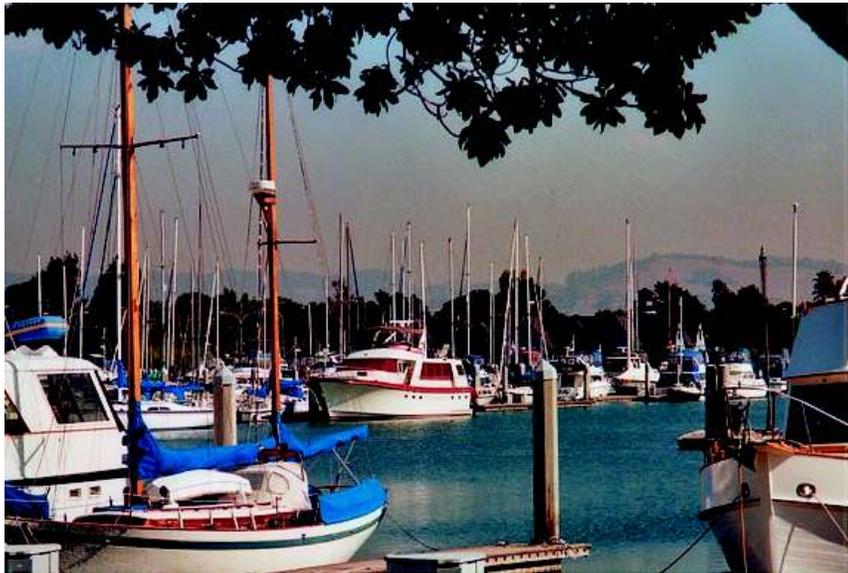


San Leandro Marina
Connections Plan

April 2003



San Leandro Marina Connections Plan

Prepared for the
City of San Leandro

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April 2003

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Introduction

Purpose of This Report

THIS REPORT SUMMARIZES the key planning and design recommendations of the San Leandro Marina Connections Plan, an effort of the City of San Leandro to create an attractive waterfront development area that will be known as the “Monarch Bay Resort.” This Plan establishes a framework for the uses and image of future Monarch Bay Resort development. Key elements of the Plan include the design of the public framework for development – new development opportunity sites, circulation and connections, and incorporation of current planning activities – and associated landscaping, lighting, and wayfinding concepts. The Plan is based on the goals of the City of San Leandro General Plan and on a development feasibility study recently prepared by PKF Consulting.

The Monarch Bay Resort is an evolving destination in the City of San Leandro comprised of two elements. The Marina Area contains an active public marina, two restaurants and a hotel. Across Monarch Bay Drive is the 27-hole Monarch Bay Golf Club. San Leandro is unique among Bay Area cities in that nearly all of the lands

that front San Francisco Bay are owned by the city. This presents tremendous opportunities for development beneficial to the citizens of the City of San Leandro and the surrounding region.

New development is being planned for the Monarch Bay Resort. The feasibility study prepared by PKF was conducted to assess the possibility of new hotel and restaurant development at the Marina Area. To facilitate this development, the City has applied for grant funding to relocate the boat launch to the west edge of the marina. New entry landscaping and signage is in place at the intersection of Marina Boulevard and Monarch Bay Drive, and a new roundabout will be built at the intersection of Fairway Drive and Monarch Bay Drive. The Golf Club is also considering improvements that may include a larger facility to replace its existing clubhouse.

The Marina Connections Plan integrates these plans with the existing Monarch Bay Resort urban design fabric, while proposing additional modifications and improvements to create a more

cohesive and attractive waterfront environment. The PKF feasibility study recommendations have been considered in the Plan, while opportunities for additional development have been identified. Improvements to the public infrastructure of streets, parking, landscaping, lighting and signage are proposed to make a more inviting public environment with appealing and intuitive linkages between all area uses.

Project Location

THE MONARCH BAY RESORT IS LOCATED ON the eastern shore of San Francisco Bay, just south of Oakland Airport, on Monarch Bay Drive (formerly Neptune Drive). It is accessible from Marina Boulevard – with an exit off Interstate 880 – and Fairway Drive, and is convenient to the Oakland airport and downtown San Leandro. It can be reached from the greater Bay Area via the I-880 freeway and by boat from the Bay.

The study area for this Plan, referred to as the “Marina Area” and “Marina,” is the city-owned property bounded by Fairway Drive and Marina Park to the south but including the golf course clubhouse, Marina Golf Course to the east, and San Francisco Bay to the north and west.

The Marina area is surrounded by public open space, golf courses, and San Francisco Bay, and has dramatic vistas of San Mateo County and the city of San Francisco. Immediately south of the Marina is Marina Park, a large local park that is a popular destination for residents from around the surrounding region. To the east are the 9-hole Marina Golf Course and the 18-hole championship quality Tony Lema Golf Course. To the north is the Oyster Bay Regional Shoreline. Beyond these surrounding features are residential neighborhoods and Bayshore wetlands.

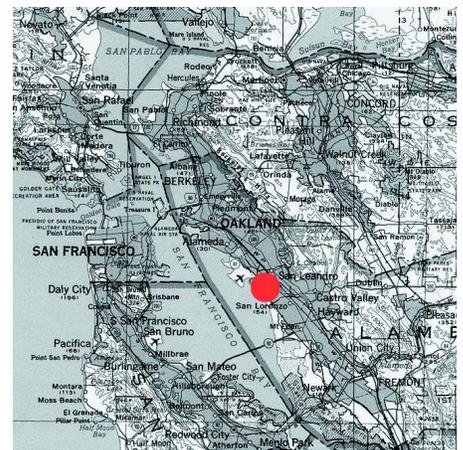


fig. 1 Regional setting of San Leandro



fig. 2 Local setting of the Marina Area

Study Area

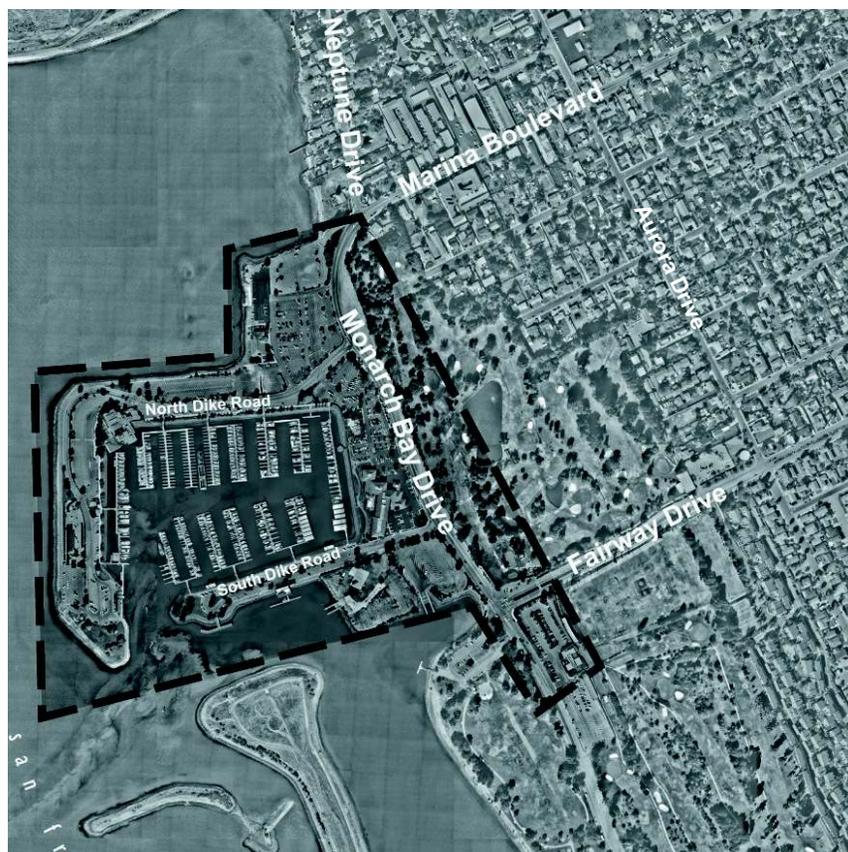


fig. 3 Marina Area

Project Goals

THE MARINA AREA CURRENTLY IS A POPULAR recreational destination. Many people are attracted to the Marina Area and Marina Park to enjoy the sweeping views of San Francisco Bay and the East Bay hills, or to watch airplanes landing at Oakland airport, while picnicking, exercising, or simply relaxing at the quiet edge of the Bay. Others come for waterfront dining at El Torito or Horatio's, or to stay at the Marina Inn hotel. And, of course, many use the boating facilities of the marina or golf at Monarch Bay Golf Club. The area has been an attraction since its creation in the 1960s.

Despite its many assets, the Marina Area currently suffers from a poor image. There is little design cohesion between existing restaurant, hotel, and marina facilities. Landscaping, while generally of good quality, varies and does not provide a unifying effect. Signage styles are inconsistent and lack place-making qualities. Lighting is bland and utilitarian without focus or clearly defined hierarchy. The overall Marina Area has potential to become a highly inviting destination, but the shortcomings of its existing condition must be addressed.

Improving the Marina's appearance is critical to achieving the City's goal of creating the Monarch Bay Resort. An overall design concept should link the different recreational and commercial components of the Resort: the marina, the Golf Club, Marina Park, and the broader Shoreline Recreational Area. Improvements to public infrastructure – including roadways, landscaping, signage, and lighting – should create a clear and linked framework for public and private development.

The San Leandro City Council has identified several goals for the improvement of the Marina Area. These serve as the basis for this Plan and include the following:

- Strengthen the Marina as a multi-purpose leisure / recreational destination
- Provide benefits for both the community and the surrounding region
- Improve access and connections between existing facilities
- Improve and enhance the Marina's development potential
- Attract appropriate high quality development
- Improve landscape, lighting and signage amenities

Project Process

The project goals were intended to be addressed by this Plan and a development feasibility study. In September 2002, the urban design and landscape architecture firm BMS Design Group, in association with The Office of Michael Manwaring, were selected to prepare the urban design, landscape, and wayfinding recommendations that would help achieve the City's goals. The Marina Connections Plan is the result of that work effort. The work process has included consultant meetings with various city staff, led by the City Manager's office, an informational meeting with Bay Conservation and Development Commission (BCDC), and a community meeting to introduce the study to the community. Individual presentations also were made to various organizations including the Chamber of Commerce and the Industrial Roundtable.

Related Policy Documents

IN ADDITION TO THE GOALS identified by the City Council, various policy documents provide additional guidance related to the future goals for the Marina Area.

SAN LEANDRO GENERAL PLAN 2015

The recently adopted General Plan is an award-winning planning document that provides a long-range, comprehensive framework for physical, economic, social, and environmental development. It provides general policy direction for the entire city, and greater detail for Focus Areas - including the San Leandro Marina - where future development opportunities were recognized.

Its position on San Francisco Bay, in the middle of the city's largest recreational area, provides an opportunity for the Marina to be a showcase for San Leandro. According to the General Plan, "the city's objective is to attract a mix of water-oriented uses which are compatible with the Marina's recreational character and which enhance its appeal as a destination for East Bay residents and visitors." The General Plan also states that uses that welcome visitors - particularly those coming from the airport - while creating a focal point for the community are encouraged. Building and landscape design should provide a

high level of pedestrian amenity and encourage pedestrian activity. Development should maximize the city's investment in the marina and golf courses, and provide a source of funding for marina operations and maintenance.

ZONING CODE

The San Leandro Zoning Code establishes the land use regulations for the city. These regulations define allowable uses, and requirements for parking and loading, landscaping, and signage.

The Marina is located in the Commercial Recreation (CR) Zoning District. Sites in this area should provide recreation-oriented and commercial uses that are compatible with the waterfront, marina, and recreational setting. Certain uses are subject to permit restrictions, and parking requirements in the CR District vary with use. Signage and landscaping are not specifically regulated for the CR District, nor are there regulations that define signage that is appropriate to the Marina's waterfront location. However, the area is subject to general signage regulations that seek to improve and maintain development quality in the city.

Since the CR designation is applicable city-wide, consideration should be given to establishment of Zoning revisions specifically tailored to the waterfront district.

MARINA SPECIFIC PLAN

The Marina Specific Plan is a plan for the Marina Area that was prepared in 1992. It describes specific land use and design guidelines for the area. Like all Specific Plans, it was designed to function as a regulatory tool with the authority of zoning. While the plan was not adopted, its goals for open space improvement and commercial and recreational development continue to be relevant for the Marina. The Specific Plan recommended improvements to Marina entrances from public streets, upgrades to the public shoreline walkways, and landscaping enhancements - all suitable to the waterfront setting. The Plan also suggested redevelopment of Marina sites for appropriate new facilities.

Pending City Projects

THE CITY HAS THREE PROJECTS that currently are in the advanced stages of planning and, therefore, will be included as part of the Marina Connections Plan.

BOAT LAUNCH RELOCATION PROJECT

The city has prepared preliminary designs and applied for grant funds to relocate the boat launch. The existing boat launch is located on a 1.75-acre site at the southeast corner of South Dike Road and Monarch Bay Drive. When combined with the approximately 2.7-acre boat works site, the former boat launch site will result in a prime waterfront development site between the marina and the golf course. The relocated boat launch will give users more convenient access to the Bay and to marina services and facilities. The final design of the boat launch area will require setbacks for waterfront public access and allowance for landscape improvements to correspond with the guidelines of this Marina Connections Plan. It is recommended that the City pursue the boat launch project even if the grant is not awarded because of its benefit to the larger development site.

NEW ROUNDABOUT AT MONARCH BAY DRIVE AND FAIRWAY DRIVE

As part of the improvements being made to Monarch Bay Drive in order to give better identity and a more positive sense of arrival to the Marina and golf course setting, a new roundabout is planned for the intersection of Monarch Bay and Fairway Drives. The roundabout will provide an opportunity for attractive entry gateway landscaping and signage, and will be a traffic-calming device.

ALTERATION OF BLUE DOLPHIN RESTAURANT

The Blue Dolphin Restaurant has been empty and unused for several years, and has become an eyesore and a hazard. Plans have been developed to retain the building pad and pier deck for future marina-oriented development and public use.

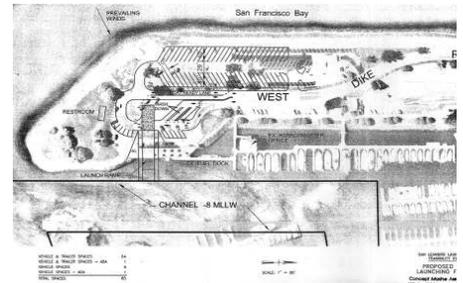


fig. 4 Boat Launch Relocation Project

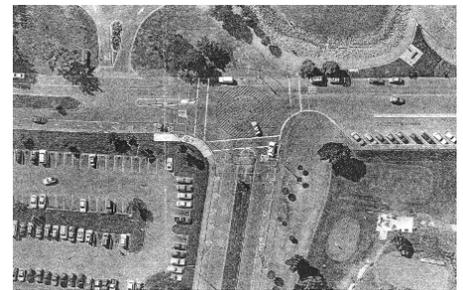


fig. 5 New Roundabout at Monarch Bay Drive / Fairway Drive

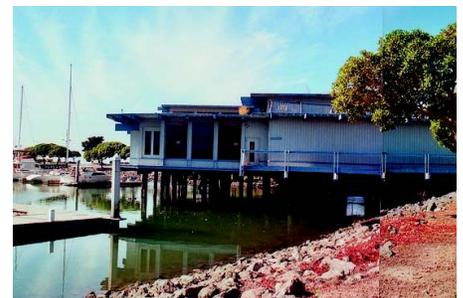


fig. 6 Alteration of Blue Dolphin Restaurant

Site Assessment

Existing Conditions Analysis

Circulation, planting, lighting, and signage are four essential components of the Marina's identity. A critical review of these elements is necessary to understand current conditions and to assess possible improvement concepts.

The following analysis reviews existing physical conditions at the Marina. It identifies elements that either contribute or detract from the area's qualities, and establishes the basis for this Plan's recommendations.

Existing Circulation and Access

VEHICULAR CIRCULATION AND PARKING

Access to the Marina from public streets is convenient and direct. There are good connections to and from downtown San Leandro, Oakland Airport, and Interstate 880. The new gateway at Marina Boulevard offers good entry identity, while the planned roundabout at Fairway Drive will provide an improved entry and will slow traffic. Monarch Bay Drive provides access to the Marina, the golf courses, and Marina Park.

However, once within the Marina, access and circulation become confusing. A key orientation element and ideal focus for the area – views to the marina and the Bay – are blocked by the street layout and the placement of parking lots, buildings, and landscaping. The environment is dominated by parking lots, with North and South Dike Roads resembling parking access drives rather than public waterfront access streets. The parking areas themselves are marred by circuitous internal circulation routes and disorganized parking layouts. Pedestrian connections between the hotel, the two restaurants, and other attractions in the Marina Area are forced through these parking lots, and are unclear because of the parking layout.

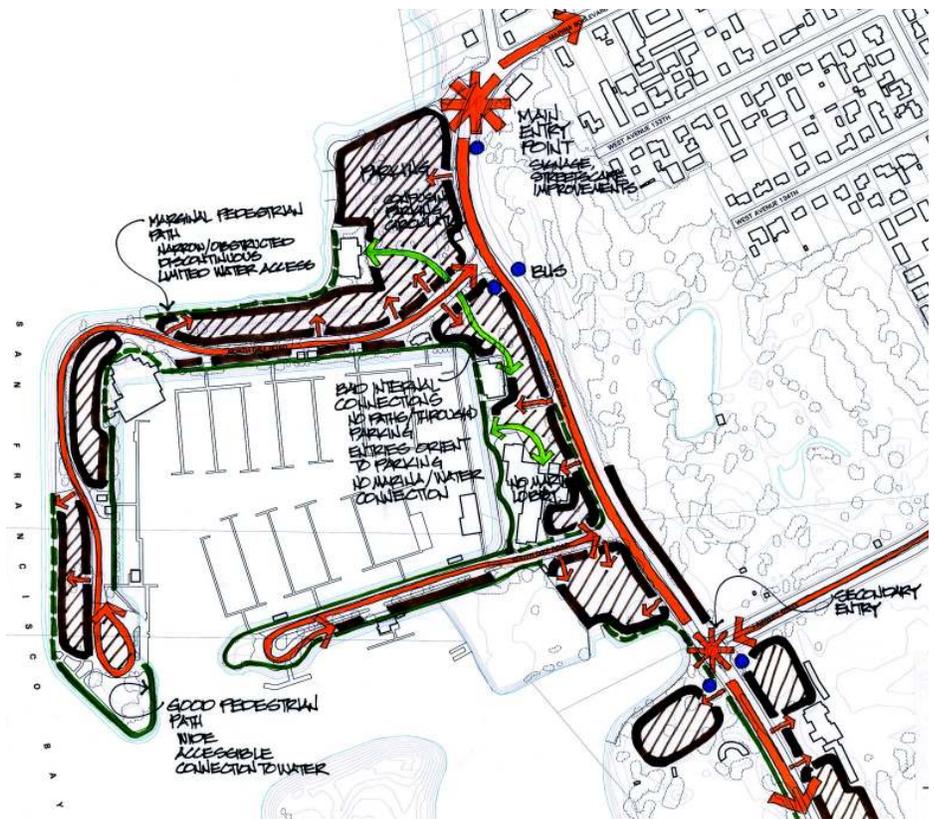


fig. 7 Existing Circulation and Access Analysis

Existing Circulation and Access

PEDESTRIAN ACCESS

The dominance of parking and vehicular circulation underscores the lack of pedestrian circulation opportunities in the area. Waterfront access – a main attraction of the Marina and a key element of the Bay Trail that will eventually cross the site – is interrupted by both landscaped areas and parking lots, with dedicated pedestrian access restricted to limited strips with minimal protection from adjacent parked cars. Continuous shoreline pedestrian access should be a primary amenity of public marinas. However, it is non-existent at the San Leandro Marina. In most places it requires traversing parking lots and areas of broken asphalt that extend to the water's edge. Pedestrian access around the marina itself is interrupted by the Blue Dolphin site, which currently is fenced off for public safety. Sidewalks along Monarch Bay Drive – the main Marina road – are discontinuous and, where they do exist, are very narrow. Connections to the golf courses, Marina Park, and areas beyond the immediate vicinity typically require walking through parking lots or navigating the disjointed perimeter sidewalks. Poor circulation for both pedestrians and vehicles undermines the General Plan's goal of creating a safe, pleasant pedestrian environment at the Marina.



fig. 8 Good pedestrian environment along marina



fig. 9 Narrow Monarch Bay Drive sidewalk at Marina Inn



fig. 10 Good pedestrian environment near Marina Inn



fig. 11 Typical Bayfront edge



fig. 12 Good pedestrian environment by Mulford Point Park



fig. 13 Unpaved edge along Monarch Bay Drive

Existing Circulation and Access

BICYCLE ACCESS

The San Leandro General Plan's Bikeway Plan establishes the goal of bicycle access to and from the Marina Area and throughout the city. Currently, parts of Monarch Bay Drive have Class 2 bike lanes (dedicated, striped lanes on the roadway), as does Fairway Drive. The lanes on Monarch Bay Drive, however, are not continuous and are non-existent over the entire Monarch Bay Drive frontage of the Marina. There are no designated bike lanes on North or South Dike Roads or on the Marina's waterfront edges. The Bikeway Plan also provides for Class 1 bikeway (bicycle paths physically separated from auto traffic) through the Marina, connecting with other Class 1 bicycle paths throughout the Shoreline Recreational area. In order to maintain their Class 1 designation, the Marina Area bikeways must be separated from auto traffic. The current configuration of parking lots and public streets prevents this, and subjects bicycle riders to the same difficulties faced by pedestrians and the same circuitous drive lanes experienced by motorists. A more direct and easily identifiable bicycle pathway system is needed to benefit bicycle access and circulation.

TRANSIT ACCESS

The Marina Area is served by AC Transit bus route 55. Transit waiting areas are difficult to reach, are unsheltered, and lack seating or amenities. Upgrading and improving transit stops may provide better incentive for Marina users to use transit and reduce auto usage.

Existing Landscape Framework

THERE ARE SEVERAL AREAS OF HIGH QUALITY, functional landscaping in and around the Marina. The small public parks at Spinnaker and Mulford Points are attractive settings that receive constant passive recreational use by people enjoying the view, fishing and barbecuing. The planting of the walkway around the marina on the north, east and west sides is attractive, well maintained and offers some degree of identity to this walkway. The new landscaping of the Marina Boulevard gateway creates a welcoming and identifiable entry feature. Marina Park and the golf courses provide beautiful green edges and backdrop to the Marina.

Unfortunately, these features provide only limited visual relief from the dominance of the parking lots. Existing landscape elements are isolated and do little to enhance the overall setting. Even the quality landscaping at the marina's perimeter separates pedestrians from the water's edge rather than improving the connection. Long views to the Bay and the East Bay hills are not enhanced by the existing landscaping. There is no coordinated landscape design that provides a unified image for the Marina and framework for the facilities and amenities of the area.



fig. 14 Existing Landscape Analysis

Existing Landscape Framework



fig. 15 Quality landscaping at Monarch Bay Drive entry



fig. 16 Unattractive landscape at boat works site



fig. 17 Attractively landscaped walkway at marina edge



fig. 18 Landscaping dominated by asphalt parking lot



fig. 19 Wind sculpted trees at Bayfront edge



fig. 20 Unightly trash enclosure between parking and walkway

Existing Lighting

LIGHTING PRESENTS A SERIOUS IMPEDIMENT TO the perception of quality and safety at the Marina. There are two types of public lighting currently in place. The parking lots are lit with high-pressure sodium, cobra-head fixtures on poles up to 30 feet in height. While providing high overall lighting levels for parking lots, roads, and drives, these fixtures also produce a high amount of glare, undifferentiated lighting, and a yellow color that renders the colors of plants, people, buildings and site amenities in a highly unattractive manner. Consequently, views into, across, and from the area at night are marred and obstructed by the glare. It is virtually impossible to see the nighttime views of San Mateo County or the Bay, stars are nearly obliterated, and the restaurants and hotel recede into the background and their attractiveness and appeal diminished.

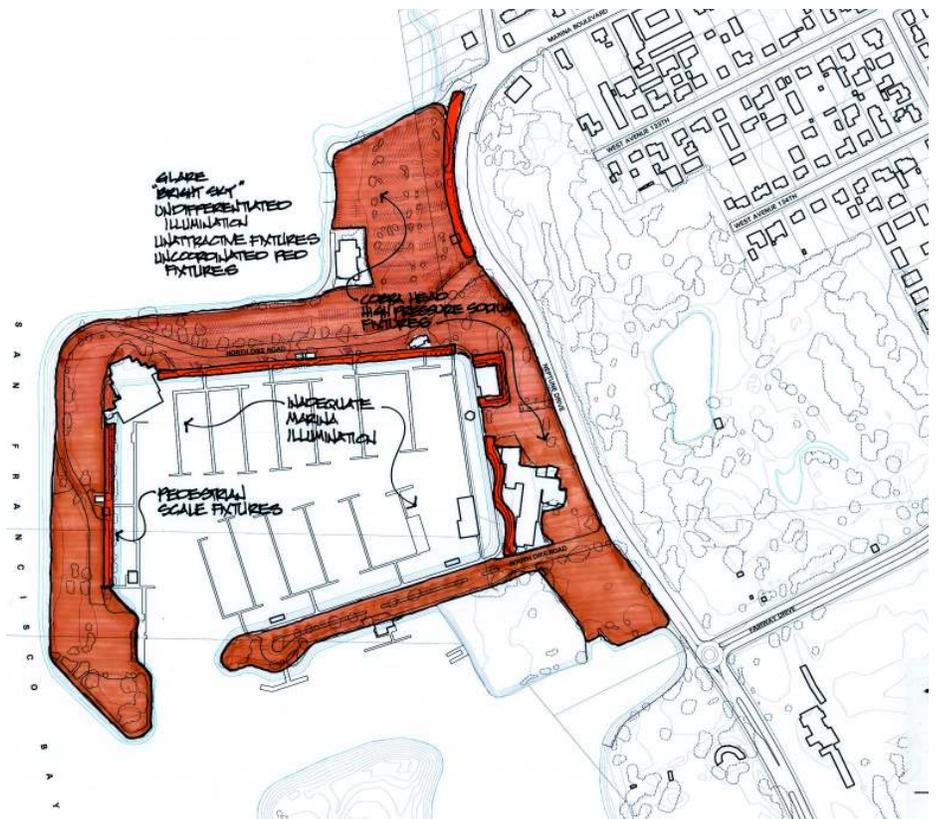


fig. 21 Existing Lighting Analysis

Existing Lighting

The other type of lighting is provided by pedestrian scale fixtures located along parts of the marina perimeter walkway. In most areas these fixtures provide insufficient light, which has caused marina live-aboard residents to express safety concerns and request improvements. In addition, the pedestrian scale lighting is discontinuous and is not of uniform design. Like the planting, it does not contribute to identity or place-making of the Marina at night. New pedestrian lighting has been installed at the Marina Boulevard entry gateway and may be used as a model for other Marina areas.



fig. 22 Existing "cobra-head" parking lot lighting



fig. 23 Pedestrian lighting fixture at marina edge



fig. 24 New pedestrian-scale fixture at Monarch Bay Drive entry



fig. 25 Pedestrian-scale fixtures at Marina Inn

Existing Signage

LIKE PLANTING AND LIGHTING, the Marina Area contains successful individual examples of signage, but the totality does not provide a strong visual framework for the area. There is a variety of sign types currently in use. These include main identification signs, banners, street signs, auto-oriented wayfinding signs, facility identification and commercial signs, history signs, and regulatory signs. This mixture does not achieve compatibility or cohesiveness, and does not communicate a clear or positive image for the Marina. The diversity of sign types and design also does not project a sense of energy or design sophistication. Unfortunately, many signs also suffer from lack of maintenance, which conveys negative connotations.



fig. 26 New entry monument sign



fig. 27 Street monument sign



fig. 28 Automobile wayfinding signs



fig. 29 Public facility sign



fig. 30 Banner



fig. 31 Regulatory sign

The Marina Connections Plan

Design Principles

SEVERAL BROAD PRINCIPLES GUIDE the design of the Marina Connections Plan.

- **Waterfront Access:** Continuous pedestrian access to and around the San Francisco Bayfront and the marina is one of the highest design priorities.
- **Views:** Equally important are views from, to, and around the Marina Area, particularly views to San Francisco Bay, the marina, and the golf courses. These are the signature assets of the Marina Area. Improvements described in the Plan are designed to maximize these views from public spaces and development sites.
- **Non-Automotive Access:** Circulation throughout the area emphasizes pedestrians and bicycles as important means of non-automotive mobility. Once visitors arrive at the area they will be encouraged to leave their autos behind and move among the various amenities – the hotels, golf courses, restaurants, marina and parks – by other means. Improved facilities to make such movement easy and attractive will be provided.
- **A Strong Framework:** The elements of the Plan are a coordinated set that will provide a strong image to the area, define a hierarchy of circulation and public spaces, establish a framework for future development, and implement the design principles described above. In order to establish this framework, the Plan's recommendations include the realignment and/or removal of roadways and parking, establishment of new pedestrian routes, removal or modification of existing tree and shrub plantings, and other upgrades.

Illustrative Plan

This plan shows the Marina Area as it will appear once the recommendations of this Plan are fully implemented and integrated. The table below summarizes the approximate acreages available at designated future development sites.

Development Site	Approximate Acreage
1*	3.6 AC
2	1.5 AC
3	0.9 AC
4	4.2 AC

* includes El Torito parking



fig. 32
0 200' 400' N

Development Program

THE MARINA CONNECTIONS PLAN IS BASED ON several assumptions regarding the types of facilities and development that will be found in the Marina Area in the future. These program assumptions include:

- Retention of existing successful facilities
- Incorporation of currently planned public works projects
- Accommodation of potential future commercial and recreational development

In general, it is assumed that the Marina has good potential for development that will take advantage of its waterfront setting and proximity to the golf courses, recreational facilities, and Oakland airport.

Existing facilities and functions to remain include:

- Marina Inn – no change to facility or parking
- Horatio’s Restaurant – no change to facility or parking
- El Torito Restaurant – no change to facility or parking availability.
- The San Leandro Marina – no change to facility; reconfiguration of 109 parking spaces.
- San Leandro and Spinnaker Yacht Clubs – no change to facilities; 50 total parking spaces to remain dedicated.

- Marina Harbormaster’s Office – no change to facility; 4 parking spaces to remain dedicated.
- Mulford Point and Spinnaker Point parks – no change to facilities
- Public Access Parking – 100 spaces distributed throughout the Marina Area

Currently planned projects that are included in the Plan:

- Relocated boat launch – 65 parking spaces, including boat trailer parking
- Blue Dolphin alteration (pier deck to remain)
- Fairway Drive roundabout

Assumptions for future additional development in the Marina Area are based on a 2002 feasibility study prepared by PKF Consulting as well as recommendations by city staff. Potential future development program that has been considered in preparation of the Plan includes:

- 200 room hotel / conference center with associated 200-seat restaurant and 75-seat bar, and 437 parking spaces
- 250- to 300-seat restaurant and 47 parking spaces

For a description of the derivation of square footage and parking, see Appendix C, Program Assumptions.

Elements of the Plan

THE MARINA CONNECTIONS PLAN CONSISTS OF SIX major elements that, when taken together, are intended to enhance the attractiveness of the Marina Area and establish a framework for continued development that will meet the goals defined by the City Council and the community.

The elements that define the design and development framework of the Marina Connections Plan are:

- Circulation, Access and Parking
- Planting
- Lighting
- Signage
- Color
- Development Opportunity Sites

The framework created by these elements establishes the location of future development, the means by which visitors move in and through the area, the character of the site, and the elements of identity and image that make the area memorable and unique.

Circulation, Access and Parking

THE INTENT OF THE CIRCULATION SYSTEM IS TO promote pedestrians and bicycles as primary modes of travel in the Marina Area. Bicycles are encouraged in the Marina for local transportation and accessibility, allowing quick access area-wide without unnecessary recourse to auto use. For longer trips around the Marina, bikes are provided with a network of dedicated shared pathways to facilitate their use. Pedestrian circulation is supported throughout the site, with pathways dedicated exclusively to pedestrians or, in limited areas, shared with non-automotive vehicles.

The vehicular circulation system is intended to provide users with entry, exit, and parking for the Monarch Bay Resort, but to discourage vehicular circulation between the area's attractions. The separation of circulation modes will make access convenient and safe, and reduce the visual dominance of the parking lots. The elements of the circulation system are described in the following pages.

Circulation, Access and Parking

Vehicular Circulation

Vehicular circulation is provided by a hierarchy of streets and gateways, designed to achieve the following:

- Accommodate varying levels of traffic flow and function
- Provide image and identity
- Assist in visitor wayfinding
- Connect the various Marina amenities and facilities

The elements of this hierarchy are described below and in the Vehicular Circulation Plan (page 26).

STREETS AND GATEWAYS

Monarch Bay Gateways

Gateways to Monarch Bay Drive at Marina Boulevard and Fairway Drive provide entry to the Marina area.

Primary Arrival Street

Monarch Bay Drive is the “main street” for the Marina and provides access to all facilities and sub-areas.

Waterfront Access Gateways

Waterfront areas are accessible through landscaped gateways from Monarch Bay Drive to Mulford Point Drive (North Dike Road) and Spinnaker Point Drive (South Dike Road). Views

to the Bay and the marina assist with visitor orientation and area image at these locations.

Waterfront Access Roadways

Mulford Point Drive (North Dike Road) and Spinnaker Point Drive (South Dike Road) provide secondary circulation and bring visitors into the heart of the Marina Area, serving developments and parking areas.

Mulford Point Drive has been realigned to provide better development opportunity sites, better views to the Bay and the marina, and more efficient parking lots. The name of the road has been changed from North Dike Road to Mulford Point Drive.

Spinnaker Point Drive is also realigned to better accommodate pedestrian and bicycle access on the marina edge and the Bay edge, while continuing to provide vehicular circulation and parking. The name of the road has been changed from South Dike Road to Spinnaker Point Drive.

Access to Parking

Parking lots are provided with discrete entries, providing more efficient vehicular circulation and easier wayfinding and orientation for drivers.

Circulation, Access and Parking

Vehicular Circulation Plan

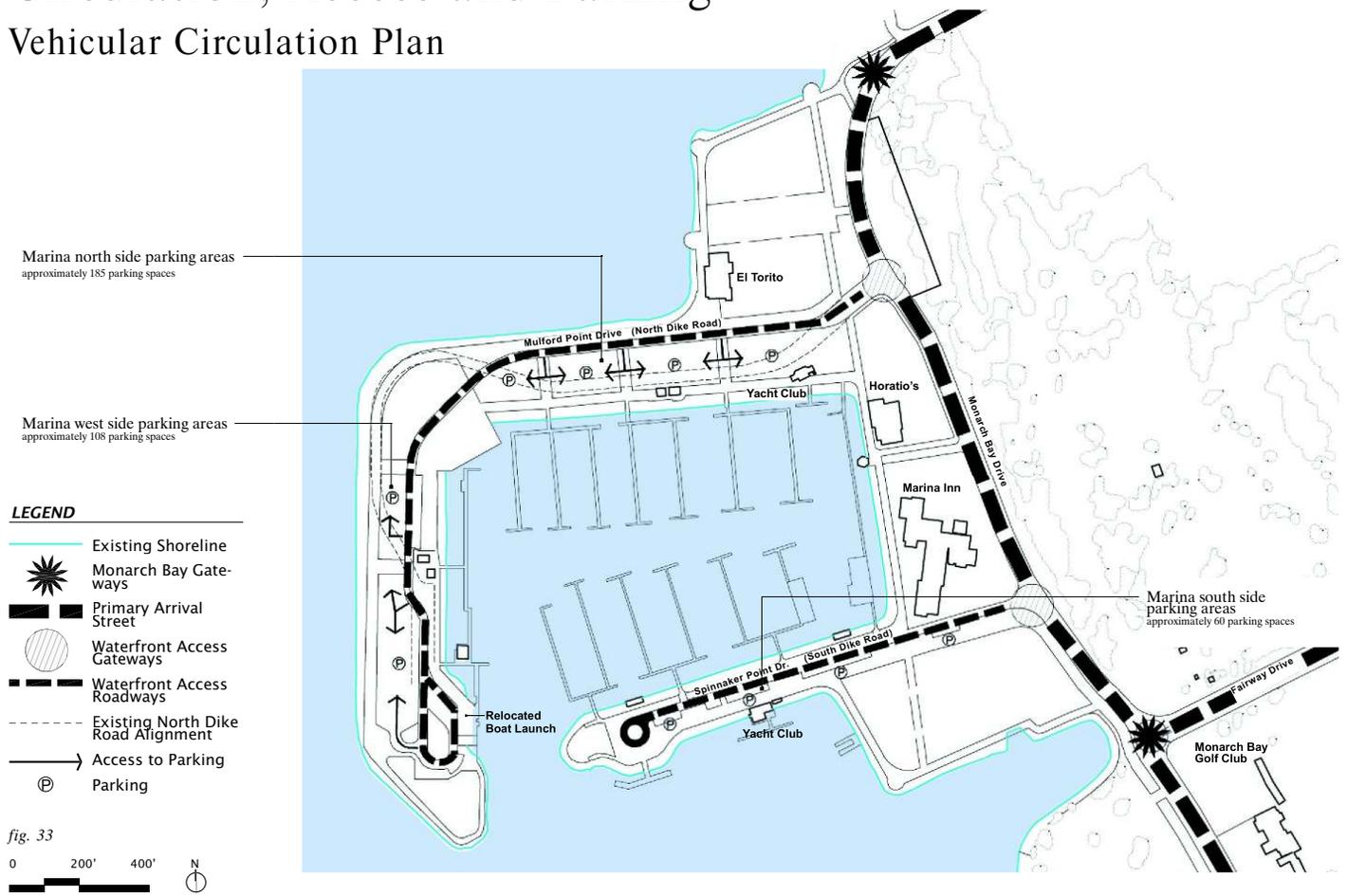


fig. 33

Circulation, Access and Parking

Non-Automotive Circulation

NON-AUTOMOTIVE CIRCULATION

A circulation system for non-automotive circulation will provide interconnected pedestrian and bicycle access to the Bay and marina waterfronts and throughout the Marina Area. The elements of this system are described below and in the Non-Automotive Circulation Plan (page 28).

Public Bayfront Access

Bayfront access is provided for non-automotive modes. Access to the water's edge is a priority of this Plan. A continuous public multi-use pathway runs without interruption along all Bayfront and lagoon edges, separated from parking and streets. Portions of this Bayfront Access will be designated as a Bay Trail spur.

Marina Spine

The Marina Spine is the primary non-automotive route providing connections to all facilities in the Marina Area. The Spine and its spurs provide convenient, multi-use, car-free access through the center of the site for pedestrians and bicycles, linking all of the area's major uses from the golf course to the northern waterfront at Marina Boulevard.

Marina Access

Due to space constraints in some areas, a similar but slightly narrower continuous pathway is provided around the marina itself, allowing non-automotive modes on a shared lane. The pathway on the north side of the marina is in good condition and will be retained; the west and south side pathways will be replaced or improved. The existing pathway on the east side of the marina will be incorporated into the Marina Spine.

Waterfront Pedestrian Linkages

These pathways provide safe and convenient pedestrian crossings of roads and parking areas, linking different amenities and pedestrian pathways.

Monarch Bay Drive Sidewalk

Pedestrian circulation on Monarch Bay Drive will be provided by a new sidewalk on the golf course (east) side of the street. This will link the golf course with development Site Two, and allow convenient pedestrian access between Marina Boulevard and Fairway Drive.

Bay Trail

The Bay Trail is a recreational corridor that ultimately will encircle the San Francisco Bay. This Plan recommends aligning and officially designating the Marina Spine and Public Bayfront Access to Mulford Point and Spinnaker Point as part of the Bay Trail system.

Development Area Public Access

Development sites will be required to provide areas of public access that serve as continuations of the surrounding network of public pathways.

TRANSIT

Improved transit stops will be provided along Monarch Bay Drive in coordination with AC Transit. Improvements will include bus shelters, benches, and expanded sidewalk stations in order to support bus usage by improving the waiting environment for transit riders.

Circulation, Access and Parking

Non-Automotive Circulation Plan

LEGEND

-  Existing Shoreline
-  Public Bayfront Access
-  Marina Spine
-  Marina Access (existing to remain)
-  Marina Access (new or improved)
-  Waterfront Pedestrian Linkages
-  Sidewalk along east side of Monarch Bay Drive
-  Proposed Bay Trail
-  Proposed Bay Trail Spur
-  Development Area Public Access
-  Existing Sidewalk to Remain

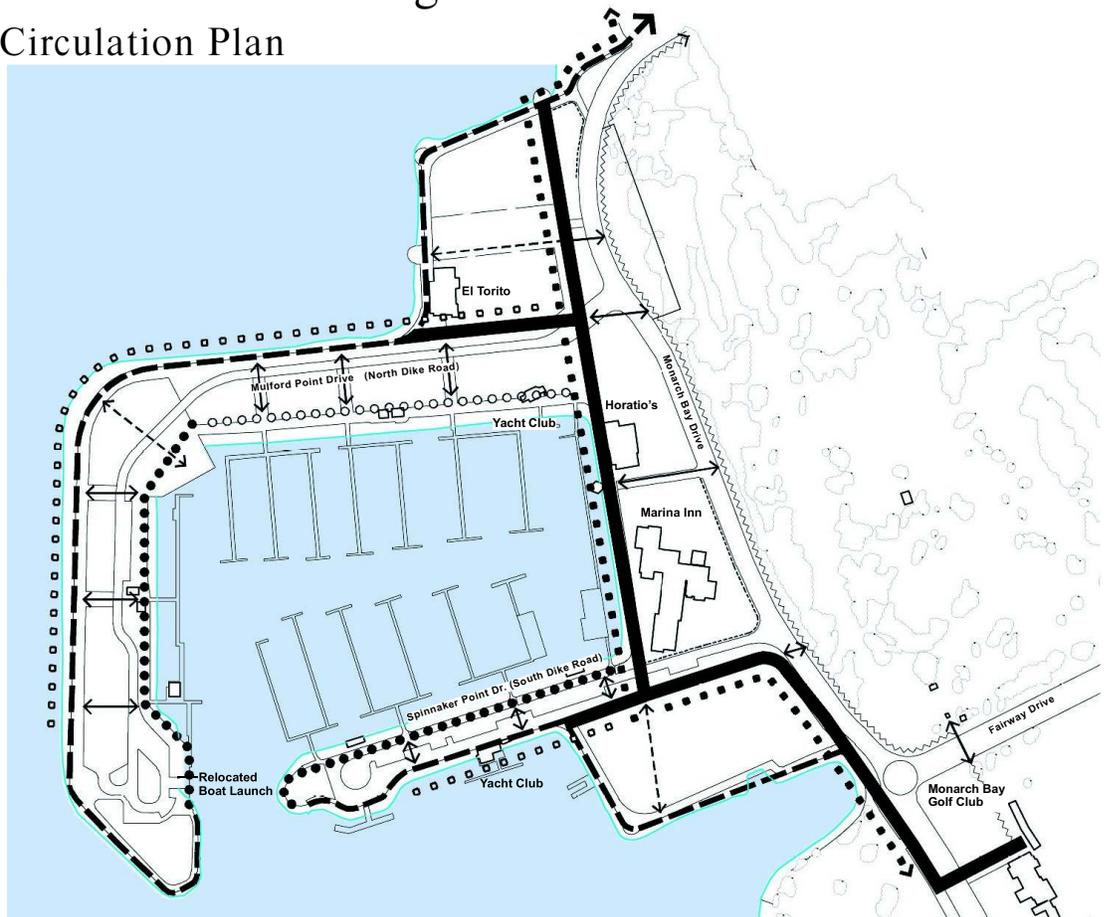


fig. 34



Circulation, Access and Parking

Monarch Bay Drive

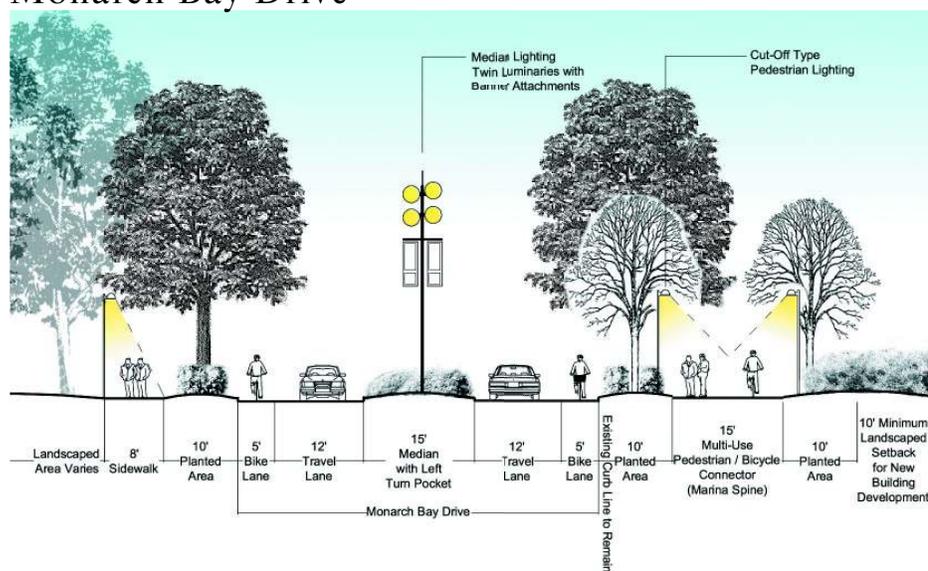


fig. 35 Monarch Bay Drive - prototypical cross section, looking south

MONARCH BAY DRIVE IS THE MAIN ENTRY ROAD, and will be redesigned as a tree-lined street that links the golf course with the Marina. The road will be widened eastward from the existing west side curb line, using existing right-of-way and undeveloped land adjacent to the golf course. The Drive serves as the main distributor for cars traveling to all Marina facilities.

Wide planting strips will be provided on both sides of the street. A sidewalk will be placed at the east edge of the Drive. The paved street surface will be reduced by providing a planted median strip at the center of the street. Vehicle lanes will be limited to one travel lane and one bike lane in each direction. Narrow travel lanes and the median strip will ease pedestrian crossings. The

planned roundabout at Fairway Drive should be moved eastward to accommodate the redesign of Monarch Bay Drive and the pathway connecting the Marina and the golf course.

Circulation, Access and Parking

Mulford Point Drive (North Dike Road)

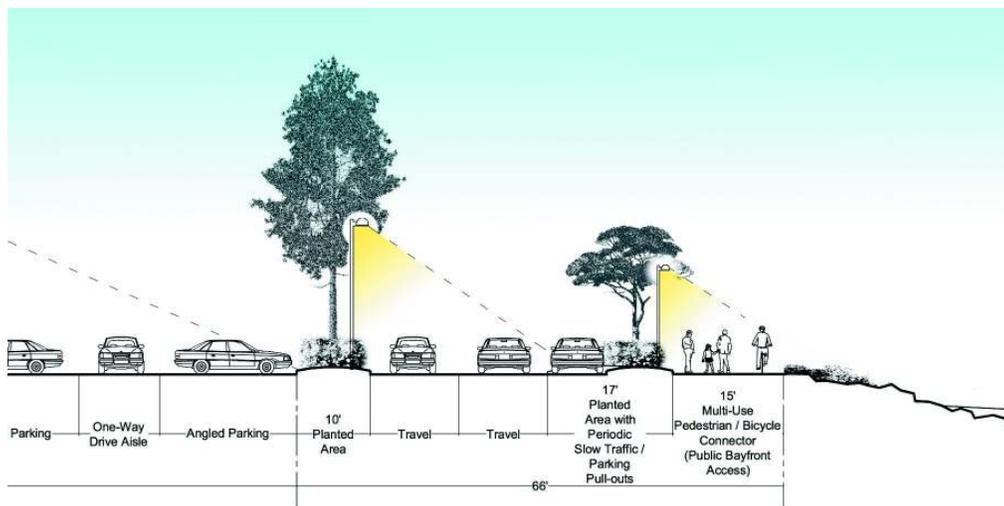


fig. 36 Mulford Point Drive (North Dike Road) - prototypical cross section, looking west

MULFORD POINT DRIVE HAS BEEN REALIGNED TO maximize access to the site and accentuate connection and views to the waterfront. Two vehicle travel lanes are provided. On the Bay side of the road, separated by a 17-foot parkway, is a multi-use path, accommodating pedestrians and bikes. Located within the 17-foot planted area are pull-outs that can be used for short-term parking or stopping. On the other side of the roadway,

areas for parking lots have been provided. These are separated from the roadway with 10-foot planted parkways and are accessible from discrete entry locations. Parking is angled with a one-way drive aisle.

The existing intersection with Monarch Bay Drive will be retained, but the road will be realigned to run adjacent to the Bay edge, providing water

views both northward and westward. The road will turn south before reaching the Bay, providing a development site at the Bay side of the elbow of the peninsula. The road then serves the parking lots of the Harbormaster's office and boat launch before terminating at Mulford Point and the boat launch.

Circulation, Access and Parking

Spinnaker Point Drive (South Dike Road)

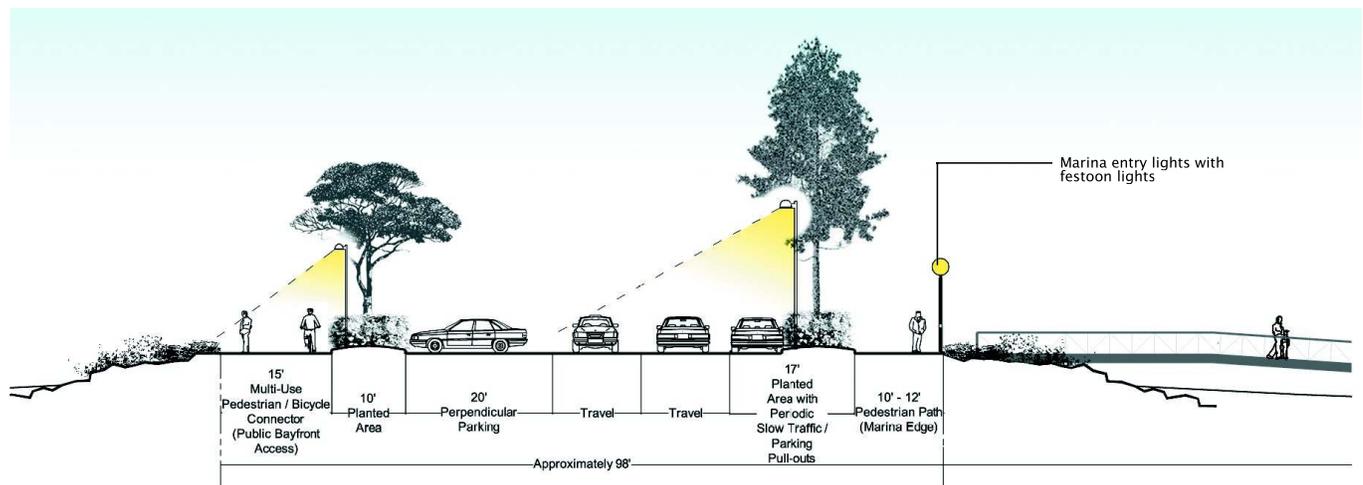


fig. 37 Spinnaker Point Drive (South Dike Road) - prototypical cross section, looking west



SPINNAKER POINT DRIVE IS REDESIGNED TO enhance access at the south side of the marina. The existing median will be removed and existing parking reconfigured in order to reduce the amount of pavement for automobiles and increase the space for non-automotive circulation. The road consists of two travel lanes and areas of perpendicular parking located on the south edge of the roadway.

The road is framed by two multi-use pathways: on the marina edge is a 10- to 12-foot lane for pedestrians and bicycles; on the south, adjacent to the lagoon channel, is a 15-foot pathway for pedestrians and bicycles. Planted areas separate these pathways from the road.

Circulation, Access and Parking

Marina Spine

THIS PRIMARY ACCESS PATHWAY CONNECTS all elements of the Marina Area and eliminates the need to traverse the area by car. Planted areas and setbacks will be provided where appropriate between the Spine and adjacent development. It is recommended that the Marina Spine become the officially designated route of the Bay Trail.

At Horatio's Restaurant, the Marina Spine is altered because of the narrow passage between the restaurant and the marina. In this area new piers and decking will be built over the existing rip rap in order to widen the existing path to accommodate the Spine. The 10-foot planted area will be continuous along the building facade, while the pathway will be narrowed to a 10- to 12-foot path. Once past Horatio's, this variation will revert to the standard Marina Spine section.

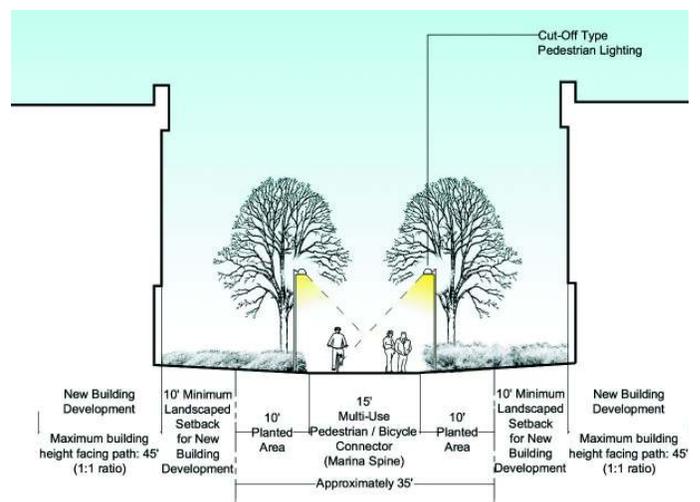


fig. 38 Marina Spine - prototypical cross section



Circulation, Access and Parking

Public Bayfront Access

MAXIMUM BAYFRONT ACCESS IS PROVIDED by a continuous multi-use public pathway accommodating pedestrians and bicycles. A 20-foot planted setback will be provided between the path and development areas.

In several areas, belvederes are incorporated into the Bayfront Access pathway. These promontories will include special features such as telescopes, interpretive signage, artwork, or other amenities that enhance the recreational nature of the Bayfront environment. Some of these belvederes may be covered for protection from the rain, and will be located to take advantage of views or provide convenient stopping points along the shoreline.

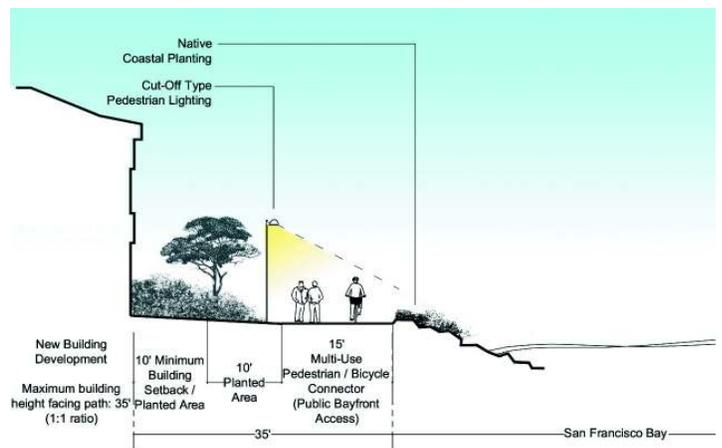


fig. 39 Public Bayfront Access - prototypical cross section



Circulation, Access and Parking

Marina Access

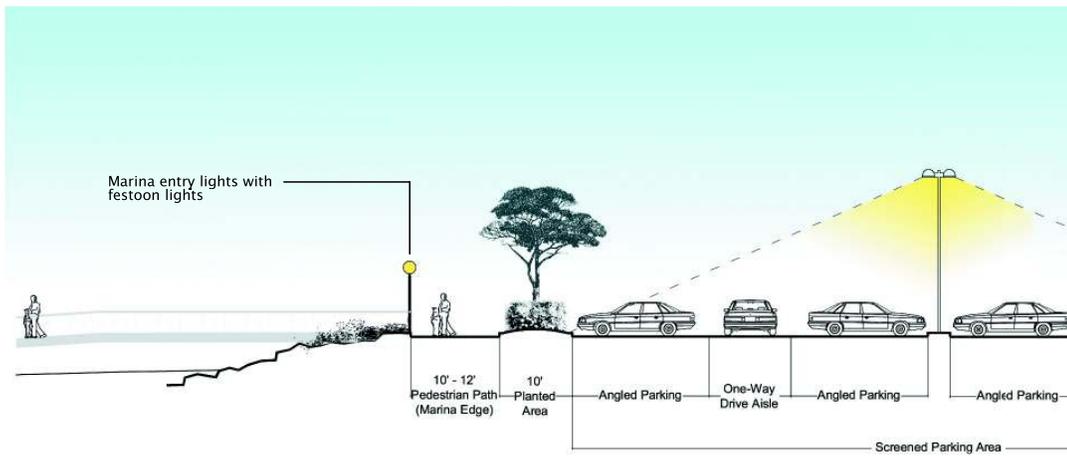


fig. 40 Marina Access - prototypical cross section at Mulford Point Drive, looking west



MARINA ACCESS IS PROVIDED by a continuous pedestrian pathway. The pathway is separated from adjacent parking and roads by a 10-foot planted area. The pathway is linked to other paths and roads and to area developments at strategic access points (such as marina entry gates).

Circulation, Access and Parking

Parking Concept

THE PARKING CONCEPT IS PLANNED to provide adequate parking for development while improving the Marina Area environment. Key features of the concept include the following:

- Parking areas will be reduced to the amounts necessary to serve the marina, commercial development, and public access.
- Parking will be associated with adjacent development, but new parking generally will not be dedicated to particular facilities or users and will be considered shared by all users in order to maximize efficiency.
- Even with proposed new development and landscape improvements, parking will remain plentiful, allowing surplus parking areas to be considered as future development sites.
- The hotel/conference center development may be too large as conceived currently (see *Development Program* and *Program Assumptions*, pages 22 and 62) to accommodate all of its parking on site. As a result, either the development program may need to be reduced or innovative parking strategies such as off-site, valet or shared parking may be required.
- Marina parking will accommodate 1) live-aboard residents at a rate of 1.5 spaces per slip, and 2) general usage at 0.3 space per slip in the southern marina area (along Spinnaker Point Drive) and 0.1 space per slip in the northern marina area (along Mulford Point Drive). New parking space counts for the marina facility:
 - o Marina south side - Spinnaker Point Drive: 60 spaces.
 - o Marina north side - Mulford Point Drive: 185 spaces.
 - o Marina west side - Mulford Point Drive: 108 spaces.
- In order to minimize the impact of parking lots on the area, valet parking should be considered for high parking-demand events that only occur at occasional times of the year.

Planting

The planting improvements are planned to achieve the following:

- Reinforce the framework of public connections and open spaces throughout the Marina Area.
- Define specific features such as the Monarch Bay Drive entry, Marina Spine, Bayfront Public Access, and waterfront parks.
- Improve the aesthetics and attractiveness of the Marina Area.
- Use appropriate plant species related to the location.
- Promote sustainable landscape practice through the use of attractive xeriscape (low water demand) and coastal native species wherever practicable.

The Planting Concept Plan (page 38) illustrates the overall planting strategy for the Marina Area. Following is a brief summary of key concepts:

- *Gateway Ornamental Plantings*
Ornamental planting including flowering shrubs, small trees, ground covers and flowers provide a special entry display.

- *Monarch Bay Drive*

Large-scale boulevard trees on both sides of the street create a dramatic and striking appearance that defines the main boulevard connection across the Marina Area. Trees may be deciduous or evergreen, with striking features such as strong foliage patterns, color or flowers that will present a strong image to visitors entering the Marina area. Trees such as Canary Island Date Palm (*Phoenix canariensis*), Sweetgum (*Liquidambar styraciflua*), Brisbane Box (*Tristania conferta*), and Autumn Gold Ginkgo (*Ginkgo biloba* "Autumn Gold") are appropriate. Examples of such major plantings are found along many of the primary boulevards of great waterfronts throughout the world. The median will be planted with low ornamental shrubs and flowers, but will not be planted with trees. This allows the full roadway to be framed by the trees along its edges and also allows the special median lighting and banners to be highly visible and have a strong presence.

Planting

- *Screen Planting*
Roadways and parking areas are lined with trees and low ornamental shrubs. These planting areas define the roadways and screen view of the parking lots without restricting views to the water.
- *Marina Spine*
Pedestrian scaled ornamental trees 15- to 20-feet in height on both sides of the corridor define the route and provide clear legibility for pedestrians, bicyclists, and golf cart operators using this primary connection. Tree species that provide a show in every season (such as springtime flowering, attractive foliage, and bold fall color) will give a resort-like feel and clear definition to this route. Trees such as Bradford Pear (*Pyrus calleryana*), Strawberry Tree (*Arbutus unedo*), Purple-leaf Plum (*Prunus cerasifera*), and Sargent Cherry (*Prunus sargentii*) are appropriate. Ornamental shrubs and ground cover that define the pathway edges will be specific to this corridor and will differentiate it from other pedestrian areas.
- *Public Bayfront Access*
Planting along the Bayfront edge will utilize native shoreline species to provide a naturalistic expression to the maximum extent feasible. Views from the pedestrian access route and from within the site will be protected by the use of low native water edge plantings on the Bay side of the Bayfront Public Access route. Coastal native tree, shrub and ground cover species will be located on the inland side of the route. Trees such as Monterey Cypress (*Cupressus macrocarpa*) and Monterey Pine (*Pinus radiata*) are appropriate.
- *Marina Access*
Existing trees and groundcovers are retained where possible in these areas. New plantings will infill with similar species and spacing.
- *Mini-parks, Belvederes, Overlooks, and the former Blue Dolphin Restaurant deck*
A variety of landscape improvements will be incorporated into these areas. Small mini-parks may be planted in turf to allow additional areas for barbecuing, relaxing and picnicking overlooking the Bay. Belvederes will generally be paved in special materials and will include additional amenities such as benches, telescopes, fishing platforms, and rain shelters. The former Blue Dolphin deck will remain as public space, generally treated in hard surface materials (including wood). It is also an entrepreneurial opportunity site for a small vendor, such as kayak or bicycle rental, a deli, or a marina supply kiosk.

Planting

Planting Concept Plan

LEGEND

-  Existing Shoreline
-  Gateway Ornamental Plantings
-  Monarch Bay Drive Boulevard Trees
-  Low Level Ornamental Median Planting
-  Screen Planting
-  Marina Spine Small Ornamental Trees
-  Public Access Bay-front Plantings
-  Marina Access Planting
-  Mini Park with Hard or Soft Surfaces
-  Existing Parks



fig. 41



Lighting

LIGHTING IS CRITICAL TO ASSURING that an area feels attractive, safe and secure in the nighttime hours, just as the design of buildings and plantings is important to the daytime appearance of a place. Lighting should not be considered simply a utilitarian requirement, but rather an integral part of the overall character of the Marina, extending the hours in which visitors and residents can enjoy the area. One need only consider the importance that lighting plays on a theatre stage to understand the role it can play in the desirability (and, hence, value) of a place at night. In a special waterfront place such as the Monarch Bay Resort, lighting is especially critical. It must have a wide variety of expressions, depending upon whether the area is directly on the Bayfront, at the marina, along Monarch Bay Drive, or lighting a parking lot.

Unfortunately, as described in the Site Assessment, lighting in the Marina Area is strictly utilitarian and, rather than enhancing the various places of the Marina Area, it is a major detraction from nighttime enjoyment. The Marina Connections Plan lighting concept will enhance the area at night as well as provide attractive fixtures in selected locations during the daytime.

Specific objectives of the lighting concept for the Marina Connections Plan include:

- Provide lighting that reinforces the framework of public connections and open spaces throughout the Marina Area.
- Avoid overlighting, glare, and light spillage; assure a “dark sky” environment, allowing views of ships on the Bay, the Oakland Airport, the cities of the West Bay, and the features of the nighttime sky to be as visible as possible.
- Provide adequate lighting to assure a sense of nighttime safety and security.
- Distinguish areas where light sources can be visible for aesthetic reasons from areas where non-visible shielded light sources (“cut-offs”) should be used. In general, this means that areas near the waterfront should have non-visible cut-off light sources and selected inland areas may have visible light sources in order to create specific nighttime effects.
- Both the daytime and nighttime appearance of all lighting in the Marina Area will be a contemporary design rather than historic.

Lighting

The Lighting Concept Plan illustrates the lighting strategy for the Marina Area (see page 42). With the exception of Monarch Bay Drive, the Marina, and specific accent areas, it is intended that most lighting will be cut-off type lighting with a non-visible source. This will allow specific features such as roadways, pathways, and parking areas to be adequately lit without excessive light spillage and glare. Following is a brief summary of key concepts for each area.

MONARCH BAY DRIVE

There are two primary types of lighting proposed for Monarch Bay Drive. Street lighting fixtures will be a distinctive design that is attractive in the daytime and provides a striking lighting feature at night while also providing adequate street lighting. They will have a visible light source that is part of the design aesthetic. The fixtures will be located in the center median, spaced approximately 120 feet apart on poles up to 30 feet high. The poles will be designed to carry signage banners (see Signage section).

Pedestrian lighting for Monarch Bay Drive will be similar to lighting for the Public Bayfront Access, which may be either cut-off type luminaires on poles approximately 12 feet in height spaced at 50- to 60-foot intervals or pathway bollards.

MARINA SPINE

Lighting for the Marina Spine is intended to provide a unifying light element that is unique to the Spine and defines it at night. Illumination levels will be adequate to provide a sense of safety and security with little or no light spillage. Fixtures will maintain a pedestrian scale, using cut-off fixtures at 50- to 60-foot spacing, on poles approximately 12 feet in height. The design style of the fixture should be a non-distinctive, background element.

WATERFRONT ACCESS STREETS (MULFORD POINT DRIVE, SPINNAKER POINT DRIVE) AND PARKING LOTS

Roadway lighting for these secondary roadways and parking areas is intended to provide required illumination levels on the street or parking area with little or no light spillage. Cut-off type light fixtures will be spaced approximately 100 feet apart on poles approximately 20 feet in height.



fig. 42 Example of Waterfront Access Street and parking lot lighting (San Francisco Embarcadero)



fig. 43 Example of Festoon Lighting (Lake Merritt, Oakland)

Lighting

GATEWAY ACCENT LIGHTING

This lighting type occurs at five locations. One of these locations, the Monarch Bay Drive entry gateway at Marina Boulevard, is already constructed. The other locations are:

- The Mulford Point Drive entry from Monarch Bay Drive.
- The Spinnaker Point Drive entry from Monarch Bay Drive.
- The roundabout at Monarch Bay Drive and Fairway Drive.
- The access drive between Horatio's and Marina Inn leading to the center of the marina and the existing gazebo.

The purpose of this lighting is to accent the nighttime entrance to the Marina and the waterfront at these locations and, together with signage, assist with wayfinding, orientation and identity.

Lighting at each of these locations will be of a common family with unique accents at each location. Lighting types may include bollards, tree uplighting, beacons, or other special types such as neon or fiber optics.

SPECIAL FEATURE LIGHTING

This lighting is directly associated with special features and design elements at Bayfront overlooks, the roundabout, and other special locations. Since it is envisioned that these special features, which may include sculpture, water features, shade and rain shelters, etc., will be added to the Marina Area over time, the specific lighting design associated with each feature will be determined at that time.

MARINA ENTRY GATE LIGHTING

For additional security and safety, lighting will be provided at each of the security gates into the marina. This lighting will be provided by sconces located in the gate structure above the gates or on poles directly adjacent to the gates which support the marina edge festoon lighting (see below).

MARINA ACCESS FESTOON LIGHTING

Lighting around the entire inside perimeter of the marina will be provided by festoons of simple incandescent bulbs strung together between poles and entry gate structures. This will lend a festive atmosphere to the marina at night and will increase the sense of security. This lighting concept is similar to the festoons of light found around Lake Merritt in Oakland.

PUBLIC BAYFRONT ACCESS LIGHTING

It is most important that lighting around the Public Bayfront Access path minimize light spillage and glare in order to protect nighttime views across the Bay. Lighting along this pathway system will be low-level pathway bollards or cut-off luminaires on poles approximately 12 feet high, spaced at intervals of approximately 50 to 60 feet. In this location low-level bollards are the preferred lighting type. However, security concerns may warrant the pole-mounted cut-off in order to assure facial recognition of on-coming pedestrians at night.

Lighting

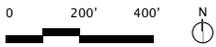
Lighting Concept Plan

LEGEND

-  Monarch Bay Drive Street Lighting
approximately 30' poles
-  Marina Spine Lighting
cut-off type, approximately 12' poles
-  Roadway and Parking Lighting
approximately 20' poles
-  Gateway Accent Lighting
bollards or special feature poles
-  Special Feature Lighting
varies by location
-  Marina Entry Gate Lighting
-  Marina Access Festoon Lighting
-  Pedestrian Lighting
cut-off type, approximately 12' poles or bollards



fig. 44



Signage

A COMPREHENSIVE SIGNAGE PLAN will improve circulation, enhance area-wide connectivity, and contribute to the visual identity of the San Leandro Marina (see page 44). During the community meeting, the name “Monarch Bay at San Leandro Marina” was suggested. This name is attractive and elegant, calls attention to an extraordinary natural event unique to this area, and may be appropriate as a common element on area signage.

The following are the goals for the signage system:

- Direct and inform Marina visitors
- Create a family of signs
- Communicate a strong image
- Provide a visual framework
- Project energy and pleasure

The following five sign types will be provided in the Marina Area:

FACILITIES SIGNS

These signs will identify public features and facilities such as the golf course, the marina, and Marina Park. They will unify these functions with a common sign-form and color palette.

WAYFINDING SIGNS

These signs will inform and direct automobiles, pedestrians and bicyclists.

COMMERCIAL SIGNS

Well designed and executed commercial signage will not only be good for business, but will also contribute to the overall experience of the Marina. This can be accomplished through the creation of a Signage Guidelines Manual.

BANNERS

Banners will enliven the environment and provide a visual framework for the entire Marina Area. The banner imagery will feature the amenities of the Marina Area, such as boating and golf.

REGULATORY SIGNS

Many of these signs have required design standards (such as the red octagon stop sign). These should remain as stock, off-the-shelf signs, but the stanchions (poles and mounts) should be of a material and color that relates to the other signage or streetscape components of the Marina Area.

Signage

Signage Concept Plan

LEGEND

-  Automobile Wayfinding Sign
-  Facilities Sign
-  Pedestrian Wayfinding Sign

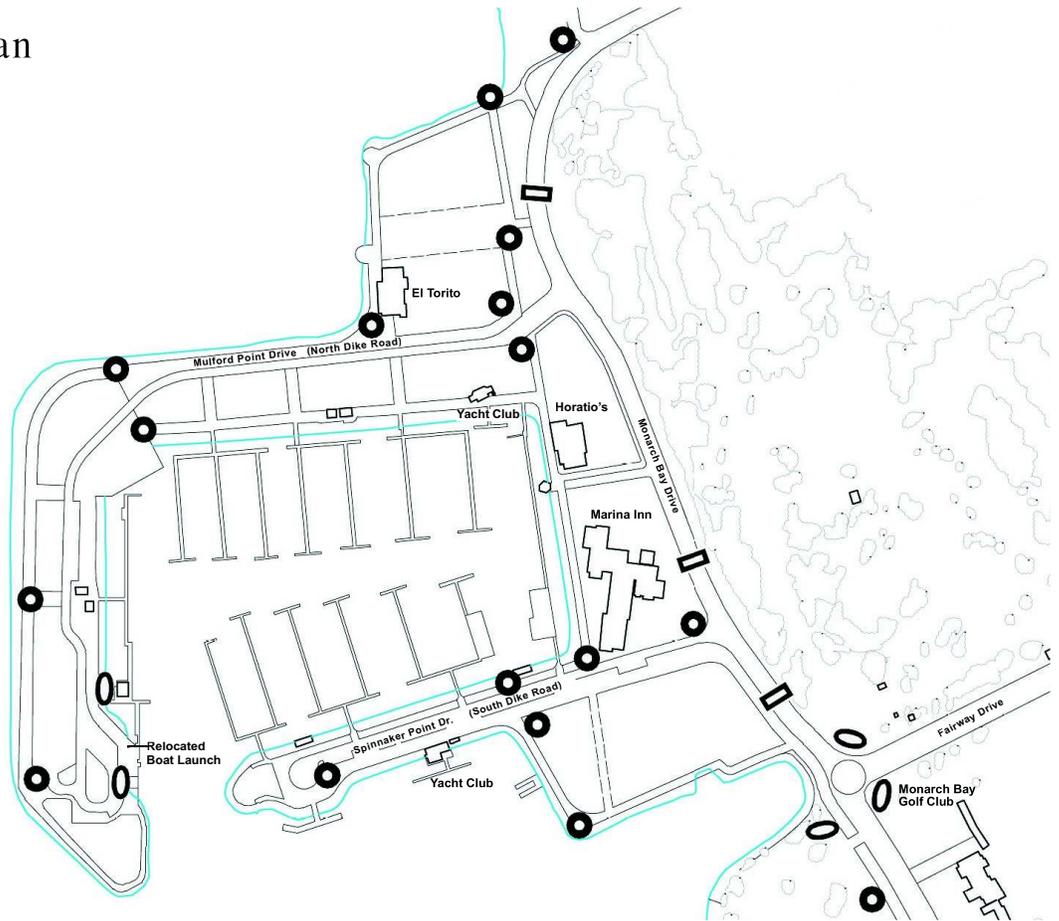
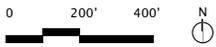


fig. 45



Signage



fig. 46 Facilities Sign

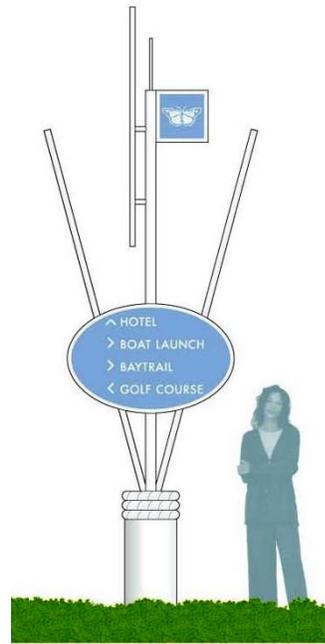


fig. 47 Automobile Wayfinding Sign



fig. 48 Pedestrian Wayfinding Sign

THE SIGN STRUCTURES ARE EVOCATIVE of the structures on sail boats and ships, and capture the visual dynamic of the yacht harbor with its collection of white masts, spars and rigging. A grayish-blue and white color palette coordinates

with the banner colors. The sign bases are precast concrete, painted white. The signs and support structures are painted aluminum. Every sign is topped with a small flag or pennant with a Monarch butterfly stencil-cut into it.

Signage

FOUR TO EIGHT DIFFERENT BANNER DESIGNS will depict Marina Area features: sailing, golf, dining, jogging, etc. The images and colors will communicate a fresh, upbeat and energetic image of the Marina.



fig. 49 Banners

Color Palette

Color is an important element of the Marina Area environment and will play a key role in establishing the character of the area. A primary objective in the selection of color is to reinforce the Marina's unique image.

To support the application of a common color palette to both public and private development, colors should be standard and readily available. The following criteria are recommended to achieve the goal of creating a unique identity while using standard colors:

- Select one highly visible identity color that will serve as the "signature" of the Marina.
- Select one or more "standard" colors that will serve as color for background elements.

Generally, white will be the primary unifying color for all site furniture and trim elements of buildings. White relates to the masts and other elements of the boats in the marina. It is also a standard color that typically is available from most manufacturers at no additional cost. Other colors will be used in specific applications for special design or maintenance reasons.

The recommended color palette for site elements is as follows:

- Lighting and poles
 - White
- Site furnitures
 - Benches: White
 - Trash receptacles: Black
 - Bike racks: Black
- Buildings

There are two options for the application of color to buildings:

- 1) Use the signage color palette for the mass of buildings, and tie the different buildings together with white trim. It is currently envisioned that the signs and banners will have a palette of 3 to 5 basic colors (soft yellows, greens, and blues). These colors could also be used as a palette for the miscellaneous Marina Area buildings. Since the buildings would thus be of different colors, the white trim would unify the area. The white trim would also relate to the street and pedestrian lighting and the sign structures, which would also be white. White is a standard color with many outdoor hardware manufacturers, thereby avoiding custom color fabrications. Private sector buildings such as Horatio's and the Marina

Inn may have their own color scheme, within certain guidelines.

- 2) Alternatively, a beautiful "driftwood gray" with white trim could be selected for the buildings. They would be accented with colors from the sign palette which might be used for doors, panels, specific walls, etc., as well for site elements such as furnishings and light poles.

A thorough inventory of all candidate buildings, structures, and elements, and a series of on-site test paint-outs should be conducted. Specific colors will be selected in the Detail Design stage of Marina development.

Development Opportunity Sites

Development at Monarch Bay Resort will involve both public and private projects. The public projects described in this Plan will establish an overall framework of roads, paths, public spaces, and landscaping that create an overall area character. Private development will bring a variety of commercial ventures and amenities to the Marina environment. There are four sites that have been identified as potential sites for future private development.

Site One: This 3.6 acre site is highly visible and accessible from the northern Monarch Bay Drive gateway, and has a long Bay frontage. Development on this site must include a view corridor for views to the Bay from Monarch Bay Drive, including a public access pathway in the corridor. This site includes the existing El Torito restaurant. Therefore, additional development of this site must include accommodation of El Torito's parking needs.

Site Two: This 1.5 acre site sits directly adjacent to the Marina Golf Course and has views to the Bay (across Site One) and high visibility from Monarch Bay Drive. It also has direct frontage and views to the golf course, providing an opportunity for development with views in two directions.

Site Three: This 0.9 acre site occupies a prime Bayfront setting with views to the Bay and the marina. It is an ideal location for development of a small commercial facility such as a restaurant. Development of this site should incorporate a public access connection between the public space on the Blue Dolphin deck and the Bay.

Site Four: This 4.2 acre site has excellent proximity to the marina and the golf course, with a long waterfront edge. It is a major development opportunity area that will provide an important connection, functionally and aesthetically, between the golf course, Marina Park, and the Marina Area. Like Site One, development of the site should be configured to provide a north-south public access pedestrian connection between the lagoon and the marina.



fig. 50 Example of appropriately scaled waterfront development, similar to that recommended as part of the future development of Site Four (Matzatlan, Mexico)



fig. 51 Example of a public view corridor to the water, similar to that recommended as part of the future development of Site One (Santa Barbara, CA)

Implementation

Project Areas and Phasing

Implementation of the Marina Connections Plan will require a phased process over multiple years. Elements of the Plan are organized as projects, and projects will be implemented as either a City Capital Improvement Project, scheduled over a period of years, or as part of a new development agreement associated with one of the Marina's available development sites. Discrete pieces of the Plan that more directly relate to the development sites should be undertaken in coordination with the site work, either by the developer or the City depending on the agreement terms.

The projects will be subject to further design work beyond the scope of this Plan; during the next design phase, specific plant material, light fixture and site furniture selection, precise siting, environmental review (CEQA), and BCDC approval will be among the items covered.

The project areas are as follows and illustrated on page 52. The list is not a phasing sequence. Actual phasing will depend upon funding availability, private development opportunities and sequence of related projects such as relocation of the boat launch.

PROJECT 1: MONARCH BAY DRIVE

Monarch Bay Drive includes the roadway, planted median, planted strips along the roadway, pedestrian walk on the east (golf course) side, street lighting in the median, and landscaping and lighting improvements to the roundabout at Fairway Drive. The project area extends from the intersection of Monarch Bay Drive, Marina Blvd, and Neptune Drive, to the golf course clubhouse. All improvements are based on retaining the existing west side curb line, with work occurring to the east.

PROJECT 2: MARINA SPINE

The Marina Spine includes a concrete pedestrian and bicycle path. Planted strips with trees and lighting line both sides of the Spine. The Marina Spine extends from the north extreme of the Marina to the golf course club house. Planting is discontinuous at the proposed View Corridor in Development Site One in the north and at Horatio's Restaurant at the marina. At Horatio's, the east side planting strip is continuous, the other planting strips are eliminated, and the pathways converge into a 10- to 12-foot pathway built on a deck/pier over the existing riprap and Bay. An improved landscape "front yard" area in front of the golf course clubhouse is included

in this project area. A gateway entry drive is provided between Horatio's and the Marina Inn, including a "special feature" at the Marina edge.

PROJECT 3: MULFORD POINT DRIVE

Mulford Point Drive (North Dike Road) extends from Monarch Bay Drive to the Boat Launch project area, approximately at the existing restrooms north of the Harbormaster's office. The project area includes removing the existing roadway and parking and providing a new roadway with planting strips and trees on both sides. Along the Bay frontage, the planting strip serves as the edge of the Public Bayfront Access segment 2 area. A Marina Spine spur is included in this area. Existing pathways and landscaping along the marina edge will be improved and lighting added. New parking areas ringed by planted strips are included. Parking areas north of the marina are separated by pedestrian pathways connecting the roadway with existing marina entry gates. Decorative gateway landscaping is provided at the entry at Monarch Bay Drive.

PROJECT 4: SPINNAKER POINT DRIVE

Spinnaker Point Drive (South Dike Road) extends from Monarch Bay Drive to Spinnaker Point. The project includes removing the existing roadway,

Project Areas and Phasing

median and parking and providing a new roadway with areas of perpendicular parking on the south side and planting strips on both edges. A Bayfront Access pathway for pedestrians and bicycles is provided on the south edge. A Marina Access multi-use pathway is provided on the north edge, and includes entry gateways at existing marina entries. A Marina Spine spur is provided on the south edge, continuous with the north edge of the adjacent Development Site Four. Gateway landscaping and lighting are provided at the intersection with Monarch Bay Drive. A “special feature” is provided at the west end of the paved roadway.

PROJECT 5: PUBLIC BAYFRONT ACCESS

The Public Bayfront Access project can be divided into four segments. These segments are as follows:

Segment 1 extends from the northeast corner of the Marina Area to the intersection with Mulford Point Drive just south of El Torito Restaurant. This area includes the full section of the Bayfront Access pathway, including the edge planting strip, pathway, and lighting. Three belvederes are also included, which may feature special paving, a parapet wall or railing, rain shelter, and special features and lighting.

Segment 2 extends from the end of segment 1 to the end of the Mulford Point Drive project area, approximately opposite the existing restrooms north of the Harbormaster’s office. This project includes the pathway and lighting. The edge planted strip is provided under the Mulford Point Drive project.

Segment 3 of the Bayfront Access extends from the end of segment 2 around Mulford Point to the new boat launch. The project includes the full section of the Bayfront Access pathway, including the edge planting strip, pathway, and lighting.

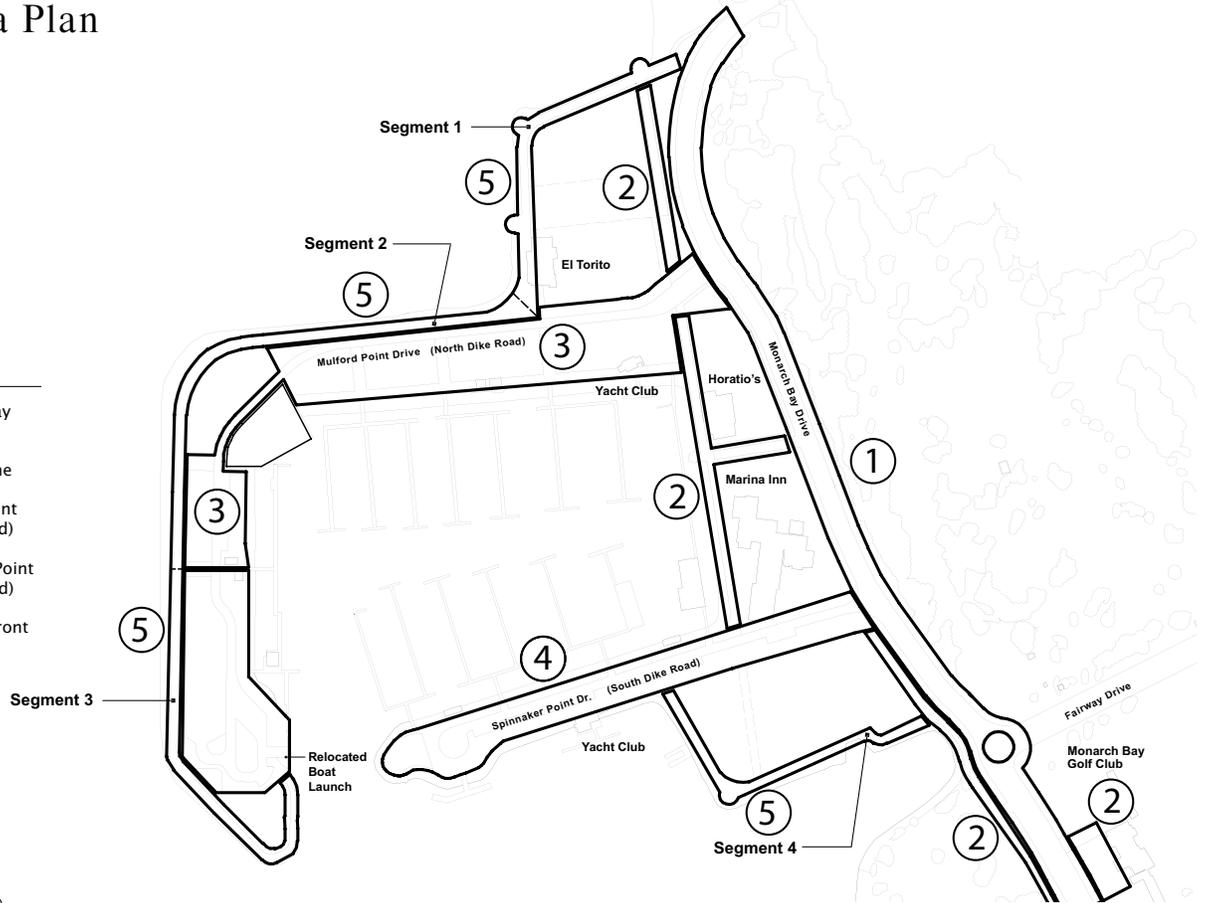
Segment 4 rings the Bay frontage of Development Site Four at the south edge of the study area (currently the boat launch and “boat works” sites). The project includes the full section of the Bayfront Access pathway, including the edge planting strip, pedestrian pathway, and lighting. A belvedere is also included, which may feature special paving, a parapet wall or railing, rain shelter, and special features and lighting.

Project Areas and Phasing

Project Area Plan

LEGEND

- 1 Project 1: Monarch Bay Drive
- 2 Project 2: Marina Spine
- 3 Project 3: Mulford Point Drive (North Dike Road)
- 4 Project 4: Spinnaker Point Drive (South Dike Road)
- 5 Project 5: Public Bayfront Access



Project Areas and Phasing Cost Analysis

ESTIMATED COSTS BY PROJECT AREA are summarized in the table at right. These costs include all above-ground improvements associated with the Marina Connections Plan, such as pedestrian and multi-use pathways, roadways and parking, landscaping, lighting, and signage. Infrastructure, such as utilities, has not been factored into the estimated costs. These estimated costs are based on the level of detail of this Plan and include a 35% contingency to accommodate detail design phases and project soft costs.

ITEM		COST
Project 1	Monarch Bay Drive	\$1,727,400
Project 2	Marina Spine	\$1,051,900
Project 3	Mulford Point Drive	\$1,796,800
Project 4	Spinnaker Point Drive	\$1,200,100
Project 5	Public Bayfront Access	\$1,714,000
	Segment 1:	\$376,300
	Segment 2:	\$414,600
	Segment 3:	\$367,900
	Segment 4:	\$541,000
	Blue Dolphin deck work	\$745,165
TOTAL ESTIMATED PROJECT COST		\$8,235,365

Cost analysis assumptions are provided on the following pages. See Appendix D for detailed cost analysis backup.

Project Areas and Phasing

Cost Analysis - Assumptions

COST ANALYSIS ASSUMPTIONS INCLUDE the following:

- Project costs include 35% contingency and 10% soft costs.
 - Blue Dolphin deck rehabilitation costs provided by City of San Leandro.
 - This estimate includes cost only for above-ground improvements. No new utility pipelines or relocation of existing utilities have been included in this estimate.
 - No geotechnical investigation was conducted to provide recommendation for construction methods. All assumptions made for proposed pavement sections, grading, etc., are for pricing purposes only.
 - This estimate does not include Right of Way acquisition, resolution of unknown utility crossings, over-excavation, nor environmental mitigation measures.
 - Unit prices used to prepare this estimate are based on current Northern California public contract unit prices for similar projects.
 - Agency/utility fees are not included.
 - This estimate does not include any work to prepare new development sites (i.e. demolition of existing buildings, removal of existing parking lots, utility connections, etc.) unless specifically stated.
- Paving
 - o Concrete cost shown on the estimate includes pedestrian path, curb and gutter, median/planter curbs. All items of construction are assumed to be built per City of San Leandro Standards. No allowance has been included for any special construction requirements such as deepen curb and gutter, subdrains, etc.
 - o Mulford Point Drive (North Dike Road) pavement cost assumes a structural section of 4" asphalt over 8" aggregate base at Traffic Index of 6.5.
 - o Parking lot pavement cost assumes a structural section of 4" asphalt over 6" aggregate base at Traffic Index of 5.
 - o Pedestrian path cost assumes a 6" concrete section.

Project Areas and Phasing

Cost Analysis - Assumptions

- Lighting
 - o Lighting fixture spacing is assumed as follows: Monarch Bay Drive fixtures at approximately 120' on center; Mulford Point and Spinnaker Point Drive street light fixtures at approximately 100' on center; Marina Spine and Bayfront Access pedestrian light fixtures at approximately 60' on center.
 - o Marina frontage of Marina Spine has pedestrian lighting fixtures on the east side and festoon lighting on the west side.
- Street Furnishings

The following site furnishing quantities have been assumed throughout the Marina Area and have been distributed to each project for cost purposes: 75 benches, 95 trash receptacles, 37 bike racks, 2 bus shelters, and 2 emergency call boxes.
- Planting
 - o Tree spacing is assumed at approximately 50 feet on center in all areas, with species to be determined during future project phases.
 - o The deck at Horatio's that accommodates the Marina Spine has no planting strips. The existing planting strip on the west side of Horatio's is widened to 10 feet to match the Marina Spine planting strip.
 - o The 10-foot planting strip for Bayfront Access Segment 2 is provided under the Mulford Point Drive project area.
- Special Features

Special features may include fountains, artwork, special signage, telescopes, etc. - items that provide extra amenity. Appropriate lighting is assumed to accompany special feature areas. A cost allowance of \$10,000 for each feature and \$1,250 for lighting has been included.

Services performed to produce this Preliminary Cost Estimate are consistent with the level of care and skill ordinarily exercised in the same locality under similar conditions. No other representation or opinion, expressed or implied, and no warranty or guarantee is included or intended in this cost estimate.

Appendices

Appendix A: Alternative Scenarios

INTRODUCTION

Three preliminary concepts were developed in the early design stages of the Marina Connections Plan. These concepts were used in discussions with city staff and the community to elicit comments, concerns, and ideas about the Marina and its future development. This Marina Connections Plan refines these concepts, incorporates public and staff input, and summarizes the preferred combination of attributes to achieve the project's goals.

Alternative Scenarios - Great Lawn

A NEW PUBLIC SPACE oriented to the Bay and the golf course gives this scheme its name. This space makes use of the large, underutilized parking area at the north of the Marina Area, transforming it into a large lawn area framed by new development opportunity sites to the north, south, and east. These developments create a northern destination that, combined with the Golf Club anchoring the south, promote a flow of pedestrian traffic throughout the Marina Area.

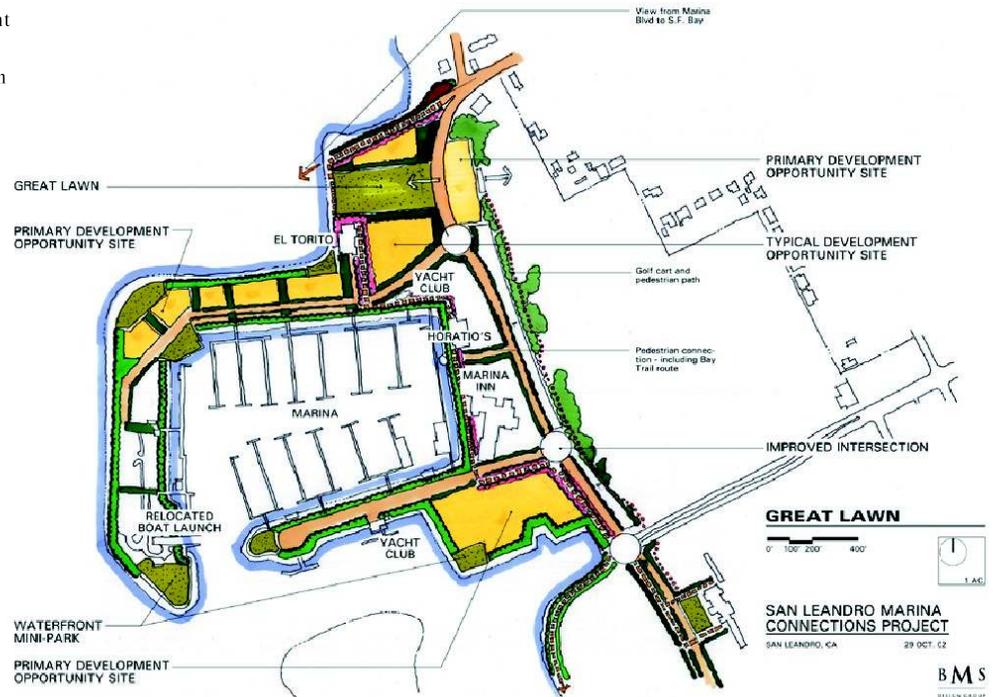


fig.53

Alternative Scenarios - Marina Spine

A STRAIGHT PEDESTRIAN THOROUGHFARE is proposed by this scenario to link all features of the Marina environment. Development sites, parking lots, streets, and pathways are oriented toward this route, allowing it to become the main Marina addressing device. Dedicated to pedestrians and golf carts, the thoroughfare makes connections between the Marina and golf course easy and convenient, reducing the need to use a car between these destinations. The path also makes connections within the Marina Area clear and emphasizes a pedestrian orientation.



fig. 54

Alternative Scenarios - Monarch Bay Drive Promenade

MONARCH BAY DRIVE IS THE CENTRAL FEATURE of this concept. The street is transformed into a prominent public space, with wide tree-lined sidewalks that serve as the primary means of circulation and connection for the Marina Area. Monarch Bay Drive serves as the main address for the Marina, with all other circulation routes originating from prominent intersections with the Drive. Monarch Bay Drive is also rerouted to take advantage of undeveloped land between its existing alignment and the Marina Golf Course.



fig. 55

Appendix B: Summary of Public Comments

A PUBLIC PRESENTATION WAS HELD ON 29 October 2002 at the San Leandro Main Library. The alternative concepts were discussed, along with images of other projects that convey ideas of character that could be appropriate for the Marina. These images, along with a review of the goals and schedule of the project, were used to elicit ideas, criticism, and concerns from the citizens of San Leandro. Responses were gathered during the meeting and through subsequent faxes and e-mail.

A summary of the consultant's notes from the meeting on 29 Oct 2002 are listed below.

Proposed Boat Launch Area

- Potential water traffic conflicts
- Why move boat launch if current boat launch area is underutilized? Dave Sams states that proposed area was the old boat launch area.

Current Marina image and uses

- Nice views
- To relax

General Comments

- Provide emergency call boxes
- Current parking problem / shortage outside of popular restaurants
- Existing picnic areas should remain - popular facility among San Leandro families (must arrive at 5am to reserve a picnic table, while watching sunrise)
- Blue Dolphin site – too small for hotel/ conference center., perhaps larger location next to Fairway Drive is more appropriate
- Monarch butterflies are a strong image for the area
 - o Migrate each year and gather in the Eucalyptus trees by the golf course,
 - o Winter habitat
 - o Tours held yearly (mid October)

Individual suggestions in general

- Hotel / conference center should be sited close to golf course and Marina Inn
- Desire good breakfast place at club house, perhaps play golf after that, good reason to stay for a whole day
- Specialty shops in Marina
- More picnic tables
- Like Palm trees; can be identity trees for Marina Area

- Remove fence adjacent to golf course at entry
- Plant additional natural habitat for Monarch butterflies

Response to alternatives

- Like 'great lawn' alternative
 - o Like the Santa Barbara example of an open lawn view corridor at the entry (Great Lawn alternative)
 - o More picnic tables
- Like 'marina spine' alternative
 - o Clear delineation between cars and pedestrians
 - o Pedestrian path has close proximity to water

Suggestions regarding signage

- Signage plays a crucial role in Marina Area
- Use nautical themes
- Incorporate the Monarch Butterfly theme (part of marina logo)
- Gray / blue color schemes, marina-like
- No tandem pole look

Appendix C: Program Assumptions

AS A STARTING POINT IN THE DESIGN PROCESS, program assumptions were defined that summarized fixed requirement for facilities and parking in the Marina Area. Program assumptions were derived using the PKF feasibility study, discussions with City staff, analysis of space standards for similar facilities, and the San Leandro Zoning Code.

EXISTING EL TORITO RESTAURANT

- Approx. 9,300 gsf building, with approx. 5,000 s.f. of dining area.
- Parking: 60 spaces (40 sp. + 1 sp./50 s.f. above 4,000 s.f. dining area)

EXISTING MARINA – PARKING

- Live-aboards: 68 spaces (45 slips @ 1.5 sp./slip – per RM zoning)
- Day use: 41 spaces (405 slips @ 0.1 sp./slip north of the marina, 0.3 sp./slip on Spinnaker Point Drive – per staff recommendation)

EXISTING SAN LEANDRO AND SPINNAKER YACHT CLUBS, AND HARBORMASTER’S OFFICE – PARKING

- Yacht clubs: 50 spaces total, 25 spaces per club (1 sp./50 s.f. assembly space)
- Marina Office: 4 spaces (1 sp./300 gsf)

EXISTING MARINA INN AND HORATIO’S RESTAURANT

- No major change to configuration or parking capacity.

EXISTING GOLF COURSE

- The entry gateway planting at the golf course clubhouse displaces approximately 12 parking spaces.

HOTEL / CONFERENCE CENTER BUILDING PROGRAM (per PKF Feasibility Study)

- 200 guest rooms, at approx. 360 gsf each yielding 72,000 gsf, accommodated in two three-story wings of approx. 12,000 s.f. footprint each.
- Conference Center / fitness center / common areas vary depending on specific program requirements. This study assumes these uses will require between 75,000 and 100,000 gsf, in a two- to three-story structure of approx. 38,000 s.f. footprint.
- 200-seat restaurant, occupying approx. 5,600 gsf floor area, with approx. 3,000 s.f. dining area.
- 75-seat restaurant/bar, occupying approx. 2,100 gsf floor area.
- Total hotel/conf. center parking: 437 spaces
 - o Hotel: 220 spaces (1.1 sp. / room)
 - o Conference Center: 140 spaces
 - 6,000 net s.f. banquet hall: 120 spaces (1 sp./50 s.f.)
 - 20,000 gsf: 67 spaces (1 sp./300 gsf)
 - 25% shared parking with hotel: (-47 spaces)

- o 200-seat restaurant: 56 spaces (1 sp./100 gsf – restaurants below 4,000 s.f. dining area)
- o 75-seat restaurant/bar: 21 spaces (1 sp./100 gsf)

NEW RESTAURANT BUILDING PROGRAM

- 250- to 300-seat restaurant, occupying approx. 8,000 gsf floor area, with approx. 4,350 s.f. of dining area.
- Parking: 47 spaces (40 sp. + 1 sp./50 s.f. above 4,000 s.f. dining area)

BOAT LAUNCH – PARKING (per preliminary design by Concept Marine Assoc., 4/02)

- 55 vehicle and trailer spaces
- 10 vehicle spaces

PUBLIC ACCESS PARKING

- 100 spaces

TOTAL MARINA AREA PARKING

- 872 spaces (305,200 s.f. / 7.0 acres)
 - excluding Marina Inn, Horatio’s, and Golf Course

Appendix D: Cost Analysis Backup

Project Area	Component	Quantity	Unit	Unit Price	Cost	Subtotal
Monarch Bay Drive						
Monarch Bay Drive includes the roadway, planted median, planted strips along the roadway, pedestrian walk on the east (golf course) side, street lighting in the median, and landscaping and lighting improvements to the roundabout at Fairway Drive. Project area extends from intersection of Monarch Bay Drive, Marina Blvd, and Neptune Drive, to golf course clubhouse. All improvements are based on retaining the existing west side curb line, with work occurring to the east.						
	Mobilization	1	ls	\$35,000	\$35,000	\$35,000
	Remove existing pavement	34,560	sf	\$0.55	\$19,008	\$19,000
	Clearing and grubbing	69,120	sf	\$0.50	\$34,560	\$34,600
	Finish grading	138,240	sf	\$0.25	\$34,560	\$34,600
	Roadway Paving					\$50,600
	Asphalt	540	ton	\$55	\$29,700	
	Aggregate base	1,044	ton	\$20	\$20,880	
	Concrete					\$237,600
	Curbs & gutters	4,320	lf	\$15	\$64,800	
	Median curb	4,320	lf	\$10	\$43,200	
	Pedestrian sidewalk (east side only)	25,920	sf	\$5	\$129,600	
	Storm Drain catch basins	7	each	\$2,500	\$17,500	\$17,500
	Signing and striping	2,160	lf	\$5	\$10,800	\$10,800
	Planting & irrigation (edges and median)					\$438,000
	Trees	92	each	\$500	\$46,000	
	Groundplane & irrigation	78,400	sf	\$5	\$392,000	
	Lighting					\$201,100
	Street lighting in median	18	each	\$6,600	\$118,800	
	Gateway accent lighting in roundabout	10	each	\$900	\$9,000	
	Pedestrian lighting on one side of sidewalk	36	each	\$2,000	\$72,000	
	Special feature lighting at roundabout	1	each	\$1,250	\$1,250	
	Signage					\$93,300
	Automobile wayfinding signs	3	each	\$9,200	\$27,600	
	Public facilities signs	3	each	\$15,000	\$45,000	
	Pedestrian wayfinding signs	1	each	\$900	\$900	
	Banners on streetlight poles	36	each	\$550	\$19,800	
	Street Furnishings (assume)					\$9,400
	Benches	5	each	\$650	\$3,250	
	Trash receptacles	10	each	\$300	\$3,000	
	Bike racks	2	each	\$300	\$600	
	Bus shelters	2	each	\$1,250	\$2,500	
	Special feature in roundabout (assume)	1	each	\$10,000	\$10,000	\$10,000
				Subtotal		\$1,191,300
				45% contingency and soft costs		\$536,100
				Monarch Bay Drive total cost		\$1,727,400

Appendix D: Cost Analysis Backup

Project Area	Component	Quantity	Unit	Unit Price	Cost	Subtotal
Marina Spine						
The Marina Spine includes a concrete pedestrian and bicycle path. Planted strips with trees and lighting line both sides of the Spine. The Marina Spine extends from the north extreme of the study area to the golf course clubhouse. Planting is discontinuous at the proposed View Corridor in the north and at Horatio's Restaurant at the marina. At Horatio's, the east side planting strip is continuous, the other planting strips are eliminated, and the pathways converge into a 12' pathway built on a deck/pier over the existing riprap and Bay. A decorative gateway landscaped area in front of the golf course clubhouse is included in this project area. A gateway entry drive is provided between Horatio's and the Marina Inn, including a "special feature" at the Marina edge.						
	Mobilization	1	ls	\$25,000	\$25,000	\$25,000
	Remove existing pavement	17,150	sf	\$0.55	\$9,433	\$9,400
	Cleaning and grubbing	63,000	sf	\$0.50	\$31,500	\$31,500
	Finish grading	34,350	sf	\$0.25	\$8,588	\$8,600
	Concrete					\$209,300
	Concrete pathway paving	33,570	sf	\$5	\$167,850	
	Concrete Curb	4,140	lf	\$10	\$41,400	
	Piers / deck at Horatio's	3,000	sf	\$30	\$90,000	\$90,000
	Planting & irrigation					\$251,000
	Trees	60	each	\$200	\$12,000	
	Groundplane & irrigation	33,800	sf	\$5	\$169,000	
	Golf course clubhouse entry planting	14,000	sf	\$5	\$70,000	
	Lighting					\$69,100
	Pedestrian lighting (bollards or short poles)	46	each	\$1,200	\$55,200	
	Marina edge festoon lighting	720	lf	\$5	\$3,600	
	Entry gateway accent lighting at Horatio's/Marina Inn parking entry	10	each	\$900	\$9,000	
	Special feature lighting at marina overlook	1	each	\$1,250	\$1,250	
	Signage					\$4,400
	Pedestrian wayfinding signs	5	each	\$870	\$4,350	
	Street Furnishings (assume)					\$17,300
	Benches	15	each	\$650	\$9,750	
	Trash receptacles	15	each	\$300	\$4,500	
	Bike racks	10	each	\$300	\$3,000	
	Special feature at marina overlook	1	each	\$10,000	\$10,000	\$10,000
				Subtotal		\$725,400
				45% contingency and soft costs		\$326,400
				Marina Spine total cost		\$1,051,900

Appendix D: Cost Analysis Backup

Project Area	Component	Quantity	Unit	Unit Price	Cost	Subtotal
Mulford Point Drive						
Mulford Point Drive (North Dike Road) extends from Monarch Bay Drive to the Boat Launch project area, approximately at the existing restrooms north of the Harbormaster's office. The project area includes removing the existing roadway and parking and providing a new roadway with planting strips and trees on both sides. Along the Bay frontage, the planting strip serves as the edge of the Bayfront Access phase 2 area. A Marina Spine spur is included in this area. Existing pathways and landscaping along the Marina edge will be improved and lighting added. New parking areas ringed by planted strips are included. Parking areas north of the Marina are separated by pedestrian pathways connecting the roadway with existing Marina entry gates. Decorative gateway landscaping is provided at the entry at Monarch Bay Drive.						
	Mobilization	1	ls	\$50,000	\$50,000	\$50,000
	Clearing and grubbing					\$85,900
	Roadway Clear and grubbing	91,800	sf	\$0.50	\$45,900	
	Parking Lot clear and grubbing	80,000	sf	\$0.50	\$40,000	
	Remove existing pavement	84,000	sf	\$0.55	\$46,200	\$46,200
	Finish grading					\$30,800
	Roadway Finish grading	43,200	sf	\$0.25	\$10,800	
	Parking Lot finish grading	80,000	sf	\$0.25	\$20,000	
	Asphalt paving					\$269,200
	Roadway asphalt paving	1,080	ton	\$55	\$59,400	
	Roadway aggregate base	2,088	ton	\$20	\$41,760	
	Parking lot asphalt paving	2,000	ton	\$55	\$110,000	
	Parking lot aggregate base	2,900	ton	\$20	\$58,000	
	Concrete:					\$83,500
	Curbs & gutters	3,600	lf	\$15	\$54,000	
	Concrete pathway paving	5,900	sf	\$5	\$29,500	
	Storm Drain catch basins	6	each	\$2,500	\$15,000	\$15,000
	Signing and striping					\$19,000
	Roadway	1,800	lf	\$5	\$9,000	
	Parking	1	ls	\$10,000	\$10,000	
	Planting					\$504,500
	Trees - Marina Spine spur	16	each	\$200	\$3,200	
	Trees - street trees in planting strips at edge of roadway	59	each	\$200	\$11,800	
	Groundplane & irrigation	76,800	sf	\$5	\$384,000	
	Gateway ornamental planting	18,000	sf	\$5	\$90,000	
	Mini parks	3,100	sf	\$5	\$15,500	
	Lighting					\$115,200
	Street lighting	18	each	\$2,800	\$50,400	
	Pedestrian pathway lighting	7	each	\$2,000	\$14,000	
	Marina edge festoon lighting	1,310	lf	\$5	\$6,550	
	Marina entry lighting	6	each	\$1,200	\$7,200	
	Gateway accent lighting at Monarch Bay Drive	10	each	\$900	\$9,000	
	Parking lighting	10	each	\$2,800	\$28,000	
	Signage					\$1,700
	Pedestrian wayfinding signs	2	each	\$870	\$1,740	
	Street Furnishings					\$18,300
	Benches	10	each	\$650	\$6,500	
	Trash receptacles	20	each	\$300	\$6,000	
	Bike racks	15	each	\$300	\$4,500	
	Emergency call boxes	1	each	\$1,250	\$1,250	
						Subtotal
						\$1,239,200
						45% contingency and soft costs
						\$557,600
						Mulford Point Drive total cost
						\$1,796,800

Appendix D: Cost Analysis Backup

Project Area	Component	Quantity	Unit	Unit Price	Cost	Subtotal
Spinnaker Point Drive						
Spinnaker Point Drive (South Dike Road) extends from Monarch Bay Drive to Spinnaker Point. The project area includes removing the existing roadway, median and parking and providing a new roadway with areas of perpendicular parking on the south side and planting strips on both edges. A Bayfront Access pathway for pedestrians and bicycles is provided on the south edge. A Marina Edge multi-use pathway is provided on the north edge, and includes entry gateways at existing Marina entries. A Marina Spine spur is provided on the south edge, continuous with the north edge of the adjacent development site. Gateway landscaping and lighting are provided at the intersection with Monarch Bay Drive. A "special feature" is provided at the west end of the paved roadway.						
	Mobilization	1	ls	\$45,000	\$45,000	\$45,000
	Remove existing pavement	76,800	sf	\$0.55	\$42,240	\$42,200
	Cleaning and grubbing	12,000	sf	\$0.50	\$6,000	\$6,000
	Finish grading	52,800	sf	\$0.25	\$13,200	\$13,200
	Asphalt paving					\$89,300
	Roadway asphalt paving	720	ton	\$55	\$39,600	
	Roadway aggregate base	1,392	ton	\$20	\$27,840	
	Parking lot asphalt paving	260	ton	\$55	\$14,300	
	Parking lot aggregate base	377	ton	\$20	\$7,540	
	Concrete					\$293,000
	Curbs & gutter	8,000	lf	\$15	\$120,000	
	Concrete pathway paving	34,600	sf	\$5	\$173,000	
	Storm Drain catch basins	4	each	\$2,500	\$10,000	\$10,000
	Signing and striping					\$8,500
	Roadway	1,200	lf	\$5	\$6,000	
	Parking	1	ls	\$2,500	\$2,500	
	Planting					\$176,200
	Trees - Marina Spine spur	24	each	\$200	\$4,800	
	Trees - Bayfront Shoreline	20	each	\$200	\$4,000	
	Trees - Marina Front	18	each	\$300	\$5,400	
	Groundplane & irrigation	32,400	sf	\$5	\$162,000	
	Gateway ornamental planting	15,800	sf	\$5	\$79,000	
	Mini parks	3,200	sf	\$5	\$16,000	
	Lighting					\$111,700
	Street lighting	12	each	\$2,800	\$33,600	
	Pedestrian lighting	27	each	\$2,000	\$54,000	
	Marina edge festoon lighting	900	lf	\$5	\$4,500	
	Marina entry lighting	4	each	\$1,200	\$4,800	
	Gateway accent lighting at Monarch Bay Drive	15	each	\$900	\$13,500	
	Special feature lighting at Spinnaker Point park	1	each	\$1,250	\$1,250	
	Signage					\$2,600
	Pedestrian wayfinding signs	3	each	\$870	\$2,610	
	Street Furnishings					\$20,000
	Benches	15	each	\$650	\$9,750	
	Trash receptacles	20	each	\$300	\$6,000	
	Bike racks	10	each	\$300	\$3,000	
	Emergency call boxes	1	each	\$1,250	\$1,250	
	Special feature at Spinnaker Point park	1	each	\$10,000	\$10,000	\$10,000
						Subtotal
						\$827,700
						45% contingency and soft costs
						\$372,500
						Spinnaker Point Drive total cost
						\$1,200,100

Appendix D: Cost Analysis Backup

Project Area	Component	Quantity	Unit	Unit Price	Cost	Subtotal
Bayfront Access - segment 1						
Project area 1 of the Bayfront Access extends from the northeast corner of the study area to the intersection with Mulford Point Drive just south of El Torito Restaurant. This area includes the full section of the Bayfront Access pathway, including the edge planting strip, pedestrian pathway, and lighting. Three belvederes are also included, which may feature special paving, a parapet wall or railing, rain shelter, and special features and lighting.						
	Mobilization	1	ls	\$10,000	\$10,000	\$10,000
	Clearing and grubbing	24,750	sf	\$0.50	\$12,375	\$12,400
	Finish grading	14,850	sf	\$0.25	\$3,713	\$3,700
	Concrete:					\$94,100
	Curbs at pathway edges	1,980	lf	\$10	\$19,800	
	Concrete pathway paving	14,850	sf	\$5	\$74,250	
	Planting					\$53,500
	Trees - Bayfront Shoreline	20	each	\$200	\$4,000	
	Groundplane & irrigation	9,900	sf	\$5	\$49,500	
	Lighting					\$36,500
	Pedestrian lighting	17	each	\$2,000	\$34,000	
	Special feature lighting	2	each	\$1,250	\$2,500	
	Signage					\$1,700
	Pedestrian wayfinding signs	2	each	\$870	\$1,740	
	Belvederes - 500 s.f. with concrete parapet wall, and permanent rain shelter structure	3	allowance	\$5,000	\$15,000	\$15,000
	Street Furnishings					\$4,800
	Benches	5	each	\$650	\$3,250	
	Trash receptacles	5	each	\$300	\$1,500	
	Special feature at belvederes (telescope, exhibits, etc.)	3	each	\$10,000	\$30,000	\$30,000
						Subtotal
						\$261,600
						45% contingency and soft costs
						\$117,700
						Bayfront Access project area 1 total cost
						\$379,400

Appendix D: Cost Analysis Backup

Project Area	Component	Quantity	Unit	Unit Price	Cost	Subtotal
Bayfront Access - segment 2						
Project area 2 of the Bayfront Access extends from the end of project area 1 to the end of the Mulford Point Drive project area, approximately opposite the existing restrooms north of the Harbormaster's office. This project includes the pedestrian pathway and lighting. The edge planted strip is provided under the Mulford Point Drive project.						
	Mobilization	1	ls	\$15,000	\$15,000	\$15,000
	Clearing and grubbing	22,500	sf	\$0.50	\$11,250	\$11,300
	Finish grading	22,500	sf	\$0.25	\$5,625	\$5,600
	Concrete:					\$142,500
	Curbs at pathway edges	3,000	lf	\$10	\$30,000	
	Concrete pathway paving	22,500	sf	\$5	\$112,500	
	Planting					\$40,500
	Trees - Bayfront Shoreline	15	each	\$200	\$3,000	
	Groundplane & irrigation	7,500	sf	\$5	\$37,500	
	Lighting					\$50,000
	Pedestrian lighting	25	each	\$2,000	\$50,000	
	Signage					\$900
	Pedestrian wayfinding signs	1	each	\$870	\$870	
	Street Furnishings					\$9,500
	Benches	10	each	\$650	\$6,500	
	Trash receptacles	10	each	\$300	\$3,000	
				Subtotal		\$275,200
				45% contingency and soft costs		\$123,900
				Bayfront Access project area 2 total cost		\$399,100

Appendix D: Cost Analysis Backup

Project Area	Component	Quantity	Unit	Unit Price	Cost	Subtotal
Bayfront Access - segment 3						
Project area 3 of the Bayfront Access extends from the end of project area 2 around Mulford Point to the new boat launch. The project includes the full section of the Bayfront Access pathway, including the edge planting strip, pedestrian pathway, and lighting.						
	Mobilization	1	ls	\$5,000	\$5,000	\$5,000
	Clearing and grubbing	29,000	sf	\$0.50	\$14,500	\$14,500
	Finish grading	17,400	sf	\$0.25	\$4,350	\$4,400
	Concrete:					\$111,000
	Curbs at pathway edges	2,400	lf	\$10	\$24,000	
	Concrete pathway paving	17,400	sf	\$5	\$87,000	
	Planting					\$60,400
	Trees - Bayfront Shoreline	12	each	\$200	\$2,400	
	Groundplane & irrigation	11,600	sf	\$5	\$58,000	
	Lighting					\$40,000
	Pedestrian lighting	20	each	\$2,000	\$40,000	
	Signage					\$2,600
	Pedestrian wayfinding signs	3	each	\$870	\$2,610	
	Street Furnishings					\$9,500
	Benches	10	each	\$650	\$6,500	
	Trash receptacles	10	each	\$300	\$3,000	
						Subtotal
						\$247,400
						45% contingency and soft costs
						\$111,300
						Bayfront Access project area 3 total cost
						\$358,700

Appendix D: Cost Analysis Backup

Project Area	Component	Quantity	Unit	Unit Price	Cost	Subtotal
Bayfront Access - segment 4						
Project area 4 of the Bayfront Access rings the Bay frontage of the future development site at the south edge of the study area (currently the boat launch and "boat works" sites). The project includes the full section of the Bayfront Access pathway, including the edge planting strip, pedestrian pathway, and lighting. A belvedere is also included, which may feature special paving, a parapet wall or railing, rain shelter, and special features and lighting.						
	Mobilization	1	ls	\$25,000	\$25,000	\$25,000
	Clearing and grubbing	36,960	sf	\$0.50	\$18,480	\$18,500
	Finish grading	15,840	sf	\$0.25	\$3,960	\$4,000
	Concrete:					\$242,000
	Curbs at pathway edges	17,600	lf	\$10	\$176,000	
	Concrete pathway paving	13,200	sf	\$5	\$66,000	
	Planting					\$55,600
	Trees - Bayfront Shoreline	18	each	\$200	\$3,600	
	Groundplane & irrigation	10,400	sf	\$5	\$52,000	
	Lighting					\$31,300
	Pedestrian lighting	15	each	\$2,000	\$30,000	
	Special feature lighting	1	each	\$1,250	\$1,250	
	Signage					\$1,700
	Pedestrian wayfinding signs	2	each	\$870	\$1,740	
	Belvederes - 500 s.f. with concrete parapet wall, and permanent rain shelter structure	1	allowance	\$5,000	\$5,000	\$5,000
	Street Furnishings					\$4,800
	Benches	5	each	\$650	\$3,250	
	Trash receptacles	5	each	\$300	\$1,500	
	Special feature at belvederes (telescope, exhibits, etc.)	1	each	\$10,000	\$10,000	\$10,000
						Subtotal
						\$397,800
					45% contingency and soft costs	\$179,000
						Bayfront Access project area 4 total cost
						\$576,800

Appendix E: Project Team

City of San Leandro

John Jermanis
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BMS Design Group

Prime Consultant

Urban Design, Landscape Architecture

Michael Smiley, Partner-in-charge

Barbara Maloney, Participating Partner

Tim Hurley, Senior Planner / Architect

Debbie Chow, Planner / Landscape Designer

Todd Coleman, Planner / Landscape Designer

Office of Michael Manwaring

Signage and Wayfinding

Michael Manwaring

McGill, Martin, Self, Inc.

Civil Engineering

Kandee Bahmani

BMS

DESIGN GROUP