmhurst areas. The goal of the workshops was to elicit feedback on planning direction and concepts, with a focus on issues specific to the neighborhoods where the workshop was held. Each round of workshops incorporated interactive activities in small and large groups.

To augment community participation in the project, five sub-area focus groups were convened where additional feedback on the content of the TOD Plan was solicited. The focus group participants included IB-CAC members as well as other participants who had not previously been involved in the TOD planning process. The purpose of the focus groups was to validate each sub-area's initial vision and seek concurrence with the IB-TOD Plan's strategies for that sub-area.

The review process also included a Technical Advisory Committee (IB-TAC). The IB-TAC's role was to provide information on existing projects and ideas, review the technical information prepared for the project, and provide feedback on the draft TOD Plan. The IB-TAC was comprised of key City staff from the Planning, Economic Development, Redevelopment, Housing, Transportation Services, and Public Works departments; the project consulting team (Raimi + Associates, Sargent Town Planning, Nelson\Nygaard, Dowling Associates, and Conley Consulting Group); and staff from AC Transit, the Association of Bay Area Governments (ABAG), Caltrans and TransForm. The IB-TAC met several times to review and advise the project process and content, share knowledge of applicable concurrent department activities and projects, and provide technical guidance and knowledge during the TOD Plan's development.

International Boulevard TOD Plan Vision and Guiding Principles

As part of the process of creating the proposed IB-TOD Plan, members of the communities along International Boulevard developed an overall vision and a series of guiding principles for the future of the corridor.

TOD Vision

Over time, and building on the successful implementation of AC Transit's proposed Bus Rapid Transit (BRT) system, International Boulevard will be transformed from a forgotten regional thoroughfare with significant crime issues into a beautiful, attractive "main street" for the adjacent neighborhoods. It will become a safe, thriving, vital community where the needs of the current and future residents are met by the many diverse and successful businesses, homes, and public services located along the corridor. The businesses and services will be supported by a diversity of new housing, including on the upper floors of mixed-use buildings and in new and upgraded housing in the surrounding neighborhoods. The housing will be of mixed-income, affordable to all local workers (from current nail-salon workers to future software engineers). The initial strategy for transforming International Boulevard will be to focus public and private resources into a series of TOD Catalyst Areas along the corridor, and to address the significant crime and socio-economic issues facing the neighborhoods. Over time, these areas will catalyze positive change throughout the entire corridor. A unique characteristic of the corridor is that it will be served by a safe, frequent, reliable, and efficient alternative transportation – Bus Rapid Transit – an attractive and safe pedestrian environment, and significant improvements to the bicycle network. There will be new and enhanced public facilities and services, including parks and plazas, community centers, and programs to increase access to jobs and economic opportunity. Finally, the nearby neighborhoods will remain diverse, and their rich diverse cultures will be respected and celebrated.

This vision is based on nine distinct guiding principles:

1. Focus TOD as a Catalyst for Positive Change
2. A Safe and Healthy Community
3. Buildings That Support Transit
4. Transportation Choices
5. Beautiful, Attractive Streets
6. Fostering Jobs and Economic Development
7. Supporting the Neighborhoods' Needs for Goods and Services
8. A Citizenry That is Engaged In Its Future
9. A Celebration of Ethnicity and Culture

These principles are described in detail in Chapter 4 of the proposed Plan and are reflected in the proposed strategies and recommendations.

IB-TOD Plan Areas of Consideration

The proposed Plan identifies four geographic areas of consideration:

1) Study Area: The study area stretches from 14th Avenue (approximately ½ mile south of Downtown Oakland) to the Oakland/San Leandro city limit line at Durant Avenue – a length of about 6 miles. It generally includes the parcels fronting International Boulevard, but also includes some parcels in the immediate vicinity of the corridor. Overall, the study area covers 230 acres of land, excluding streets and other rights-of-way.

2) Context Area: The context area includes parcels within approximately ¼ mile on each side of International Boulevard, which is the distance the average pedestrian might reasonably walk to reach local retail, community services, or bus rapid transit along the corridor. The context area is approximately 1,400 acres. While the context area is critical to the overall success of the International Boulevard corridor, the proposed Plan focuses on the corridor itself and thus there are no specific recommendations for the context area.

3) Sub-Areas: Because the study area is approximately 6 miles long and its character, issues and desired vision vary along the corridor, it was divided into 5 sub-areas.

- San Antonio (between 14th and 23th Avenues)
- Fruitvale (between 23rd and 51st Avenues)
- Havenscourt-Lockwood (between 51st and 69th Avenues)
- Hegenberger-73rd (between 69th and 86th Avenues)
- Elmhurst (between 86th and Durant Avenues)

This allowed for development of a vision and package of recommendations tailored to each specific sub-area. Each sub-area has its own "plan" that includes a discussion of existing conditions, a list of key issues, a vision statement, sub-area policies, and priorities for improvement. These sub-area plans are critical components of the overall TOD Plan document.

4) TOD Catalyst Areas: The Study Area contains many vacant and underutilized parcels and has conditions of blight that has constrained development along the corridor. Because financial resources for investing in International Boulevard are limited, diluting those resources along the entire length of the corridor would not result in measurable change in any one area. The TOD Plan recommends focusing initial development activity (and directing public and private financial and personnel resources) in a few select areas along the corridor, as change in these select areas could then catalyze change elsewhere along the corridor. These "TOD Catalyst Areas" were defined based on several criteria, including:
   - The availability of and proximity to existing and future transit (proposed BRT stops)
   - Proximity to major crossroads and/or transit, bicycle or pedestrian connectivity with adjacent neighborhood areas
   - Presence of a significant number of vacant and underutilized parcels that may be ripe for redevelopment
   - Presence of larger parcels and/or parcels under common ownership, which typically makes redevelopment easier than when needing to assemble parcels under differing ownership
   - Areas that are close to existing community resources such as churches, social service organizations and community centers
   - Areas that are near to existing pedestrian-oriented retail areas

Each of the five sub-areas along International Boulevard contains at least one TOD Catalyst Area as listed below and shown on the maps in Attachment 1. Like the Sub-Area Plans, the Catalyst Areas also are a critical component of the TOD Plan.

- TOD Catalyst Areas in San Antonio:
  - Between 14th Avenue and 17th Avenue
  - Between 21st Avenue and 24rd Avenue

- TOD Catalyst Areas in Fruitvale:
  - Between 30th Avenue and Fruitvale Avenue
  - Between 41st Avenue and 44th Avenue

- TOD Catalyst Areas in Havenscourt-Lockwood:
  - Between 51st Avenue and 57th Avenue, including the large industrial parcels on the southwest side of International Boulevard

- TOD Catalyst Areas in Hegenberger-73rd:
  - At the intersection of Hegenberger Avenue/73rd Avenue
  - Between 81st Avenue and 87th Avenue

- TOD Catalyst Areas in Elmhurst:
  - Between 94th Avenue and 104th Avenue

A detailed discussion of how the TOD Catalyst Areas could develop over time is presented in IB-TOD Plan Chapter 5 Sub-Area Plans.

Design and Development Recommendations

Chapters 6 and 8 of the IB-TOD Plan contain design and development recommendations for future TOD projects along the corridor based on best practices in the areas of TOD, urban design, site planning, building design, parking, and land use, and organizes them into a complete system calibrated to the realities, vision and needs of International Boulevard. The recommendations have been coordinated with the City's zoning standards and the principles of Crime Prevention Through Environmental Design (CPTED). Several of the Plan's illustrations are based on the market realities of the area for the foreseeable future as compared to long-term market realities.

It should be noted that the design recommendations are not actual regulations or standards; rather, the various statements, direction, descriptions, illustrations, etc. are intended to guide decision-making and the application process in combination with and in support of the City's current and proposed zoning standards. The design recommendations address the following elements:

1. Blocks, Streets, Lots and Building Placement
2. Site Access (Pedestrian & Vehicular)
3. Building Massing & Volume
4. Building & Lot Frontage
5. Open Space
6. Land Use

The proposed Plan also defines several infill site types for the TOD Catalyst Areas, and for each area, suggests recommendations for treating the site vis-à-vis the six elements above (see Chapter 6). Illustrations of prototypical development scenarios within each catalyst area and photo-simulations of selected areas of the corridor where TOD projects could be developed are included in Chapter 8 of the Plan (see Attachment 2 of this report for key graphics from these two chapters).

Menu of Implementation Options

The Implementation Table incorporates the wide range of possible actions delineated in the Sub-Area Plans and in some instances, contains actions that are beyond the City's financial or personnel resources, or jurisdiction, to implement. As an overarching strategy the proposed IB-TOD Plan recommends that wherever appropriate, public-private partnerships between the City and development entities, corporations, non-profit organizations and community associations, as well as inter-agency agreements between local and regional governmental organizations, and other multifaceted coordination approaches, be used in implementing the recommendations.

The proposed Plan identifies 15 general recommendations, each of which contains several specific implementation actions associated with that recommendation. The goal of these recommendations is to reduce the barriers to transit-oriented development along the corridor. The recommendations are delineated in Attachment 3 of this report.

Each recommendation includes (a) a description of the action(s), (b) the timeframe within which the action should be implemented, e.g., 'Immediate' (within 1 year of IB-TOD Plan adoption), 'Short' (within 2-5 years of adoption), 'Medium' (between 6-10 years of adoption), 'Long' (10+ years after adoption), and 'Ongoing' (actions that should start now and continue into the future); (c) the relative cost of each action; (d) suggested parties that would be responsible for implementing the action; and (e) the location on the corridor where the action would be implemented, as some actions would be implemented within a TOD Catalyst Area, while some would be implemented along the entire corridor.

Key Community Issues and Concerns

Although there was much support from community representatives for preparing the IB-TOD Plan, several issues arose that were beyond the scope of this planning process to address. These issues do not pertain exclusively to transit-oriented developments; they are broader concerns that however directly affect any development opportunities both along the International Boulevard corridor and in the surrounding neighborhoods. Chief among these concerns are:

- *Crime*
  International Boulevard is sometimes experienced as an unsafe place to live, work, use transit and conduct other typical everyday activities. Community members repeatedly expressed that without adequate crime prevention measures it would be very difficult to attract development to the corridor.

- *Prostitution Activities*
  Community representatives both along the entire corridor and particularly in the San Antonio area cited instances where the solicitations occurred in front of schools, residences and businesses. The prostitution activities, along with the violence towards the young prostitutes that often accompanies the activities, negatively impacts the corridor and the general community.

- *Liquor Stores*
  Blight and crime is often associated with problematic liquor stores. International Boulevard has a plethora of liquor stores. The impact of the large number has been a slow erosion of community health, optimism, resilience, and pride. The activities associated with the liquor stores and convenience markets that sell liquor were of particular concern because of their locations near sensitive uses, such as schools and other public facilities.

- *Building Heights in Certain Segments of the Corridor*
  In some instances, the maximum building heights for TOD projects preferred by some members of the community were significantly lower than those proposed through the above-referenced citywide zoning update. This TOD planning effort builds upon the zoning proposals currently under consideration; therefore, there are still outstanding community concerns regarding the maximum allowable heights of prospective TOD projects.

- *Land Use Controls on Parcels Below the International Boulevard Corridor*

Although the IB-TOD Plan focuses on International Boulevard development issues, development controls for East 12th Street and other corridors whose parcels abut those on International Boulevard need to be evaluated to determine whether they will promote development compatible to the prospective TOD projects. That level of analysis was beyond the scope of this immediate process. As a follow-up action, areas adjacent to International Boulevard should be examined and refined as necessary should land use conflicts occur.

- *Social Equity*

While various community representatives are in support of the proposed Plan and future development along the corridor, they are also concerned that the subsequent increase in land values might cause existing tenants and future populations be priced out of the market.

SUBSEQUENT ACTIONS

As previously stated, neither the Commission nor the City Council can formally approve the IB-TOD Plan until appropriate environmental review is completed. At this time, however, staff is requesting that the Commission provide feedback and recommendations, including any revisions and/or additions to the IB-TOD Plan that it would like to be evaluated in the Plan and accompanying environmental review. The Commission's comments will be conveyed to the City Council during its consideration of further actions regarding the IB-TOD Plan.

STAFF RECOMMENDATION:

1. Receive public and Commission comments regarding the proposed Plan
2. Provide a recommendation to the City Council regarding the proposed Plan

Prepared by:

for EAT

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Approved by:

for

Scott Miller
Zoning Manager

Approved for Forwarding to the
City Planning Commission:

for

ERIC ANGSTADT, Deputy Director,
Community and Economic Development Agency

ATTACHMENTS:

1. TOD Catalyst Areas
2. Photo-simulations and Infill Site Illustrations
3. Menu of Implementation Options

ATTACHMENT 1:

TOD Catalyst Areas

Figure 5-2: San Antonio TOD Catalyst Sites

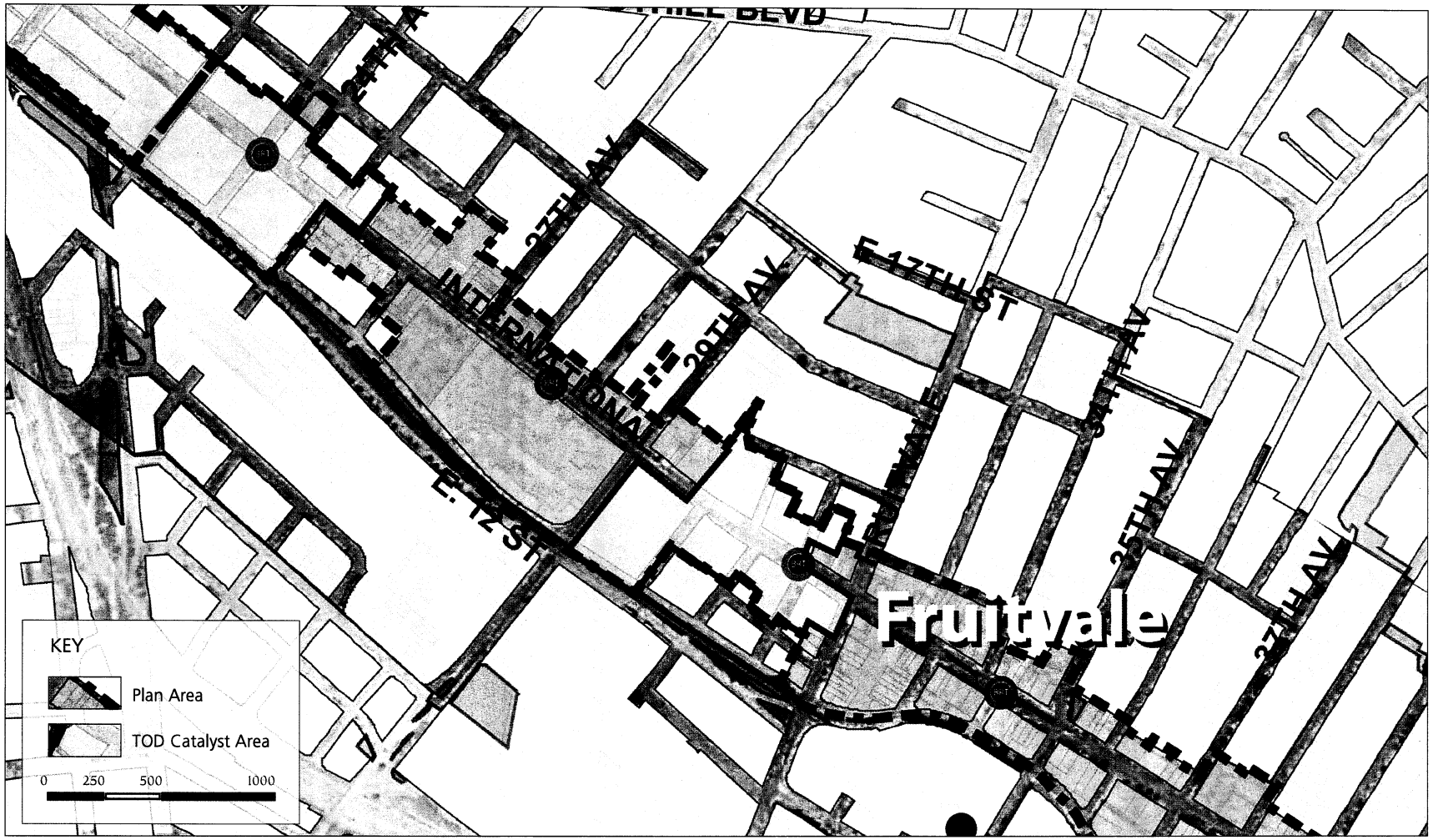


Figure 5-4a: Fruitvale TOD Catalyst Sites

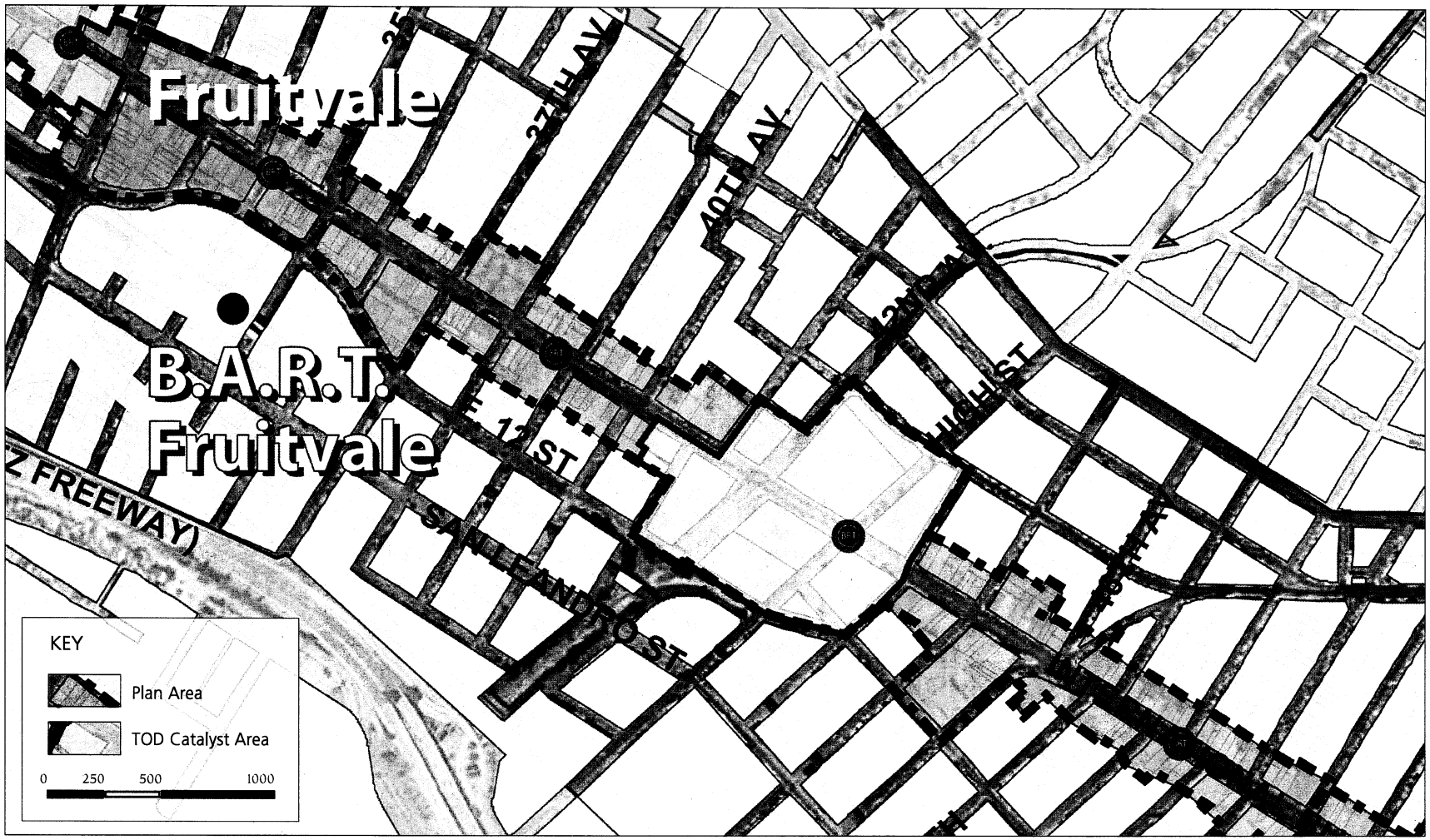


Figure 5-4b: Fruitvale TOD Catalyst Sites

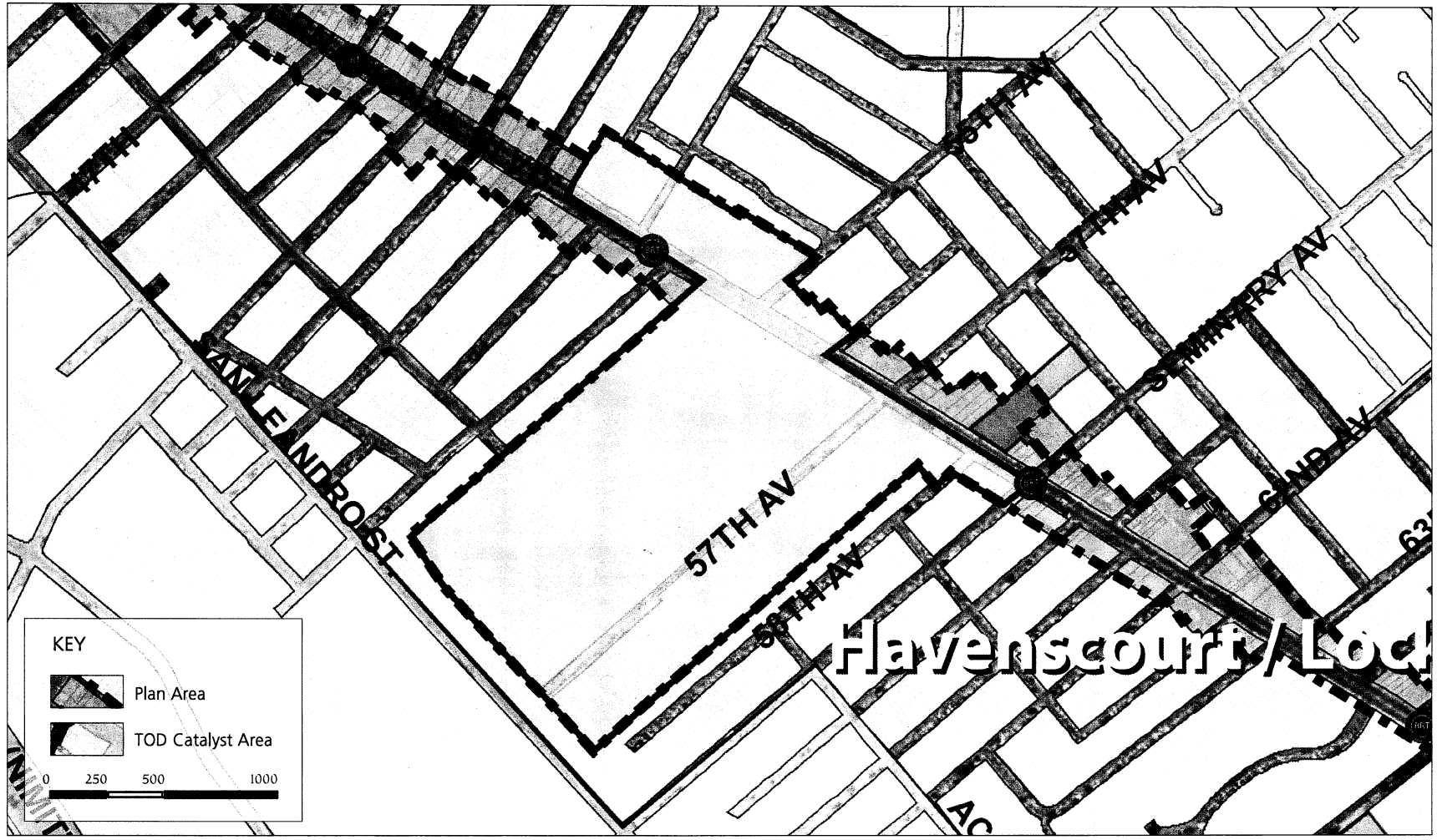


Figure 5-6: Havenscourt-Lockwood TOD Catalyst Site

Figure 5-8: Hegenberger TOD Catalyst Sites

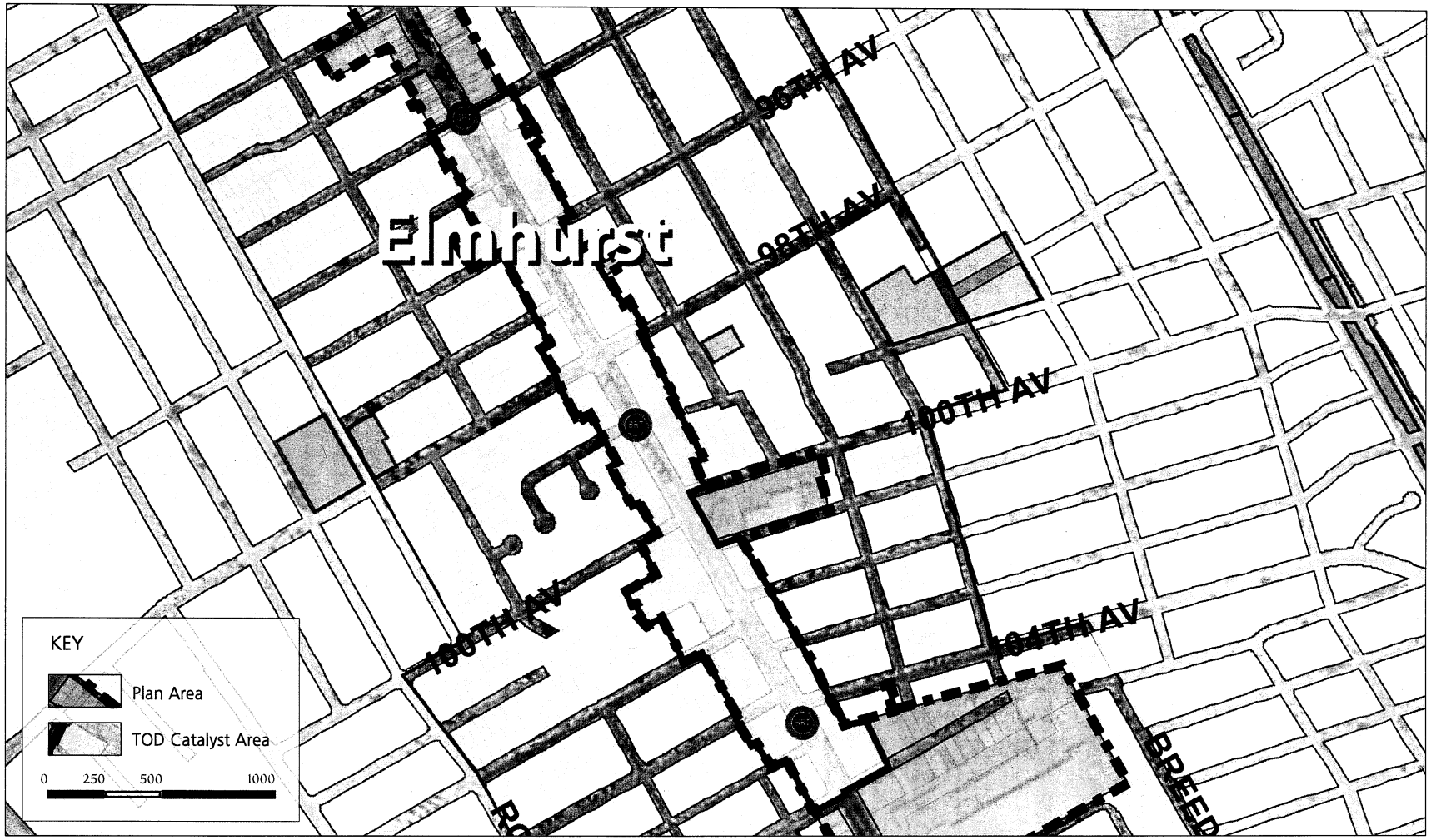
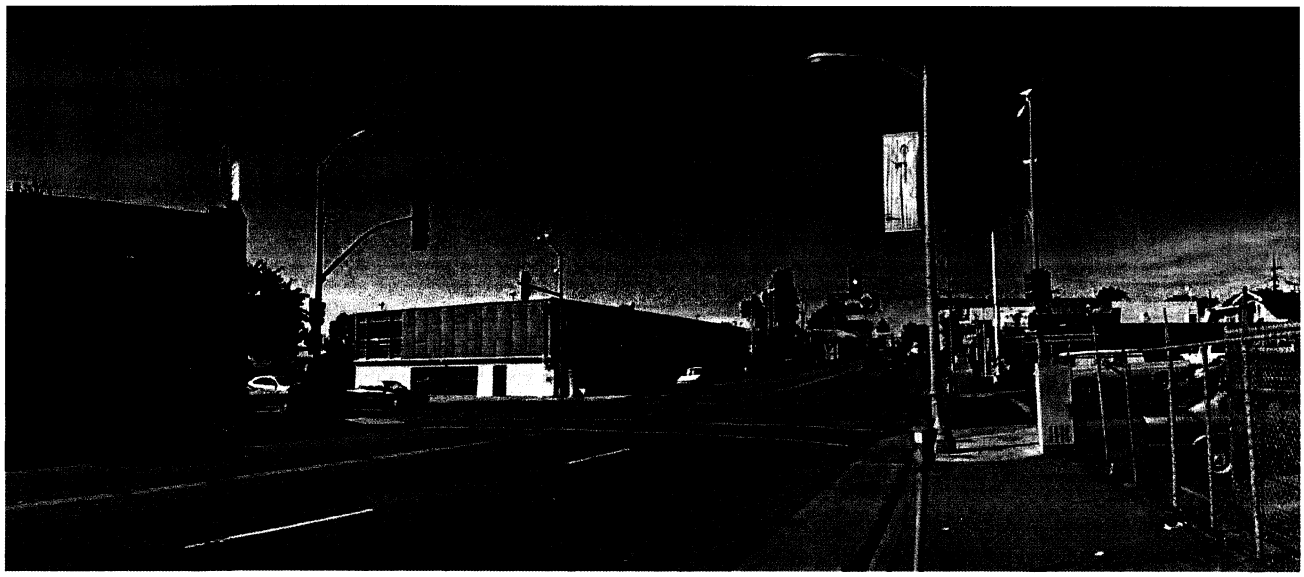


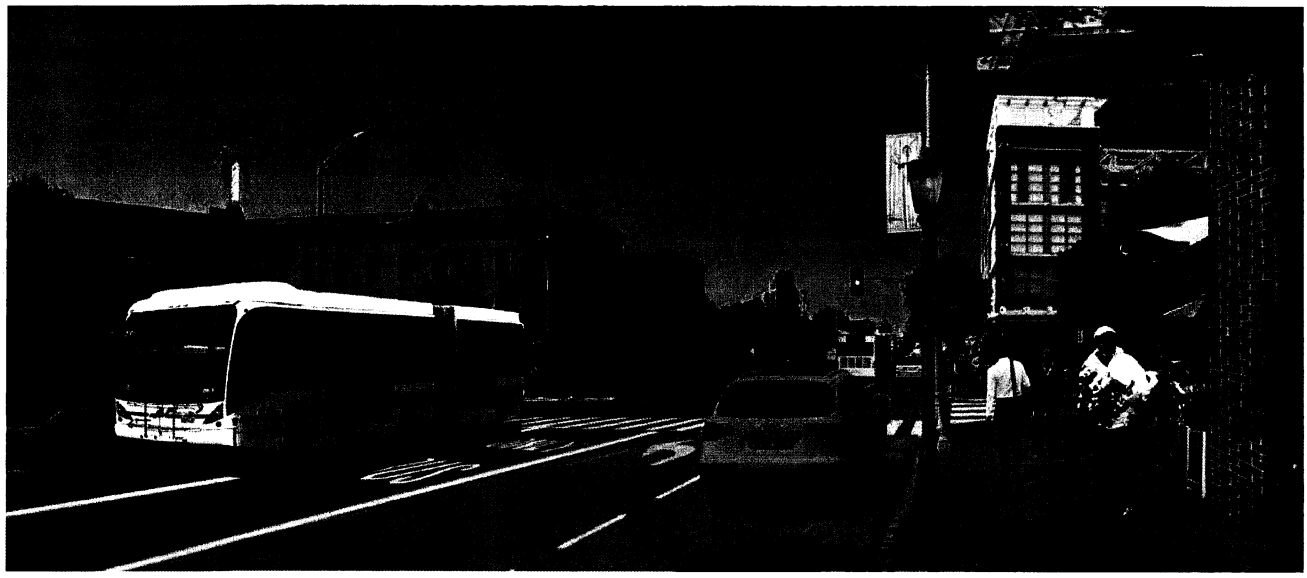
Figure 5-10: Elmhurst TOD Catalyst Site

ATTACHMENT 2:

Photo-Simulations & Infill Site Illustrations



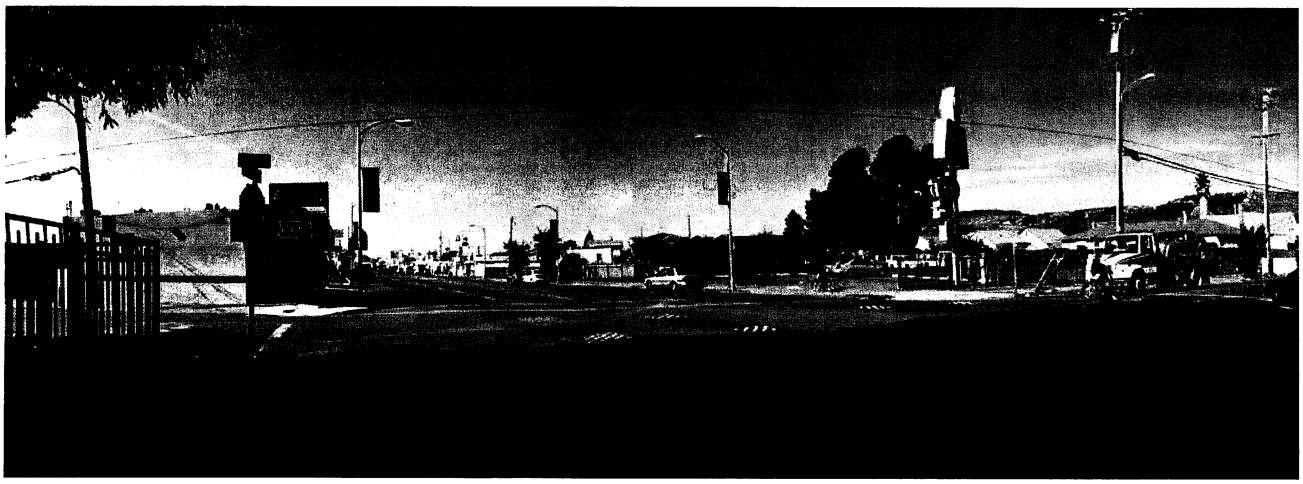
Existing condition on International Blvd at 22nd Ave



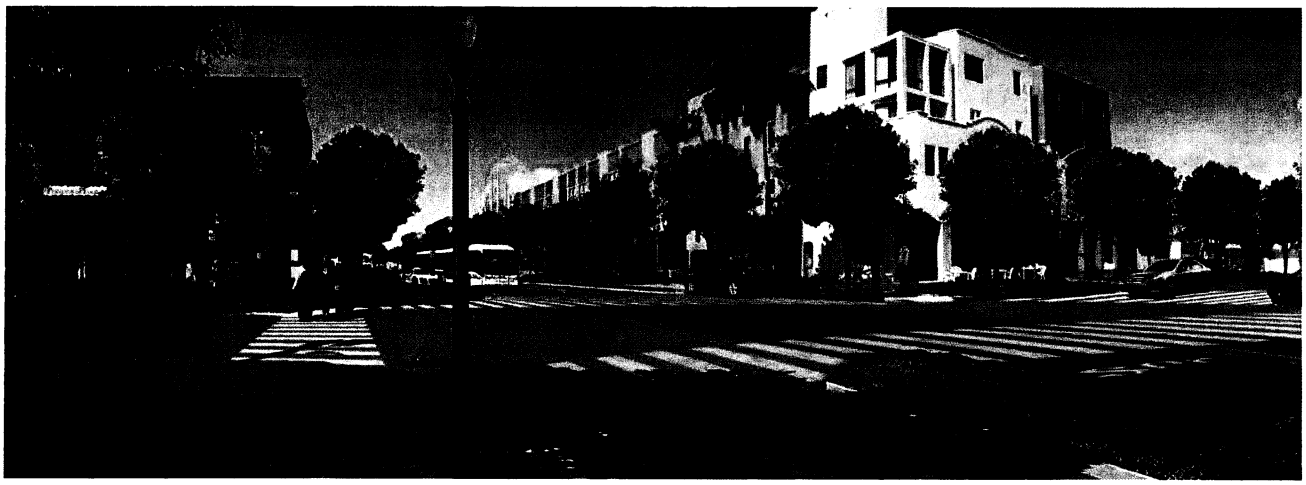
Potential Design Vision for International Blvd at 22nd Ave

Existing condition on International Blvd at 55th Ave

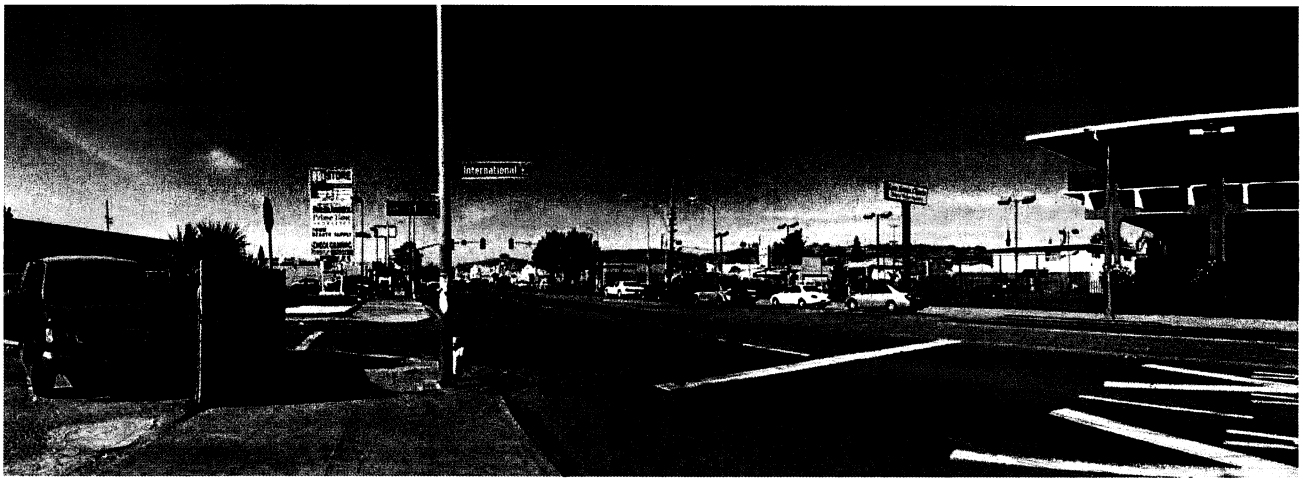
Potential Design Vision for International Blvd at 55th Ave



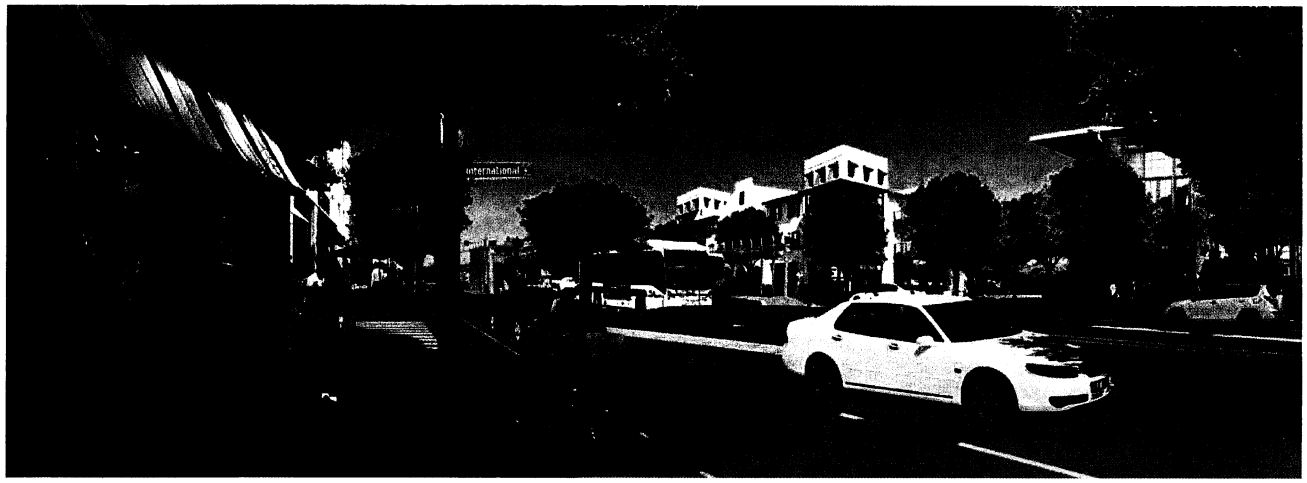
Existing condition on International Blvd at 81st Ave



Potential Design Vision for International Blvd at 81st Ave



Existing condition on International Blvd at 104th Ave



Potential Design Vision for International Blvd at 104th Ave

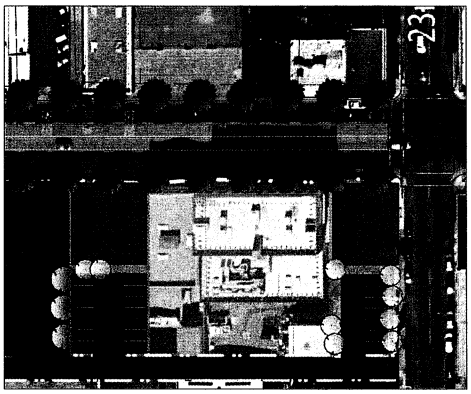
T.O.D. INFILL SITE TYPES

As illustrated in Appendix B, "TOD Catalyst Areas," the sites available for infill development along the International Boulevard Corridor fall generally into four (4) types. The design guidelines in this plan are structured as recommendations in relation to these four prototypical site conditions.

Infill Site Type 1

Site type 1 is an individual lot fronting International Boulevard, generally 50 to 70 feet in width, 110 to 140 feet in depth, and with or without a service alley providing access to the rear of the lot. In some cases such a site may be more than one lot.

TOD infill development opportunities on this site type are generally limited to an individual building, built close to and facing International Boulevard, with parking and/or useable yard areas at the rear. Such sites should generally be served by an alley, where feasible, located on a street corner, or developed in coordination with adjacent lots in order to allow vehicular access to parking at the rear of the lot without requiring a driveway directly onto International Boulevard. To achieve transit-oriented intensities on Type 1 sites, on-site parking should be minimized, and off-site parking should be shared and managed.

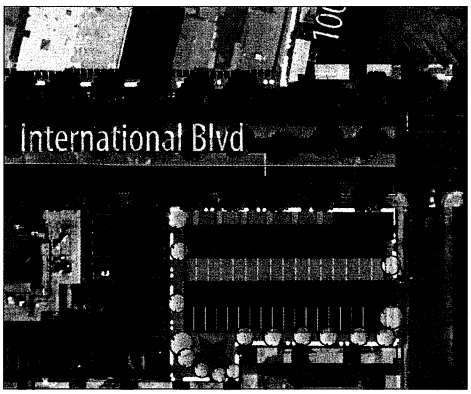


Type 1 T.O.D. Infill Sites

Infill Site Type 2

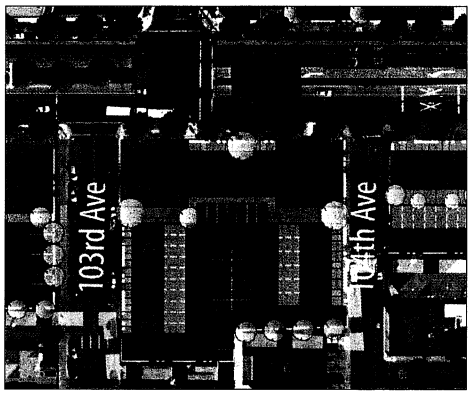
Site type 2 is a row of lots fronting International Boulevard, generally 100 to 200 feet in width, 110 to 140 feet in depth, and with or without a service alley at the rear. This is essentially a number of adjacent Type 1 sites, which through their common ownership and/or coordinated development can provide for vehicular and service access at the rear of the lot(s) without the need for driveways connecting to International Boulevard.

TOD infill development opportunities on this site type include larger buildings and multi-building developments fronting International Boulevard, with parking and useable yard areas at the rear. On-site parking should be minimized, shared and managed.



Type 2 T.O.D. Infill Site

Infill Site Type 3

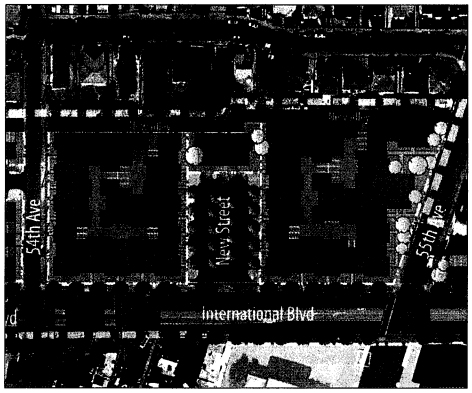


Type 3 T.O.D. Infill Site

Site type 3 is a row of deeper lots fronting International Boulevard, and in some cases also including lots that front onto neighborhood cross-streets.

This site type offers more flexibility in the depth of buildings fronting International Boulevard than site types 1 and 2 generally provide, a wider range of options for parking quantities and configurations, and more possibilities for fronting new buildings to neighborhood cross streets.

Infill Site Type 4



Type 4 T.O.D. Infill Site

Site type 4 is generally wider than type 2 sites and/or deeper than type 3 sites. Such sites offer the broadest range of possibilities for employing the TOD strategies described above.

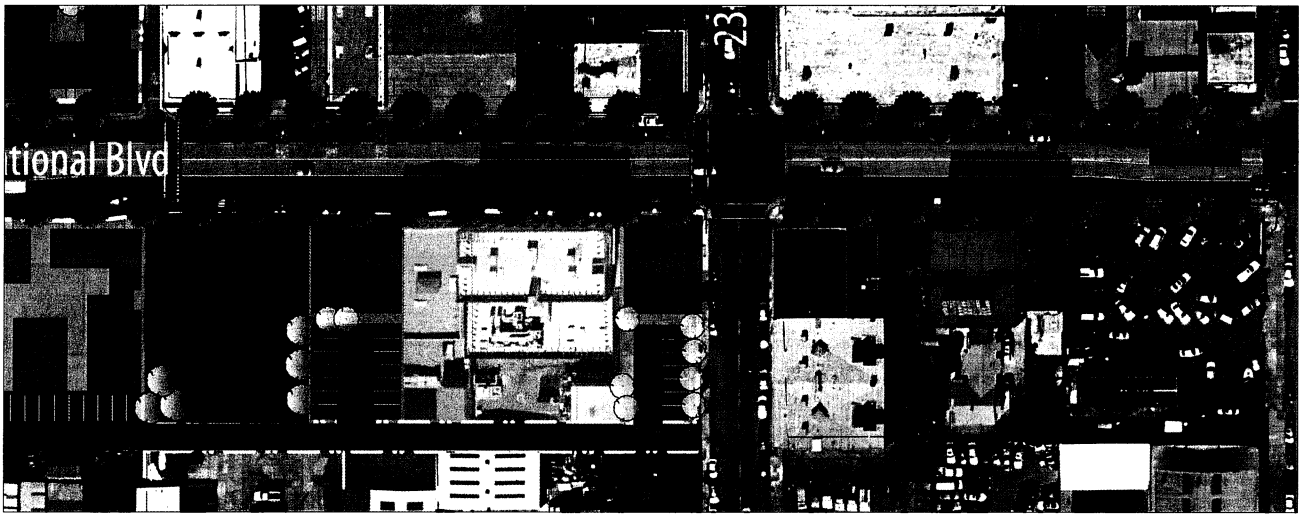
This site type allows the provision of a broad range of residential options within a single coordinated development, including in many cases retail and other commercial uses on International Boulevard, apartments over retail or other commercial uses, secure semi-private shared open space for residents, residential townhouses or live-work units that directly front International Boulevard or neighborhood cross streets or internal shared open spaces, and in some cases open spaces in the form of plazas, greens or playgrounds that are accessible to the general public.

In many cases, as described below, such sites include new public streets that complete the neighborhood circulation and open space network, providing valuable routes from the neighborhood to the transit corridor, and valuable street frontages for new businesses and residences.

Applying T.O.D. Strategies to Infill Site Types

As summarized on the following pages, and as illustrated in Appendix B, TOD Catalyst Areas, the TOD strategies and design guidelines can be systematically applied to these 4 infill site types.

T.O.D. INFILL SITE TYPE 1 - Small Site/Lot



1. Site Layout/Building Location

- At street corners, buildings are at the sidewalk. away from street corners, buildings are near or set back from the sidewalk
- Along side streets, buildings are at or near the sidewalk coordinated with rear area needed for parking

2. Access, Parking & Service

- On-street parking for customers and visitors
- Off-street parking in rear, perpendicular to International Boulevard
- Off-street parking for residents
- Rear service / access alley for parking, trash, utilities
- Access from side street or rear service alley

3. Building Massing and Volume

- Buildings are typically 2 to 4 stories, and may be taller
- Greatest massing and height along the Boulevard
- Less massing near rear neighbors

4. Frontage

- Shopfronts within 50 feet of street corners and open space in TOD catalyst areas
- Stoops and terraces away from street corners along open space and side streets

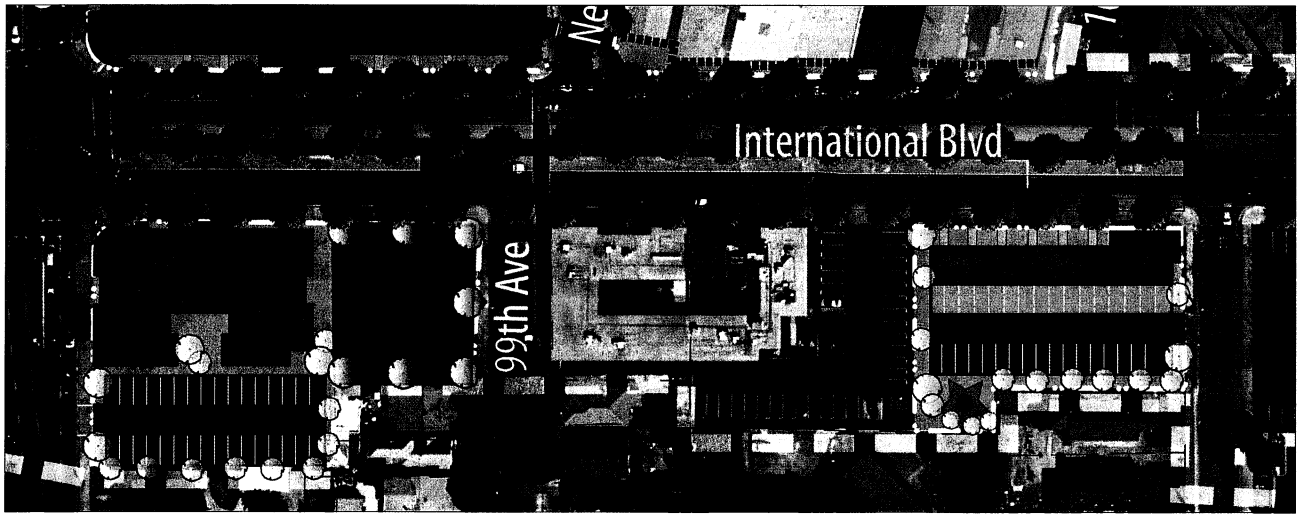
5. Open Space

- Ground level rear court / garden or forecourt off of International Boulevard

6. Land Use

- Ground floor street corners are non-residential or live-work
- Ground floors are non-residential or live-work and residential is away from street corners and is located along side streets
- Upper floors are any of these uses with a preference for residential

T.O.D. INFILL SITE TYPE 2 - Wide/Shallow Site



1. Site Layout/Building Location

- At street corners, buildings are at the sidewalk
- Away from street corners, buildings are near or set back from the sidewalk
- Along side streets, buildings are at or near the sidewalk coordinated with rear area needed for parking.

2. Access, Parking & Service

- On-street parking for customers and visitors
- Off-street parking in rear, parallel to International Boulevard
- Off-street surface and/or in tuck-under parking for residents
- Rear service / access alley for parking, trash, utilities
- Access from International Boulevard for rear parking if shared with adjacent lot(s)

3. Building Massing and Volume

- Buildings are typically 2 to 4 stories, and may be taller
- Greatest massing and height at street corners to emphasize ground floor activity. Less massing away from street corners with the smallest volumes near rear neighbors.

4. Frontage

- Shopfronts within 50 feet of street corners and open space in catalyst areas
- Stoops and terraces away from street corners along open space and side streets

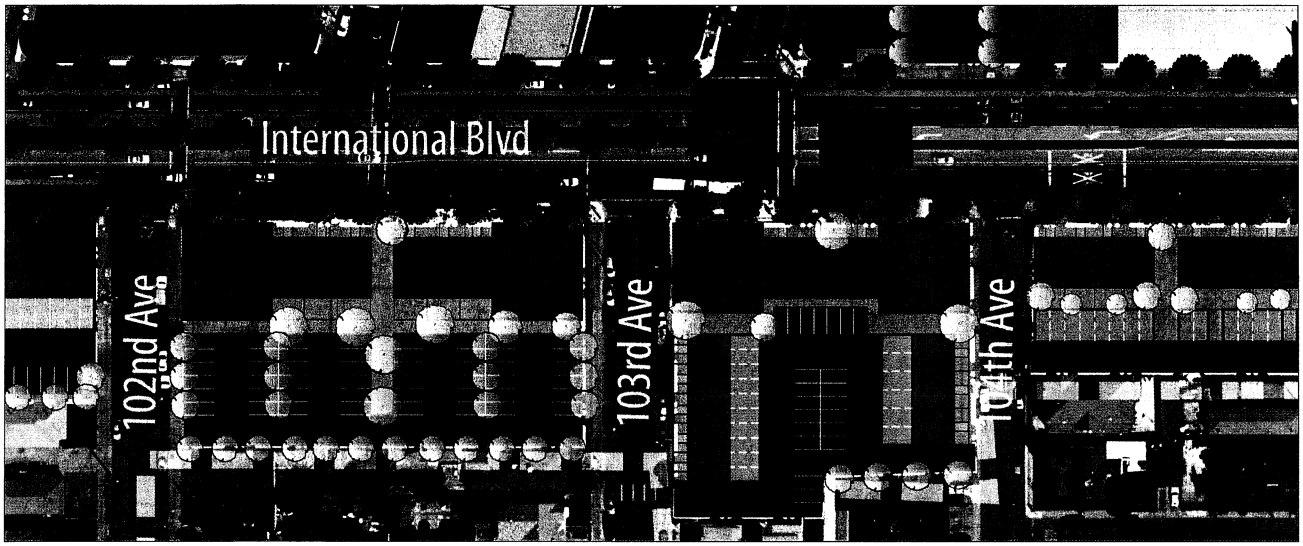
5. Open Space

- Playground for semi-public use
- Ground level rear court / garden

6. Land Use

- Ground floor street corners are non-residential or live-work, where allowed by zoning
- Away from street corners and along side streets, ground floors are non-residential or live-work and residential, where allowed by zoning
- Upper floors are any of these uses with a preference for residential

T.O.D. INFILL SITE TYPE 3 - Wider/Deeper Site



1. Site Layout/Building Location

- At street corners, buildings are at the sidewalk
- Away from street corners, buildings are near or set back from the sidewalk
- Along side streets, buildings are at or near the sidewalk coordinated with rear area needed for parking

2. Access, Parking & Service

- On-street parking for customers and visitors
- Off-street parking on podium, surface and/or in tuck-under parking for residents
- Access is not from International Boulevard, where feasible; rear service / access alley for parking, trash, utilities

3. Building Massing and Volume

- Buildings are typically 4 stories or taller
- Greatest massing and height at street corners to emphasize ground floor activity
- Less massing away from street corners with the smallest volumes near rear neighbors

4. Frontage

- Shopfronts within 50 feet of street corners and open space in catalyst areas
- Stoops and terraces away from street corners along open space and side streets

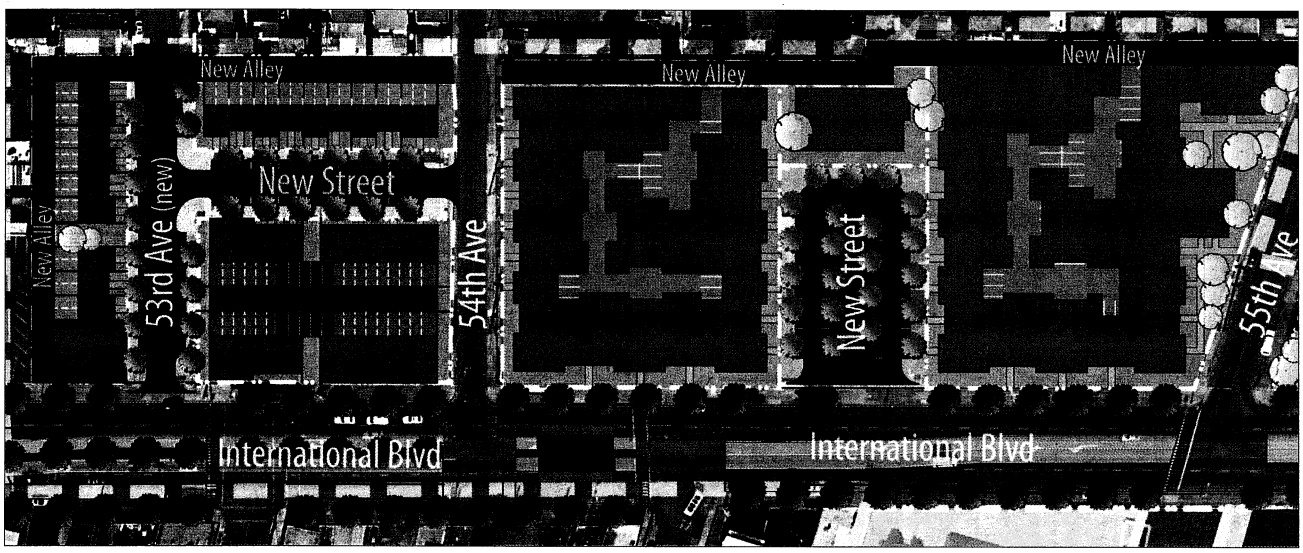
5. Open Space

- Playground, forecourt on International Boulevard for semi-public use
- Podium level and ground level court / garden

6. Land Use

- Ground floor street corners are non-residential or live-work, where allowed by zoning
- Away from street corners and along side streets, ground floors are non-residential or live-work and residential, where allowed by zoning
- Upper floors are any of these uses with a preference for residential

T.O.D. INFILL SITE TYPE 4 - Large / Multi-Block Site



1. Site Layout/Building Location

- At least one new street introduced to generate at least one new block
- 'Fronts' made on 3 sides of each block
- At street corners, buildings are at the sidewalk
- Away from street corners, buildings are near or setback from the sidewalk
- Along side streets, buildings are at or near the sidewalk

2. Access, Parking & Service

- New streets provide short term parking, convenient access
- On-street parking for customers and visitors
- Off-street, podium, surface and/or in tuck-under parking for residents
- Rear service / access alley for parking, trash, utilities

3. Building Massing and Volume

- Buildings are typically 3 stories or taller
- Greatest massing and height at street corners to emphasize ground floor activity
- Less massing away from street corners with the smallest volumes near rear neighbors

4. Frontage

- Shopfronts within 50 feet of street corners and open space in catalyst areas
- Stoops and terraces away from street corners along open space and side streets

5. Open Space

- Plaza, park and/or playground for semi-public use
- Podium level and ground level courts / gardens

6. Land Use

- Ground floor street corners are non-residential or live-work, where allowed by zoning
- Away from street corners and along side streets, ground floors are non-residential or live-work and residential, where allowed by zoning
- Upper floors are any of these uses with a preference for residential

ATTACHMENT 3:

Menu of Implementation Options