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## **6. STREETSCAPES AND OPEN SPACES**

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### **STRATEGIC STATEMENT**

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#### **URBAN DESIGN BENEFITS OF STREETS AND OPEN SPACE**

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Downtown streets and open spaces are the public gathering places for all of Berkeley and support Downtown's historic and continuing role as Berkeley's social, cultural and economic heart. Streets and open spaces -- in their many forms -- are essential for making Downtown more livable, providing healthier ecosystems, advancing social equity, and enhancing economic vitality. Within urban environments, green and attractive open spaces are imperative for physical and psychological health. They are places for relaxation and recreation -- and other forms of personal "re-creation." Public open spaces also serve as the platform for social interaction, where people can come together to celebrate, debate, and appreciate the choreography of urban life. The economic health of businesses in the area and the success of Downtown as a center of culture and entertainment depend in large part upon the quality of the pedestrian environment.

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Parks, plazas, streets, courtyards or passages, and all public places should reflect the highest aspirations of a community and should meet the needs of people of all ages. Through thoughtful design and careful programming, streets and open space can address complex functional challenges relating to transportation, ecological restoration, regular and occasional activities, and community life. Some benefits of well-designed public spaces include:

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- new recreation opportunities, whether to jog around a park or enjoy ice cream on the grass;

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- accelerated economic revitalization by making Downtown a more attractive destination;

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- increased tourism if Downtown's open spaces are remarkable, such as through the incorporation of innovative features to promote sustainability; and

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- improved water quality, by incorporating landscaping and hardscape features that filter polluted "urban runoff" while also beautifying Downtown.

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Downtown already contains significant open spaces, but needs many more. MLK Civic Center Park is Downtown's largest open space and was recently improved to emphasize its historic significance and introduce a tot lot and skateboarding area to serve Berkeley's youth. Berkeley High School's track is used for community recreation when it is not being used for School activities. BART Plaza (also known as Constitution Square) has been the subject of redesign to improve its function as a transportation hub and be a more attractive and useful plaza for Downtown. "The Crescent" on the UC Campus also serves Downtown with a large grassy slope that creates an attractive formal entry to the University, but is not used by many.

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#### **HEALTH BENEFITS OF STREETS AND OPEN SPACE**

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Studies have found that high-quality street design helps to increase levels of physical activity, especially when paired with local destinations such as shops and restaurants. Communities with inviting streetscapes, safe bike lanes, nearby parks, and a rich pedestrian environment encourage and support active living. Walkable streets improve physical health, reduce mental stress, and increase social interaction.

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3003 Proximity to open space also has a strong relationship with higher levels of physical activity and the  
3004 benefits that come with exercise and outdoor activity. Open spaces and play areas are especially  
3005 important for children because early habits influence health conditions later in life. Physical activity is  
3006 also important for elderly populations, as active lifestyles have been found to help maintain mental  
3007 acuity, sustain physical abilities, and prevent the onset diseases.

3008 The Trust for Public Land's 2006 white paper "The Benefits of Parks" cites a range of evidence that  
3009 supports efforts to create and enhance urban parks and walking environments, including:

- 3010 – increased physical activity and an increase in perceived energy;
- 3011 – lower rates of obesity, heart disease, and diabetes;
- 3012 – decreased levels of anxiety;
- 3013 – increased mental alertness and cognitive performance;
- 3014 – greater interest in housing near parks; and
- 3015 – cooler temperatures on hot days.

#### 3016 **OPPORTUNITIES FOR NEW PARKS AND PLAZAS**

3017 Well-designed open spaces can help make Downtown an attractive destination, and make Downtown  
3018 a more livable place. Taken as a whole, parks and plazas should meet the needs of people of all  
3019 ages, and encourage their use by a broad cross-section of the community. Open spaces can offer  
3020 modest but significant recreation options, locations for community events, and places for repose  
3021 within the bustle of Downtown.

3022 Ideally, a park or plaza should be within an easy walking distance of every resident in Downtown.  
3023 The Downtown Area Plan promotes convenient access to nearby open spaces, whether they take the  
3024 form of parks, plazas, or mid-block spaces. Thoughtful programming and design solutions can make  
3025 beautiful places and promote public safety.

3026 Several new street and open space improvements are called for by the Plan, and are described  
3027 below and in Figure ##, Streets and Open Space Opportunities.

3028 **Center Street Plaza.** Center Street, which connects BART to the University of California, has the  
3029 highest density of foot trips in the East Bay. It also abuts the site of a potential new hotel and a new  
3030 University Art Museum. This segment of Center Street has been characterized as "the future heart of  
3031 Berkeley" in the center of Downtown. Appropriately designed, this segment of Center Street between  
3032 Shattuck Avenue and Oxford could be a community gathering place.

3033 **Park Blocks.** Presently, open space is sorely lacking in Downtown and its surrounding residential  
3034 neighborhoods. The Shattuck right-of-way is wide enough to accommodate three new parks that are  
3035 80 feet by 270 feet, between Durant and Dwight Way. The Park Blocks could offer grassy lawns, a  
3036 small stage, public restrooms, and features that gather and treat the rainwater that runs off of streets  
3037 and carries oils and other pollutants.

3038 **University Avenue Gateway.** Another opportunity for enhancements is at the eastern end of  
3039 University Avenue, which is an important gateway to the University and the rest of Downtown. From  
3040 Shattuck Square to Oxford Street, the easternmost blocks of University Avenue have relatively low  
3041 traffic volumes, and are lined by major University development and historic rehab opportunities. New  
3042 activity can benefit from major streets enhancements, and new development can help pay for them.  
3043 Design ideas include wider sidewalks, outdoor dining, and dramatic increases in landscaping.

3044 **Kittredge Green.** The University of California has plans to demolish the "UC Extension Building" at  
3045 the end of Kittredge Way in front of Edwards Stadium to create a new publicly-accessible open  
3046 space. The new "Green" could make the historic stadium structure more visible, and could be one in  
3047 a series of open spaces along Oxford. The design of the Green will need to consider city needs and  
3048 University interests.

3049 **Harold Way.** Harold Way is a short quiet tree-lined street, which is a good candidate to become a  
3050 slow street or closed to traffic if abutting properties had high levels of activity. Magnes Museum and  
3051 Shattuck Hotel have plans to make intensive use of historic buildings on Harold Way.

3052 **Ohlone Greenway Extension.** The Ohlone Greenway is a necklace of open space that stretches to  
3053 Richmond and contains bike trails, grassy areas, and other amenities. Because travel lanes on  
3054 Hearst Avenue are excessively wide, there is an opportunity to extend landscaping and bike trails  
3055 from where the uninterrupted Greenway presently ends at Martin Luther King Jr. Way to the UC  
3056 campus.

#### 3057 **MIDBLOCK COURTYARDS & WALKWAYS**

3058 Downtown possesses a number of courtyards and walkways that provide spaces that are more  
3059 intimate and provide a sense of urban "refuge." The network of mid-block courtyards and walkways  
3060 might be expanded to help make Downtown a more livable place.

#### 3061 **CONTEXTUAL DESIGN**

3062 The design of open space and its abutting development can meet the special needs and accentuate  
3063 the character of distinct subareas within Downtown, such as has been done for the "Arts District"  
3064 along Addison Street, and the Civic Center Historic District that includes Martin Luther King Jr. Civic  
3065 Center Park. Street and open space improvements can further heighten awareness of Downtown's  
3066 exemplary collection of historic buildings and places. Street and open space improvements can also  
3067 create a sense of place around BART and other busy transit locations.

#### 3068 **STREET DESIGN**

3069 Streets determine the character of urban areas, in large part, and comprise about one quarter of the  
3070 total land area in most urban areas. In Downtown, these public rights-of-way -- which include  
3071 sidewalks, landscaping, parking lanes and travel lanes -- embody about 80% of all public open  
3072 spaces. As public improvements, the City has direct control over streets and open spaces and can,  
3073 through its investment in them, dramatically transform Downtown.

3074 Each street's function and context is a central consideration when it comes to designing streets.  
3075 Vehicular movement and safety is important, but just as important are the ways that streets support  
3076 abutting land uses and walking in Downtown. Streets can be designed to protect pedestrians by  
3077 minimizing pedestrian crossing distances and avoiding conflicts. Streets serve pedestrians and  
3078 bicyclists, and are the most ubiquitous and perhaps the most important arena for community life. To  
3079 be livable and functional, streets must accommodate many demands simultaneously.

3080 Streets can also help reduce the rate of serious injuries to pedestrians from vehicles, by slowing  
3081 traffic with narrower travel lanes and traffic calming features.

3082 Streets can themselves be an attractive destination, rather than a characterless throughway for traffic.  
3083 Inviting pedestrian paths are critical to the success of Downtown. Streets can be enhanced with  
3084 wider sidewalks, frequent street trees, pedestrian-scaled lighting, and architecture and landscaping  
3085 that line streets with activity and beauty. Street trees are perhaps the most important way to improve  
3086 any neighborhood's character, and bring demonstrable psychological and economic benefits.

3087 Creating beautiful streets and open space is essential to Downtown, as a successful retail district and  
3088 regional destination, and a highly livable residential neighborhood. A Streetscapes and Open Space  
3089 Improvement Plan (see OS-1.1 and OS-1.2) is one vehicle for pulling together and coordinating  
3090 proposed public improvements, such as those previously described, and finding funding for the  
3091 community's highest priorities.

## 3092 **THE BENEFITS OF GREEN INFRASTRUCTURE**

3093 All open spaces have the potential to be part of an advanced and integrated stormwater system that  
3094 filters urban runoff, and reinvigorates Downtown with an abundance of greenery and reminders that –  
3095 even in urban areas – we are connected with nature.

3096 **Urban Forest.** Planting trees has more than aesthetic appeal. Air quality authorities across the  
3097 country are promoting street trees in urban areas to reduce the extent of heat sinks generated by  
3098 unshaded asphalt. Heat increases the ozone from automobile exhaust, which contributes to smog  
3099 and respiratory ailments. A computer simulation of Los Angeles by Berkeley National Laboratory  
3100 showed a 6-degree reduction in peak summer temperatures and the potential for a 10% reduction in  
3101 smog.

3102 **Water Conservation and Recycling.** Downtown Berkeley can play an important role in conserving  
3103 water resources, for which there will be increasing competition statewide. For landscaped areas,  
3104 drought resistant plants and low-water irrigation systems are important components. Conservation  
3105 techniques available for buildings include low-flow fixtures and the use of graywater for flushing and  
3106 irrigation. At a larger scale, water recycling could serve to irrigate city and University green spaces.

3107 **Impervious Surfaces.** Street and open space improvements can also help reduce the high  
3108 percentage of the Downtown Area is presently impervious (i.e., can't absorb rainwater). Public  
3109 streets and open spaces, as well as private on-site features, can retain rainwater and promote  
3110 infiltration through the installation of impervious surfaces. Such a strategy will reduce the load on the  
3111 City's stormwater system and may help to reduce flooding downstream by holding water back at the  
3112 time when flooding is worst. Promoting retention and infiltrations, such as through the use of

3113 landscaping, porous paving and other pervious surfaces, will also help restore natural systems that  
3114 were degraded years ago through thoughtless engineering.

3115 **Urban Runoff.** Oil and debris carried off of streets (i.e., “urban runoff”) is among the greatest  
3116 sources of pollution in San Francisco Bay. Increased urban runoff comes with urban development  
3117 and, in suburban areas, the loss of open space. Urban runoff can be diverted to landscaped areas  
3118 (such as “rain gardens”) and other features so that pollutants are filtered before they even reach the  
3119 pipe that leads to the bay.

3120 It may be possible to arrange landscaped features for capturing rainwater and urban runoff into a  
3121 visible network of swales and “rain gardens” as is conceptualized in Figure ##, Conceptual Green  
3122 Infrastructure Network. Doing so would have water quality benefits but would also reveal how water  
3123 flows when it is not hidden in a pipe – thereby connecting Downtown’s urban experience with nature.

## 3124 **GOALS, POLICIES & ACTIONS**

3125 **GOAL OS-1: ENHANCE PUBLIC OPEN SPACES AND STREETS TO BENEFIT PEDESTRIANS,**  
3126 **IMPROVE DOWNTOWN'S LIVABILITY, AND FOSTER AN EXCEPTIONAL SENSE OF PLACE. IN**  
3127 **PARTICULAR, CREATE NEW PUBLIC GATHERING PLACES THAT SUPPORT NEARBY USES**  
3128 **AND DOWNTOWN AS A DESTINATION.**

3129 **Policy OS-1.1: Street & Open Space Improvements.** Make significant additions and improvements  
3130 to Downtown's parks, plazas, and streets to be aesthetically pleasing, and support pedestrians and  
3131 abutting uses. Use consistent features to help make Downtown distinctive and recognize that special  
3132 subareas and conditions may call for unique treatments. Emphasize the creation and enhancement  
3133 of public gathering places.

3134 a) Develop and adopt a Streets & Open Space Improvements Plan (SOSIP) to guide the  
3135 comprehensive design of significant positive alterations and additions to Downtown's parks,  
3136 plazas, and streetscapes.

3137 t) As part of the SOSIP, develop preferred schematic plans and cross-sections for all streets in  
3138 Downtown, to depict how the community intends to:

3139 – increase recreational opportunities Downtown

3140 – create space for gathering and performances,

3141 – increase street trees and vegetation,

3142 – widen sidewalks in areas of high pedestrian activity;

3143 – reduce pedestrian crossing distances through the use of curb extensions, median refuge  
3144 areas, and appropriate travel lane widths;

3145 – offer street furniture and other amenities for pedestrians;

3146 – encourage appropriate behavior (see HC-6.1 );

3147 – improve public lighting for nighttime safety (see OS-4.1 );

3148 – introduce flashing crosswalk lights (see AC 2.1);

- 3149 – select light standards and other street features to complement Downtown’s pedestrian scale  
3150 and traditional main-street character, and
- 3151 – incorporate ecologically beneficial features, such as landscaping that filters “urban run-off”  
3152 (see policies under Goal ES-5.1 through 5.4, and OS-2.1 and OS-2.3 ).
- 3153 b) Develop a “street tree master plan” that selects appropriate tree and plant species for streets and  
3154 open spaces. Consider native tree and plant species near existing natural features and future  
3155 restoration sites.
- 3156 c) Include improvements that heighten awareness of subareas having a unique character, such as  
3157 where historic resources are clustered. Relate design features to the special character and  
3158 predominant uses along each street and around each open space (see HD 2.1 and HD-2.2).
- 3159 d) The SOSIP should make recommendations to improve signage that help visitors navigate  
3160 Downtown, while being human-scaled and avoiding visual “clutter” (see ED-1.10 and 1.11 ).
- 3161 e) Identify light poles and fixtures that are appropriate to Downtown, and consider features that  
3162 minimize intrusion (glare) into residential units, reduce light pollution, and provide greater energy  
3163 efficiency. Vary recommendations to address different conditions. Consider the feasibility of  
3164 removing existing "cobrahead" light fixtures.
- 3165 f) Seek to incorporate public restrooms and drinking fountains, such that they are distributed  
3166 throughout Downtown.
- 3167 g) Evaluate street and open space recommendations (listed below) from the perspective of the  
3168 needs, safety and comfort of bicyclists and pedestrians. Consider their potential impact on  
3169 merchants, residents, transit providers, bus service, and other affected stakeholders. For  
3170 recommendations that involve changes to traffic lanes and turning movements, consider traffic  
3171 impacts in light of pedestrian- and transit-oriented priorities described in the Access chapter.
- 3172 h) Prioritize street and open space recommendations by engaging the public, and considering  
3173 factors such as visual prominence, benefit to retailers, levels of pedestrian activity, proximity to  
3174 historic resources, and meeting the recreational needs of residents. Match top priorities with  
3175 available resources.
- 3176 **Policy OS-1.2: Street & Open Space Opportunities.** Develop appropriate design options for the  
3177 following street segments, and existing and potential open spaces (see Figure OS-1: Street & Open  
3178 Space Opportunities, see AC-1.1 for transportation-related considerations, see also ES-5.1, ES-5.2,  
3179 OS-2.1, and OS-2.2).
- 3180 a) Engage the public when developing design options for streets and open space improvements.
- 3181 u) Center Street Plaza. Create a pedestrian-oriented urban space on Center between Shattuck and  
3182 Oxford. Center Street Plaza should be a major public gathering place in the Downtown, a model  
3183 for sustainable design, and and prioritize pedestrian access -- the primary pedestrian connection  
3184 between BART and the UC campus. Creation of the Plaza is of critical importance.

- 3185 – Provide open space suitable for gathering and performances and maximize amenities for  
3186 pedestrians.
- 3187 – Evaluate the feasibility of a water feature through the Plaza to raise awareness of Strawberry  
3188 Creek, which enters a culvert just outside of the Downtown Area on the UC campus. Study  
3189 the feasibility and relative merits of redirecting Strawberry Creek versus using recirculated  
3190 water for this feature.
- 3191 – Engage the public as part of the Center Street Plaza design process, especially merchants  
3192 and landowners of abutting properties.
- 3193 – Work with developers of and designers for abutting projects ( such as the Berkeley Art  
3194 Museum / Pacific Film Archive project and future development on the Bank of America site)  
3195 to establish an active and transparent edge along the north side of Center Street, and make  
3196 sure that their projects relate to the design of Center Street Plaza. Consider modulating  
3197 building edges to create pockets of open space (see HD-5.1).
- 3198 v) **Center Street Greenway and Civic Center Park.** Continue planned improvements for Civic  
3199 Center Park, and establish a Center Street Greenway to strengthen visual and pedestrian  
3200 connections between Civic Center Park and Center Street Plaza.
- 3201 – Enhancements between Shattuck and MLK should be comprised of continuous landscaping  
3202 with new street trees, shrubs, landscaped swales, through the elimination of bike lanes and  
3203 possibly on-street parking
- 3204 – Consider the feasibility of daylighting Strawberry Creek in Civic Center Park or in the Center  
3205 Street right-of-way just north of Civic Center Park, and consider use of other design features  
3206 to raise awareness of Strawberry Creek.
- 3207 – Retain the Saturday Farmers Market on Center Street (see ED-5.3).
- 3208 – Complete the physical master plan for Civic Center Park to meet the civic, cultural and social  
3209 needs of the community. In particular, include space for performance, improve pedestrian  
3210 amenities, and restore the fountain.
- 3211 b) **Oxford-Fulton & Abutting Open Spaces.** Transform Oxford and Fulton Streets into a green  
3212 “boulevard” that supports abutting uses. Encourage University efforts to enhance the open space  
3213 edge along Oxford-Fulton in ways that complement Downtown, and improve pedestrian  
3214 connections between the Campus and Downtown.
- 3215 – The City and UC should work in partnership to design and reconstruct the Oxford-Fulton  
3216 right-of-way to greatly increase trees and vegetation, and facilitate pedestrian crossing and  
3217 programmatic connections between the UC campus and Downtown. Consider reducing  
3218 pavement and pedestrian crossing distances – and expanding abutting open spaces -- by  
3219 removing on-street parking and/or reducing travel lanes, if deemed feasible.
- 3220 – Support the University’s efforts to maintain and enhance natural areas along Strawberry  
3221 Creek, and work with the University to enhance public awareness of the Creek (such as  
3222 through the construction of a small overlook and/or pavilion where Strawberry Creek enters a  
3223 culvert near Oxford Street).

- 3224 – Encourage the University to maintain the Crescent as a green open space consistent with its  
 3225 importance to the campus' classical core, while also considering its redesign to: replace  
 3226 irrigated lawn with native and drought-tolerant plantings; enhance views into the campus and  
 3227 towards Strawberry Creek's vegetation; provide public seating and gathering space; and  
 3228 relate to the new Berkeley Art Museum, possibly through the creation of a sculpture garden.
- 3229 w) **Kittredge Green.** Support the University in its plans to create a new publicly accessible open  
 3230 space between Edwards Field and Fulton Street, and at the end of Kittredge Street (referred to in  
 3231 this Plan as "Kittredge Green").
- 3232 – Encourage the University to include features that serve families (such as a playground and  
 3233 multi-use lawn area) to serve new family housing in the Brower Center and other new  
 3234 housing in the vicinity.
- 3235 – Visually connect Kittredge Green with the Crescent through the design of Oxford-Fulton, and  
 3236 by encouraging vines and other vertical greenery along street-facing walls that enclose the  
 3237 University's tennis courts.
- 3238 c) **University Avenue Gateway.** Establish a "University Avenue Gateway" for Downtown and  
 3239 University by increasing landscaping and improving the pedestrian environment -- in cooperation  
 3240 with the University, which owns most abutting parcels.
- 3241 – Redesign University Avenue between Shattuck Avenue and Oxford Street to expand  
 3242 sidewalks, landscaping, and pedestrian amenities. If feasible, remove travel lanes to  
 3243 maximize the extent of pedestrian improvements and reduce pedestrian crossing distances.  
 3244 Capitalize on opportunities for new street trees, landscaping, outdoor dining, retail kiosks and  
 3245 ecologically beneficial features. Incorporate ecologically beneficial features, as described in  
 3246 Goal OS-##.
- 3247 – Coordinate the design of the Gateway with Oxford-Fulton improvements (see above),  
 3248 University uses, other abutting uses, and significant historic resources in the vicinity. Given  
 3249 its location at the end of University Avenue and near transit, consider the inclusion of facilities  
 3250 for visitors to the University and Downtown.
- 3251 d) **Shattuck Avenue: General.** Redesign the Shattuck right-of-way to create a world-class tree-  
 3252 lined "boulevard" or "grand avenue" that is exceptionally attractive, emphasizes pedestrian safety  
 3253 and comfort, and models sustainability.
- 3254 – Redesign and rebuild the Shattuck right-of-way to facilitate pedestrian crossing, improve  
 3255 pedestrian comfort, accommodate transit, add street trees, and greatly increase landscaping  
 3256 along this corridor – especially ecologically beneficial features.
- 3257 – To increase pedestrian-supportive features and landscaping, consider converting diagonal  
 3258 parking to parallel parking and/or reducing travel lanes, if feasible.
- 3259 e) **Shattuck Avenue: Durant to University, including Constitution Square (BART Plaza).**  
 3260 Provide for especially high levels of transit service and pedestrian activity near BART and  
 3261 between Durant and University, where Downtown destinations and bus lines converge, by  
 3262 enhancing pedestrian environments, bicycle accessibility, directional signage, and transit  
 3263 facilities.

- 3264 – Improve Constitution Square’s (BART Plaza’s) function as a universally accessible  
3265 transportation hub. Provide public space for social, cultural, and community activities  
3266 (including public gatherings).
- 3267 – Make additional pedestrian improvements to Shattuck and Berkeley Squares. Consider  
3268 moving two-way through traffic to the west leg of Shattuck Square, if feasible, to  
3269 accommodate intensive pedestrian improvements and possible transit improvements along  
3270 the east leg.
- 3271 – Consider creating a new entrance to BART on the east side of Shattuck to provide immediate  
3272 and uninterrupted pedestrian access to the Center Street Plaza and the east side of Shattuck  
3273 Square where pedestrian and transit improvements might be made.
- 3274 f) **Shattuck Avenue: North of University.** Continue “boulevard” treatments north of University  
3275 Avenue, to the extent possible.
- 3276 – Explore opportunities to increase street trees by planting them intermittently between on-  
3277 street parking spaces. At Hearst, use landscaping and/or built features to mark this northern  
3278 entry point to Downtown.
- 3279 g) **Shattuck Avenue "Park Blocks": South of Durant.** South of Durant where major transit  
3280 improvements are not being considered, dedicate a significant portion of the Shattuck right-of-  
3281 way for the creation of a new linear park. Make the park inviting to a range of Berkeley residents,  
3282 but especially those living Downtown and in surrounding residential neighborhoods.
- 3283 – South of Durant, convert excessive lane widths and parking areas into a linear park (the  
3284 "Park Blocks"), if feasible .
- 3285 – Consider features and facilities that: appeal to a range of ages and nearby residents and  
3286 demonstrate ecological principles.
- 3287 – Provide public restrooms as part of the linear park.
- 3288 – Retain curbside parking near established shops.
- 3289 – Consider access and safety issues unique to parks surrounded by traffic.
- 3290 – Engage the residential and business community when programming and designing the Park  
3291 Blocks.
- 3292 h) **Ohlone Greenway Extension.** Enhance the pedestrian environment by extending the Ohlone  
3293 Greenway beyond where it presently ends (at MLK) to the UC Campus (at Oxford). Maintain  
3294 bicycle lanes, while adding significant new street trees and landscaping to emphasize this  
3295 important connection.
- 3296 – Consider reducing the number of travel lanes from four lanes to two lanes to make more  
3297 substantial enhancements.
- 3298 – Consider street trees planted intermittently between on-street parking spaces, while providing  
3299 for driveways.
- 3300 – Consider closing Henry Street at Hearst to provide a more continuous and protected bike  
3301 lane and pedestrian path, while also maintaining emergency vehicle access.

- 3302 i) **Harold Way.** Promote Harold Way as a special open space.
- 3303 – Within the Harold Way right-of-way, consider widening sidewalks or closing Harold to traffic, if  
3304 feasible.
- 3305 – Design Harold Way to support abutting uses including the Central Library, library gardens,  
3306 and the future Judah L. Magnes Museum. Also consider that future Shattuck Hotel  
3307 conference facilities could have a main entrance on Harold Way.
- 3308 – Establish an unobstructed view of Library Garden’s gate as seen from Harold Way, such as  
3309 by removing on-street parking on Kittredge Way.
- 3310 – Consider façade improvements to the Allston Way Garage to create a more attractive vista at  
3311 the north end of Harold Way.
- 3312 j) **Allston Way as a Special Civic Street.** Celebrate Allston Way as an important civic connection  
3313 between MLK Civic Center Park and the UC Campus.
- 3314 – Use special light standards, special paving treatments, street furnishings, and banners to  
3315 make Allston more recognizable and to support pedestrian activity.
- 3316 – Street improvements should highlight civic destinations along Allston Way including Old City  
3317 Hall, Berkeley High School, the Post Office, the YMCA, the Library (via Harold Way), the  
3318 Brower Center, the UC Campus, and Kittredge Green.
- 3319 k) **Terminal Place.** Consider improving Terminal Place (an existing public alley off of Addison and  
3320 just east of Shattuck) to become an active and attractive public open space. Encourage the  
3321 creation of a midblock walkway between Terminal Place and University Avenue by working with  
3322 the owners of intervening property (such as the University).
- 3323 **Policy OS-1.3: Residential Area Improvements.** Enhance the residential character and livability of  
3324 Downtown's residential areas and surrounding residential areas through street and open space  
3325 improvements.
- 3326 a) Work with residents to understand recreational needs and traffic concerns, and to consider  
3327 options for traffic calming, planting street trees, “pocket parks,” community gardens, etc. (see  
3328 AC2.1 and LU-6.1). .
- 3329 **Policy OS-1.4: Maintenance.** Maintain clean, safe and attractive streets, parks, and plazas (see LU  
3330 8.1).
- 3331 a) Maintain sidewalks, crosswalks, plazas, and other pedestrian environments to be safe, clean and  
3332 in good repair
- 3333 b) Establish standards for the maintenance of public spaces, and develop funding mechanisms and  
3334 City priorities that maintain adequate budget at all times. Emphasize durability and "life-cycle"  
3335 costing in the design of new construction.
- 3336 c) Encourage public utilities to underground overhead wires, as development and street  
3337 improvements occur.

3338 **Policy OS-1.5: Funding Open Space.** Allocate portions of the revenue from the hotel transient  
3339 occupancy tax (TOT) revenues, future increases in parking revenues, and/or revenues generated by  
3340 new development, to help pay for street and open space improvements and the upkeep of the public  
3341 realm (see Policies LU-8.1 and 8.2 ).

3342 **GOAL OS-2: PROMOTE ECOLOGICALLY BENEFICIAL LANDSCAPING AND OTHER**  
3343 **FEATURES, AND INCORPORATE NATURAL FEATURES THROUGHOUT DOWNTOWN TO**  
3344 **IMPROVE ITS VISUAL QUALITY, HELP RESTORE NATURAL PROCESSES, AND REINFORCE**  
3345 **THE COMMUNITY’S COMMITMENT TO ENVIRONMENTAL SUSTAINABILITY.**

3346 **Policy OS-2.1: Ecological Features.** Promote ecologically beneficial features within the design of  
3347 public open spaces, streets and on private property (see ES-5.1 through ES5.4, and OS-2.2)

3348 **Policy OS-2.2: Nature in the City.** Highlight “nature in the city” and its benefits.

3349 a) Reference natural environments when making landscaping and ecologically beneficial  
3350 improvements, on public and private property

3351 b) Maximize “greenery,” such as trees, shrubs, landscaping, and “micro-habitats” (such as  
3352 landscaping that supports bees and birds – and possibly frogs and fish), while also recognizing  
3353 the utility of harder and more durable surfaces in areas of heavy use.

3354 c) Promote programs, literature and signage to enhance awareness of ecologically beneficial  
3355 features in Downtown and just outside of Downtown (see ED-5.2).

3356 d) Consider the design and creation of connected stormwater retention features, not just to filter  
3357 urban runoff, but also to create water features that during heavy rains reveal Downtown’s  
3358 topography and remind people of nature (see Figure OS-2-2: Green Stormwater Infrastructure  
3359 Concept).

3360 **Policy OS-2.3: Street Trees.** New street trees should be planned and planted in ways that will  
3361 encourage their healthy maturation. When planning, anticipate future streetscape improvements that  
3362 could affect street tree placement and retention.

3363 x) All tree installations should use appropriate soil and drainage to encourage each tree’s healthy  
3364 maturation. Develop standards and guidelines in consultation with urban forestry experts and  
3365 organizations, and utility companies.

3366 y) Consider the long-term health of new trees when developing a “street tree master plan” (see OS-  
3367 1.1).

3368 **Policy OS-2.4: Existing Trees.** Maintain mature trees growing on public land, wherever possible.  
3369 Permit the elimination of mature trees only in instances of transmissible disease, public safety, or  
3370 overriding public benefits, but only after opportunities for public comment. Establish standards and  
3371 guidelines for the retention of trees and the of replacement trees for instances when tree removal is  
3372 unavoidable, possibly as part of a “street tree master plan” (see OS-1.1). Permit the elimination of

3373 trees only after findings have been made according to established criteria and after opportunities for  
3374 public comment, except in cases when unsafe conditions or property damage may result.

3375 **Policy OS-2.5: Water Conservation.** New landscaping and retrofits should incorporate effective  
3376 water conservation and water reuse features.

3377 a) Establish water conservation and recycling standards for new landscaping. Require use of  
3378 drought tolerant plants and advanced irrigation systems to substantially reduce water usage (see  
3379 ES 5.2).

3380 b) Consider the feasibility of graywater recycling (see ES-##).

3381 **GOAL OS-3: REQUIRE THAT NEW DEVELOPMENT CONTRIBUTE TO GREENERY AND OPEN**  
3382 **SPACE**

3383 **Policy OS-3.1: Open Space for Public Benefit.** Private development should expand and enhance  
3384 publicly accessible open spaces, on-site and as part of street and public open space improvements,  
3385 to provide aesthetic improvement, stormwater retention, and public enjoyment, such as through the  
3386 provision of publicly accessible plazas, courtyards, landscaped setbacks, and mid-block walkways  
3387 and open spaces (see ES-5.1).

3388 a) Establish minimum publicly accessible open space requirements for the enjoyment of the public  
3389 and to capture urban run-off and retain rainwater. Open space for this purpose might include:  
3390 courtyards, roof gardens, and landscaped setbacks (see ES-5.1-5.2).

3391 b) Allow an "in-lieu" fee option to allow a portion of private open space requirements to be met with  
3392 public open space improvements (see LU 8.1 ).

3393 c) Allow flexibility in on-site open space requirements, when buildings will be substantially and  
3394 appropriately preserved or restored (see LU-3.3 and HD-1.1).

3395 d) Encourage midblock walkways and midblock courtyards, especially in locations where a  
3396 pedestrian connection at the middle of a long block might be accomplished (see Figure OS-3:  
3397 Existing and Conceptual Midblock Connections).

3398 – As part of the SOSIP, examine the potential for midblock walkways (given ownership,  
3399 development opportunities, and anticipated levels of pedestrian activity).

3400 – At the University's DHS site, strongly encourage the University to establish a direct  
3401 pedestrian connection between Walnut Street north and south of the site (see HD-5.2).

3402 – Emphasize safety in the design of midblock walkways and courtyards (see Goal OS-4).

3403 e) Encourage street-facing courtyards and allow street-facing setbacks to be used to meet open  
3404 space requirements, while:

3405 – respecting Downtown's traditional mixed-use context and setback patterns,

3406 – promoting retail activity, and

3407 – incorporating significant new greenery within those constraints.

3408 For residential developments and projects that do not have active ground-floor uses (i.e., where  
3409 public-serving frontages are not essential per Figure LU-4: Public-Serving Frontage Required),  
3410 consider requiring significant landscaped setbacks.

3411 f) Encourage treatment of urban runoff and retention of rainwater on-site, such as through the use  
3412 of rain gardens, permeable paving, dry wells, cisterns, and landscaping that supports birds,  
3413 butterflies, etc.

3414 g) Establish minimum requirements, as well as incentives for features that exceed the minimum.

3415 h) Provide for the ongoing maintenance of on-site landscaping through development fees, developer  
3416 agreements, and enforcement mechanisms and/or resident/landowner involvement (see LU-8.1).

3417 **Policy OS-3.2: Open Space for Residents.** Housing projects should serve the needs of their  
3418 residents by providing adequate on-site open space for use by residents, such as through the  
3419 provision of courtyards, roof gardens, community gardens, etc.

3420 a) Review and, if necessary, strengthen Zoning standards and Design Guidelines to provide  
3421 adequate on-site open space for residents.

3422 b) Allow flexibility in on-site open space requirements, when buildings will be substantially and  
3423 appropriately preserved or restored (see LU-3.3 and HD-1.1).

3424 c) Consider allowing usable publicly accessible open space to be applied toward "per unit"  
3425 residential open space requirements.

3426 **Policy OS-3.3: Development Fees for Open Space.** Use private development fees to help pay for  
3427 the improvement and maintenance of public streetscape and open space improvements in the  
3428 Downtown Area (see OS-1.4 and LU-8.1).

3429 **GOAL OS-4: ENSURE THAT PARKS, PLAZAS, STREETS, WALKWAYS, AND OTHER**  
3430 **PUBLICLY ACCESSIBLE OPEN SPACES ARE SAFE, COMFORTABLE, AND INVITING.**

3431 **Policy OS-4.1: Lighting.** Provide adequate pedestrian-scaled lighting in parks, plazas, streets,  
3432 midblock walkways, and other publicly accessible open spaces.

3433 a) As part of the SOSIP, consider how to improve public lighting for nighttime safety and to be  
3434 pedestrian-scaled (see OS-1.1).

3435 b) Strengthen the Downtown Design Guidelines to promote architectural lighting on buildings to  
3436 enhance safety and to accentuate architectural rhythms and special features. Use features that  
3437 minimize light intrusion (i.e., glare) into residential units, reduce light pollution, and provide  
3438 greater energy efficiency (see HD 4.1).

3439 **Policy OS-4.2: Connecting Streets and Open Spaces.** Provide a high level of visual and physical  
3440 connection between streets and publicly accessible open space.

3441 a) Strengthen the Downtown Design Guidelines so that publicly accessible open space is directly  
3442 accessible (both physically and visually) at street level and connected seamlessly at-grade with  
3443 abutting streets and sidewalks whenever feasible (see HD 2.1 and 4.1).

3444 **Policy OS-4.3: Design for Safety.** Avoid physical design relationships that may encourage  
3445 unwanted behavior.

3446 a) Strengthen the Downtown Design Guidelines so that publicly accessible open spaces are not  
3447 abutted by blank walls, low levels of pedestrian activity, and/or spaces that cannot be seen easily  
3448 (see HD 4.1).

3449 **Policy OS-4.4: Clean Open Spaces.** Maintain clean streets and open spaces, and attractive street  
3450 furnishings and other features

3451 a) Strengthen standards and practices for: the frequent cleaning streets and open spaces, the  
3452 prompt repair of street furnishings and other features, and the immediate removal of graffiti.

3453 b) Dedicate public revenues (as described in LU-8.1 and AC-3.5) to the on-going maintenance and  
3454 repair of public spaces in the Downtown Area.

3455 **Policy OS-4.5: Public Conveniences.** Provide for around-the-clock public restrooms and drinking  
3456 fountains, distributed throughout Downtown.

3457 a) Address public restrooms and drinking fountains as part of the SOSIP (see ED 2.2).

3458 b) Dedicate public revenues to the creation and on-going maintenance of restrooms and drinking  
3459 fountains in the Downtown Area (see LU 8.1 and AC 3.5).

3460 **Policy OS-4.6: Appropriate Behavior.** Encourage safe environments by addressing unsafe  
3461 conditions and inappropriate behavior (see HC-6.1 through HC-6.3).