

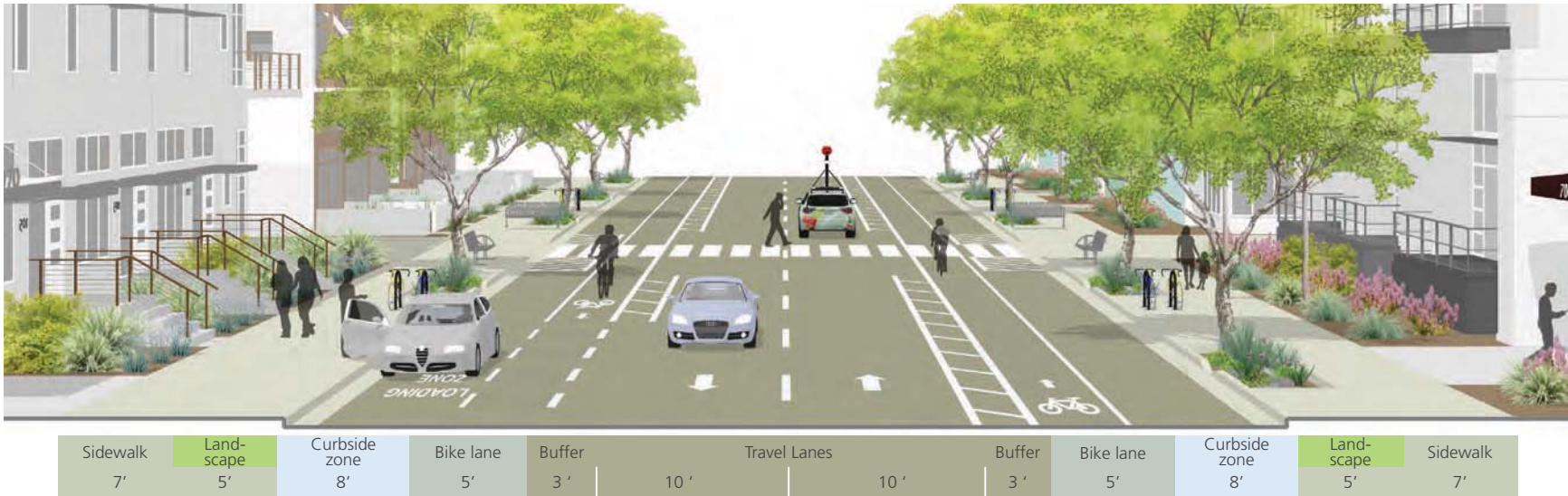
**Excerpt from Draft North Bayshore Precise Plan
Example of Neighborhood Streets**

Table 17: Design Standards for Neighborhood Streets

Neighborhood Streets serve the front doors of commercial, retail, and residential buildings.	
Design Criteria	All Neighborhood Streets
Curb-to-curb	36' minimum including two general purpose lanes, bike lanes, and buffer between bike lanes and travel lanes. 52' minimum with curbside zone. Existing streets may maintain a width of 36'.
Right-of-Way	58' without curbside zone to 72' with curbside zone on each side, 76' with curbside zone and stormwater treatment.
Design Speed*	25 mph
Pedestrian Zone	12' minimum sidewalk with trees and tree grates adjacent to street.
Vehicular Lanes	<ul style="list-style-type: none"> ■ Typically one lane in each direction. Turn pockets only where needed to maintain Level of Service E. ■ Minimum lane width 10'. For existing streets existing vehicular lane width may remain.
Curbside Zone	Minimum 8' wide. Angled or perpendicular parking prohibited. 1' buffer between curbside zone and bike lane (if present).
On-Site Parking Access	Parking may be accessed from these streets if not otherwise accessible by Access Streets or Service Streets.
Bike Facilities	Typical, but can be omitted by exception through Bicycle Boulevard design treatments. Minimum 5' bicycle lane and 3' buffer when no curbside zone exists. Minimum of 13' combined curbside zone (8') plus bike lane (5'), and minimum 3' bike buffer on vehicle side. Existing bicycle lanes may maintain a width of less than 6'.
Medians	None
Utilities	Extension of existing utilities into new streets may be required.
Stormwater Treatment	For new Neighborhood Streets, provide stormwater treatment in the public right-of-way. Design of treatment shall be determined by the City Engineer.
Special Design Considerations	<ul style="list-style-type: none"> ■ For Neighborhood Streets with curbside zone, provide bulb-outs at corners and mid-block pedestrian crossings at curbside zone width. Design of bulb-outs shall be determined by the City Engineer. ■ Stormwater planters may be placed in pedestrian areas, such as sidewalk planters or tree wells that provide opportunities for water quality treatment, infiltration, and/or flow retention depending upon soils and hydrologic conditions. Stormwater treatment in planter strips should have a minimum width of 15'. ■ Additional right-of-way may be necessary to accommodate turn lanes or other site specific conditions while maintaining other design criteria.

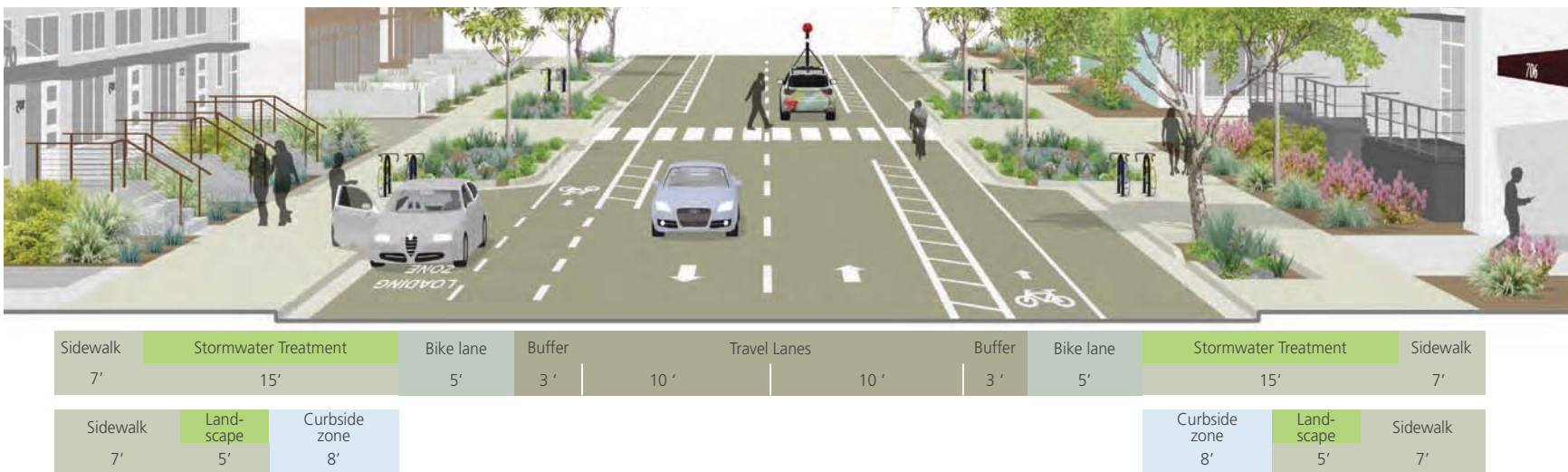
* Design rather than posted speed is specified as this is the speed for which the roadway should be designed.

Figure 33: Neighborhood Street 1: Potential Cross Section



Cross sections will be reconciled with existing conditions as part of a future effort.

Figure 34: Neighborhood Street 1 with Stormwater Treatment: Potential Cross Section



Cross sections will be reconciled with existing conditions as part of a future effort.

Figure 35: Neighborhood Street 2: Potential Cross Section



Sidewalk	Landscape	Bike lane	Buffer	Travel Lanes		Buffer	Bike lane	Landscape	Sidewalk
7'	5'	5'	3'	10'	10'	3'	5'	5'	7'

Cross sections will be reconciled with existing conditions as part of a future effort.

Figure 36: Neighborhood Street 2 with Stormwater Treatment: Potential Cross Section



Sidewalk	Stormwater Treatment	Bike lane	Buffer	Travel Lanes		Buffer	Bike lane	Stormwater Treatment	Sidewalk
7'	15'	5'	3'	10'	10'	3'	5'	15'	7'

Cross sections will be reconciled with existing conditions as part of a future effort.