

2.7 CLEMENTINA & TEHAMA: PEDESTRIAN ALLEYS

The Transbay neighborhood has several existing alleys that function as traditional service drives, more suited to vehicles than pedestrians. Natoma & Minna have been conceptually planned as part of the Transbay Transit Center by the Transbay Joint Powers Authority. The development of their function and specific design elements will be better understood as the Transit Center project moves forward.

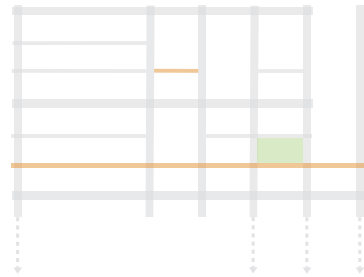
The Design for Development proposed eastern extensions to Clementina between First and Spear, and to Tehama between Beale and Main. Running in an east-west direction, these alleys will be transformed into intimate neighborhood linkages providing greater access to Transbay Transit Center, Transbay Park and several new development projects. They have been designed to accommodate multiple uses within a 35' right-of-way, allowing them to become an amenity for the neighborhood.

Typically, the alleys must be divided into clear zones for the pedestrians and for vehicles. The transition between these two uses also needs to allow pedestrians to navigate across them easily. The transition between sidewalk and vehicular zones will be treated with 4" curbs and raised crosswalks at the entrances to the alleys (See Mobility Section 3.8). The sections of Clementina and Tehama that define the north and south boundaries of Transbay Park could be closed off to vehicles with motorized bollards to allow the street to be transformed during special neighborhood events, like a farmer's market or a street festival. During such events, closing off the street would effectively increase the size of the open space.

In general, the Transbay neighborhood alleys provide one-way local access and service vehicle access to loading and service areas of buildings. Typically there is street parking along one side. The parking spaces will be separated by columnar trees in tree grates every 22' to correlate with a single parking stall length. The tall slender form of the Columnar Ginkgo will complement the narrow alley corridor. The rhythm proposed by the tree spacing will be reinforced with enhanced graphic bands in the paving. The paving treatment will run from property line to property line (or park edge) and unify both the pedestrian and automobile zones into a more urbane shared space.



Existing view of Clementina



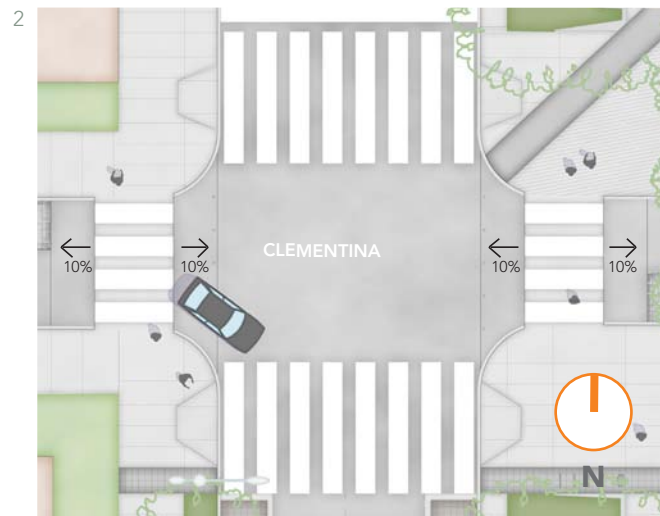
ALLEY DESIGN FEATURES

- 1 1 lane one-way
- 2 Parking zone
- 3 6' sidewalk zone
- 4 9' sidewalk zone
- 5 Trees 22' apart on sidewalk zone
- 6 Trees 22' apart in parking zone
- 7 Raised crosswalk
- 8 Private open space

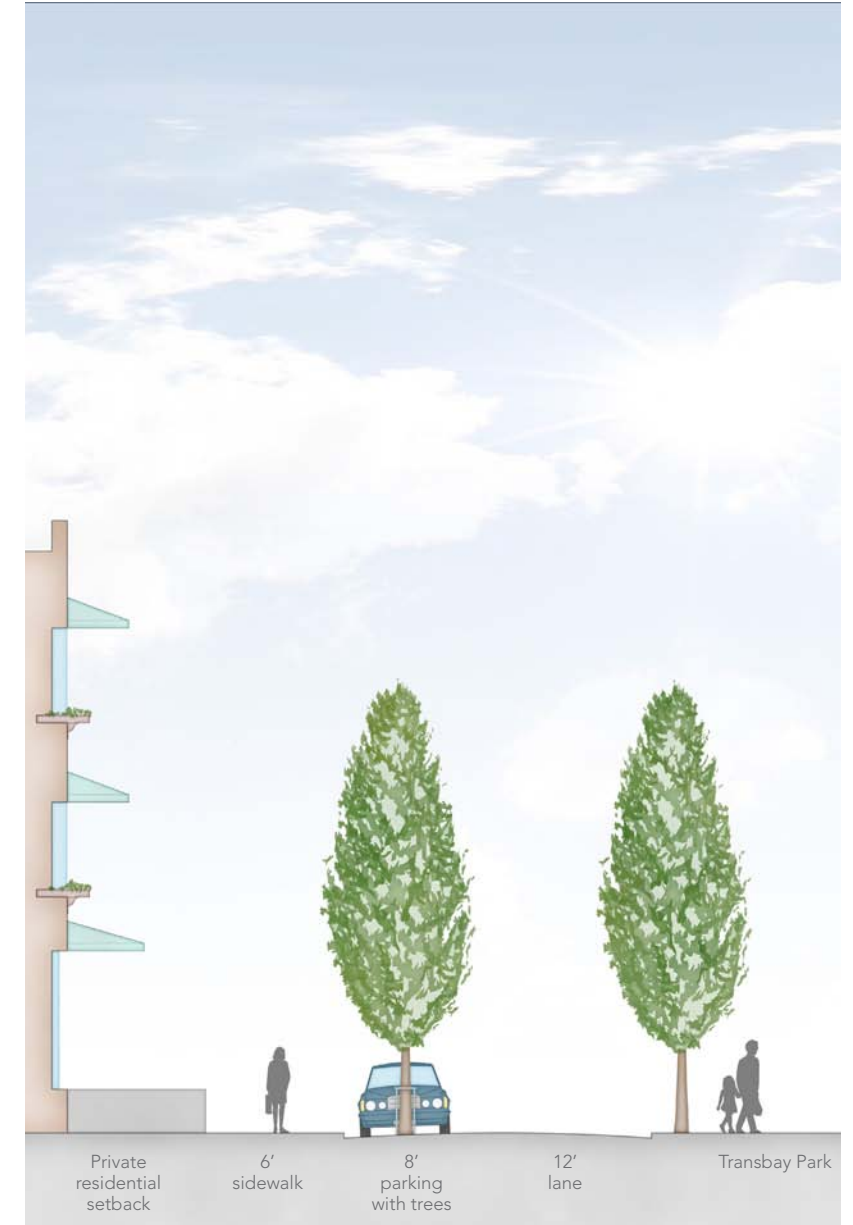
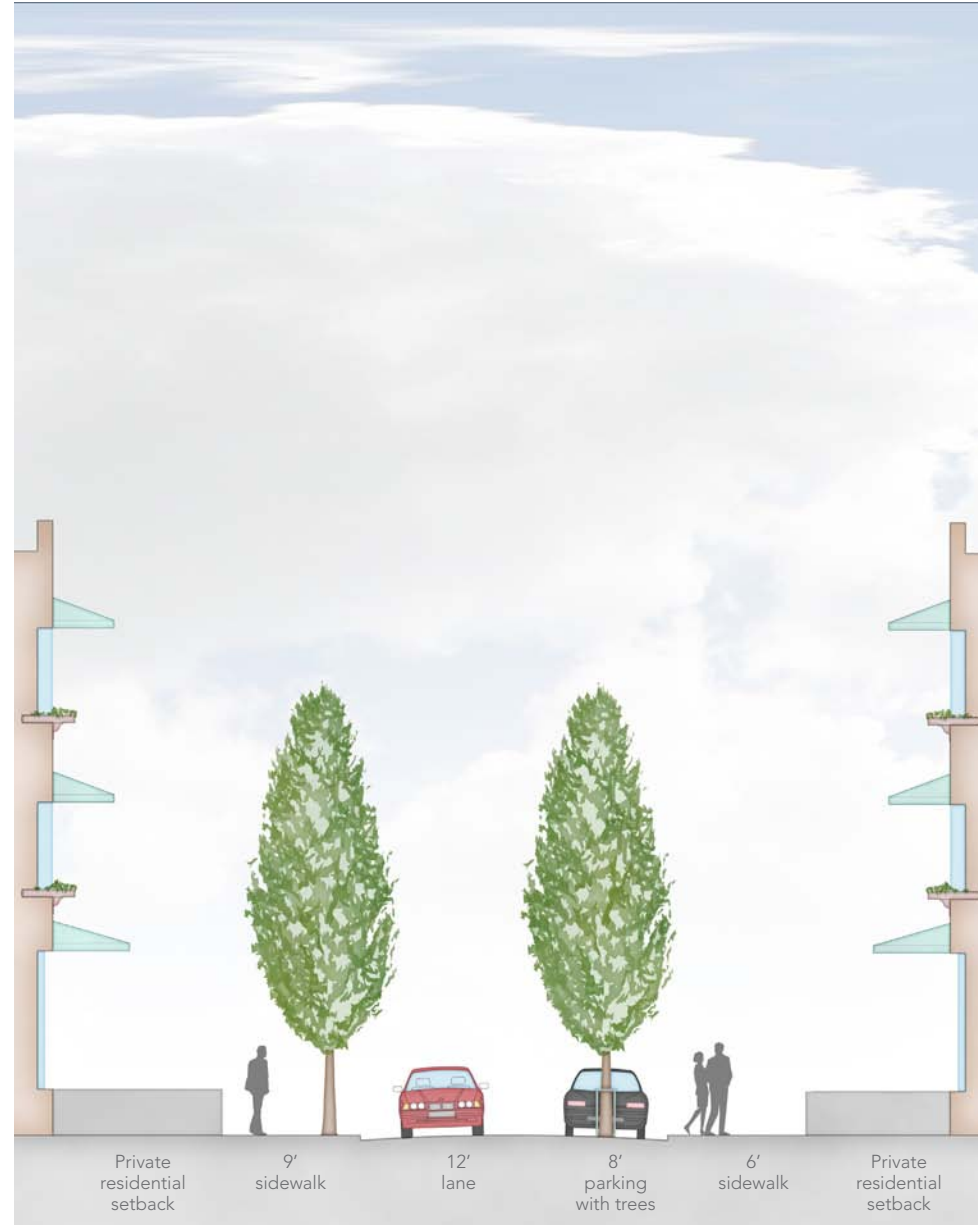
Alley - Illustrative block plan

50 feet

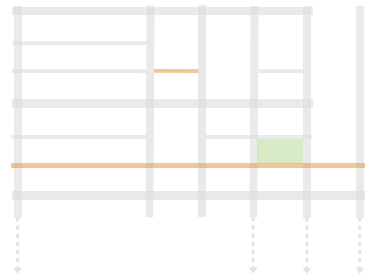




1. Alleys need to balance pedestrian movement with service vehicles and bicycles in the limited 35' right of way (Pedestrian block near Russell Square, London)
2. Raised crosswalks at alley entrances will facilitate pedestrian access and have traffic calming effect (section 3.8)

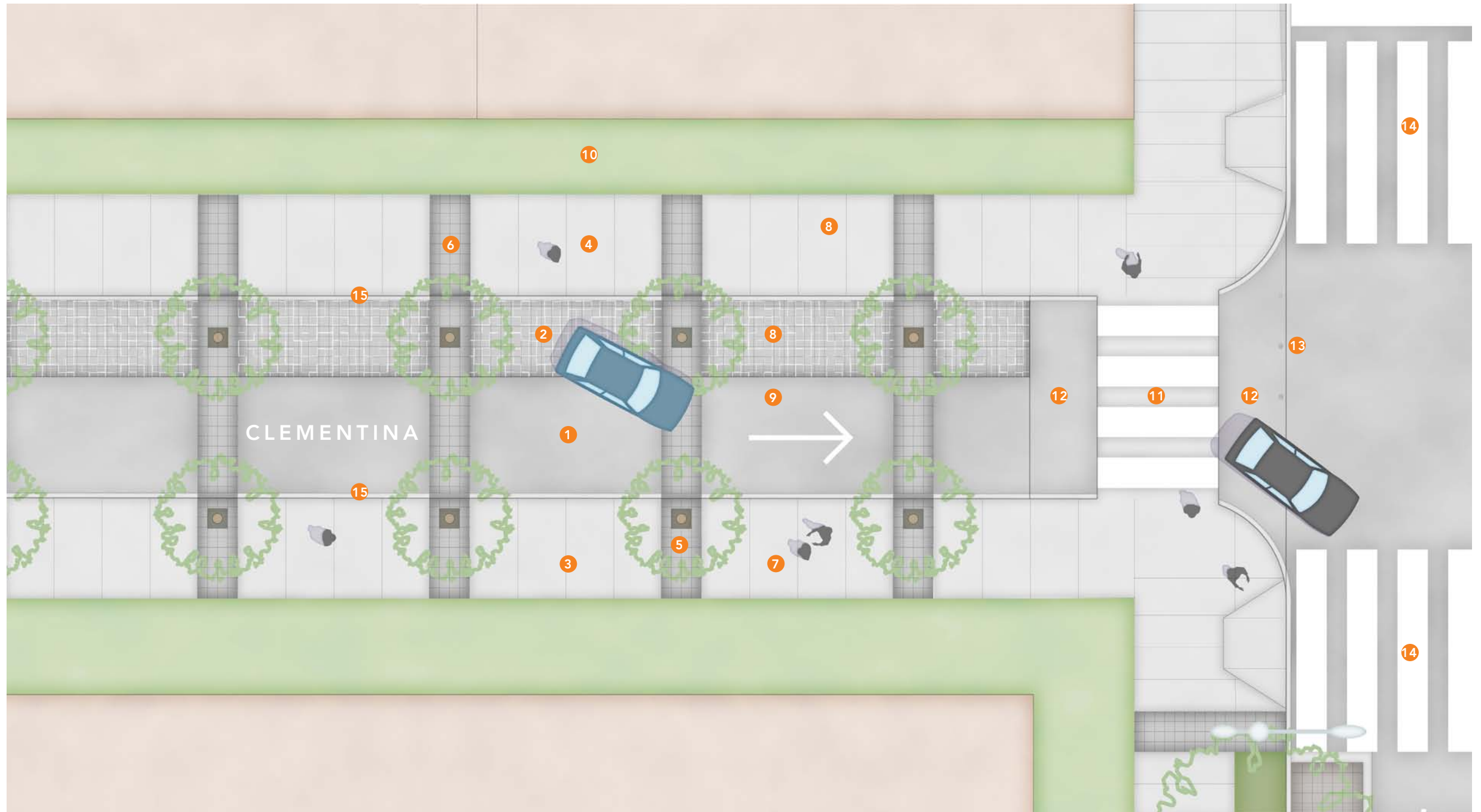


Alley - Cross sections at new development and at Transbay Park



ALLEY DESIGN FEATURES

- 1 1 lane one-way
- 2 Curbside parking
- 3 6' sidewalk zone
- 4 9' sidewalk zone
- 5 Trees 22' apart on sidewalk with tree grates
- 6 4' bands of black granite setts
- 7 Light gray colored concrete with saw cut joints
- 8 Black granite setts in parking lane
- 9 Black asphalt pavers in drive lane
- 10 Required private residential setback
- 11 Raised crosswalk
- 12 Speed bump transition
- 13 Removable bollards
- 14 High contrast visibility zebra strip crosswalks
- 15 4" curb



Alley - Enlarged layout plan

