

## **MOBILITY AND STREETScape**

# **8**

The Plan Area will need a variety of improvements to vehicular, pedestrian, bicycle, and transit circulation as new developments occur. This chapter describes the circulation improvements that are envisioned by this Plan. It also provides guidance for streetscape design to ensure that the public and private network of connections for pedestrians, bicycles, transit users and drivers will also contribute to the vision for the Plan Area. Standards for unique street types within the Plan Area are discussed. Also included in this chapter are street right-of-way design guidelines with general principles that should be followed for all streets within the Plan Area.

## 8.1 Mobility Goals and Policies

**Goal MOB-1 Enhance pedestrian and bicycle circulation throughout the Plan Area.**

Policy MOB-1.1 As development occurs, require improvements to pedestrian facilities as shown on Figure 8-2:

- Install sidewalks as the parcels adjacent to University Avenue are redeveloped in order to build continuous sidewalks along University Avenue.
- Rebuild sidewalks and improve crosswalks that do not meet the City or Specific Plan's streetscape standards.
- Upgrade all intersections within the Plan Area to current Americans with Disabilities Act (ADA) standards.

Policy MOB-1.2 Work with developments to ensure that the Specific Plan's proposed network of off-street pedestrian paths is implemented, with a goal of providing more frequent and direct connections than could be offered by the roadway system.

Policy MOB-1.3 Implement appropriate pedestrian and bicycle accommodations across the Plan Area including crosswalks, pedestrian countdown timers, ADA compliant curbs, and bicycle detection loops at intersections with new traffic signals.

Policy MOB-1.4 Implement the Specific Plan's proposed network of on-street bicycle lanes, cycle tracks, and off-street bicycle paths as shown in Figure 8-3.

Policy MOB-1.5 Work with the Joint Powers Authority (JPA) and Midpeninsula Regional Open Space District (MROSD) to complete the waterfront multiuse trail connecting Stevens Avenue and Demeter Street, as a part of the broader

SAFERBAY improvements. Use paving materials that support both pedestrian and bicycle access.

Policy MOB-1.6 Work to transform the Union Pacific easement/right-of-way north of Bay Road into a community bicycle and pedestrian path.

Policy MOB-1.7 Support trading public right-of-way for privately-owned property when it supports a placemaking or mobility goal of this Plan.

Policy MOB-1.8 Work to improve pedestrian connections between the Plan Area and Willow Village independently of new development.

Policy MOB-1.9 Ensure that adjacent developments align new pedestrian and bicycle connections to create a cohesive network.

Policy MOB-1.10 Pursue opportunities to implement the Plan's Street and Streetscape Standards' independently from new development.

<b>Goal MOB-2 A system of local roadways that meets the community's needs.</b>
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Policy MOB-2.1 Ensure that construction of new roadways and reconstructions of existing roadways follow the design standards set forth in this Chapter, with goal of generally providing more 'complete' streets in the Plan Area.

Policy MOB-2.2 Ensure the development of new roadway connections within the Plan Area, as shown below in Figure 8-1.

Policy MOB-2.3 Construct traffic calming improvements within development projects and within adjacent neighborhoods that will discourage cut-through traffic.

Policy MOB-2.4 Prohibit large trucks on residential streets, except for deliveries or access to destinations within those areas.

- Policy MOB-2.5 Promote use of “quieter” paving types such as Open-Grade Rubberized Asphaltic Concrete along Bay Road, Pulgas Avenue and Weeks Street in the Plan Area and vicinity.
- Policy MOB-2.6 Based on the results of the traffic nexus study, work collaboratively to ensure development projects construct necessary intersection and vehicular transportation improvements as identified in the Specific Plan Transportation Impacts Analysis.
- Policy MOB-2.7 Maintain the option to construct a loop road that connects University Avenue to Demeter Street, looping around the north and east parts of the University Village neighborhood, but do not require it as a default traffic mitigation or include it in the City’s Capital Improvements Program.
- Policy MOB-2.8 Consider instituting a residential permit parking (RPP) program if there are significant parking impacts in adjacent neighborhood streets post occupancy. Conduct a thorough survey and study before any RPP program is put in place.
- Policy MOB-2.9 Construction of and funding for transportation improvements should be prioritized first within the Plan Area or within the City of East Palo Alto, and then secondarily for regional projects/mitigations.

<p><b>Goal MOB-3    Decrease single-occupancy vehicle travel in the Plan Area by increasing carpooling, use of public transit, and non-vehicular travel.</b></p>
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- Policy MOB-3.1 Require property owners pursuing development proposals within the Plan Area to establish a Transportation Management Association (TMA) for the Plan Area to achieve the trip reduction goals set by the City’s Transportation Demand Management (TDM)

ordinance. The TMA will be responsible for providing a comprehensive array of commuter resources and measures for the Plan Area, monitoring trips, and collecting fees and penalties.

Policy MOB-3.2 Require the TMA to develop a TDM Compliance Plan. Require that all developments with the potential for 100 or more employees participate in the TDM Compliance Plan.

Policy MOB-3.3 Require that the TMA provide information and marketing to residents and employees in the Plan Area to build awareness of TDM programs, amenities (e.g., bike lockers and showers), incentives, and information on transportation options.

Policy MOB-3.4 Require the TMA to annually monitor trips as set forth in City's TDM ordinance to ensure compliance with the TDM trip cap. The TMA may at any time propose to earn trip cap credits for "external" trip reduction or congestion reduction programs funded in full or in part by the TMA.

Policy MOB-3.5 Encourage the TMA to fund and operate a long-haul shuttle program that connects employees and residents to employment centers, is open to use by the public and promotes counter-direction ridership (e.g. outbound trips in the morning and inbound trips in the afternoon/evening).

Policy MOB-3.6 Encourage the TMA to implement TDM measures such as transit subsidies, bicycle facilities, alternative work schedules, flextime, telecommuting, ride sharing, car sharing, and other measures to reduce single-occupancy vehicle travel.

Policy MOB-3.7 Encourage the TMA to consider providing discounted transit passes for qualifying low-income residents.

Policy MOB-3.8 Encourage the TMA to collaborate on trip reduction strategies (such as a shuttle program) with other developments in the area like the Willow Village

- development and the Palo Alto TMA, as well as local transit agency SamTrans.
- Policy MOB-3.9 Reduce vehicle trips and improve affordability of housing by unbundling parking where feasible.
  - Policy MOB-3.10 Promote bicycling by providing on-site bike parking facilities and amenities like showers and lockers.
  - Policy MOB-3.11 Incentivize the use of carpool/vanpool systems and electric vehicles (EV) by providing preferential spaces as appropriate.
  - Policy MOB-3.12 Promote and support flexible approaches to parking supply and management like shared parking, mechanized parking systems, and valet parking.
  - Policy MOB-3.13 Encourage all loading facilities to be provided off-street and within the subject property, where feasible.
  - Policy MOB-3.14 Encourage the major development sites to include on-site shuttle stops or pick-up/drop-off zones for convenient access by employees and residents in the Plan Area.
  - Policy MOB-3.15 Support SamTrans' study and future development of a Dumbarton bus rapid transit (BRT) station at the northern end of the Plan Area. Work with transit providers and the TMA to ensure that last mile/first mile service is available between the Plan Area's major employers and the BRT station.
  - Policy MOB-3.16 Work with SamTrans to study the potential for bus rapid transit (BRT) service along University Avenue.

## 8.2 Public Roadway Network

Currently, the eastern portion of the Plan Area has few roadways making circulation difficult since most trips are focused on Bay Road and increasing the length of vehicle trips. The Specific Plan identifies the following new

roadway connections, which are to be privately owned/maintained but publicly accessible with corresponding easements:

- A. An internal Four Corners connection between University & Bay.
- B. New Street A, which is a new east-west street to improve circulation and reduce vehicle trips on Bay Road.
- C. A new street running southeast from Tara Road to Bay Road
- D. New Street B, a southern extension of Tara Road to Weeks Street;
- E. An east-west street south of Bay Road between the Tara Road extension and Pulgas Avenue;

The new roadways will create a grid circulation pattern and reduce vehicle trips on Bay Road.

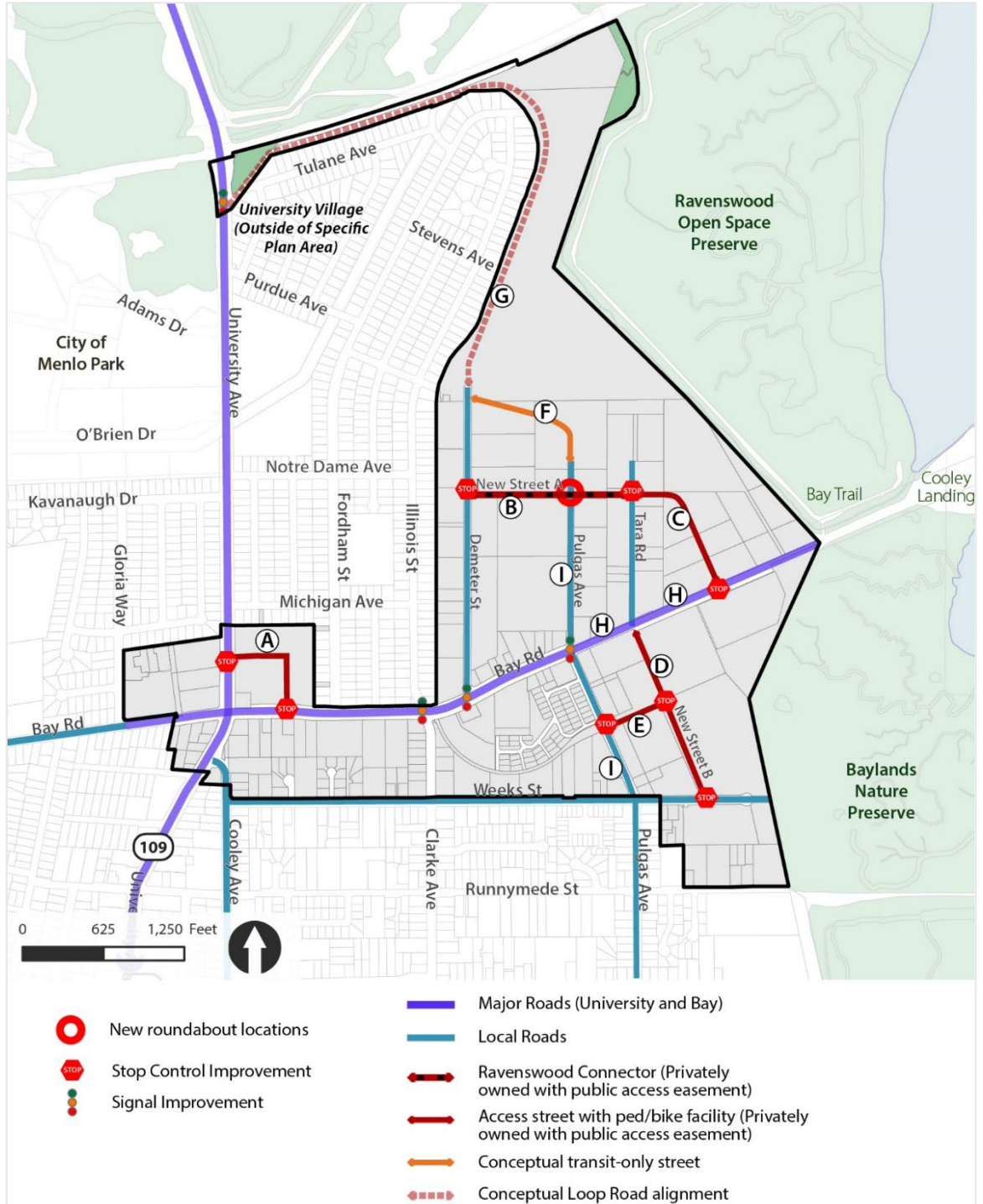
The Specific Plan identifies a potential privately-owned transit-only street between Demeter St. and Pulgas Avenue. Design and access would be determined by the City Engineer, but Section 8-12 provides initial guidance.

The Specific Plan also identifies a conceptual Loop Road concept, which would extend northward from the current terminus of Demeter Street to connect with University Avenue. This new roadway would turn to the west and connect with University Avenue near the East Palo Alto city limits, providing a direct route between the Plan Area and University Avenue. However, the feasibility and cost-benefit of this Loop Road improvement is unclear and therefore, the Loop Road is not assumed to be a default or required traffic mitigation improvement.

The traffic controls at new and existing intersections in the Plan are shown on Figure 8-1. New roadway connections and roadway and intersection improvements required in the Plan Area would be funded by developers through development impact fees, frontage improvements, community benefits contributions, grant funding, or potential Mello-Roos/Community Facility District (CFD) assessments or Community Revitalization and Investment Authority (CRIA) tax increment funding. Standards for the street typologies within the Plan Area are discussed later in the chapter. Dedications and/or acquisitions of rights-of-way will be needed to construct certain streets and intersections as called for by this Plan's

standards; requirements and expectations related to dedications are stated in Section 11.2.6.

**Figure 8-1: Public Roadway Network and Improvements**





## 8.3 Multi Modal Networks

### 8.3.1 Pedestrian Network

This section describes the circulation improvements that are envisioned for people who walk to their destination.

Currently many street segments within the Plan Area (e.g., portions of Pulgas Avenue, Tara Road, Bay Road, University Avenue, and Runnymede Street) lack sidewalks (see Figure 8-2). As properties within the Plan Area develop, sidewalks will be added to each of these sections. Furthermore, sidewalks will be improved on roadway segments where they are currently present. Most intersections within and immediately adjacent to the Plan Area lack crosswalks on at least one approach and do not have ADA compliant curb ramps. The Specific Plan calls for upgrading all intersections within the Plan Area to current ADA standards.

The Plan Area currently comprises large parcels that make walking distances excessive between properties. The Specific Plan will implement new streets that will shorten block lengths and walking distances. All new streets will be designed to comfortably accommodate pedestrians with new continuous sidewalk facilities and high visibility crosswalks at intersections. In addition, the Plan Area will contain new paseos and greenways designed for pedestrians and bicycles that will encourage active transportation as a preferential mode of travel.

A shared bike/pedestrian path will be provided adjacent or on top of the future SAFERBAY flood control improvement which will run along the waterfront, providing easy walking access to University Avenue and the trails along the bayfront. As mentioned above, the feasibility of the Loop Road as a vehicular facility is still being investigated, but the multiuse pathway will be built regardless to provide Plan Area residents and employees with additional opportunities for recreation and multimodal movement.

New traffic signals are proposed at several study intersections to address adverse effects on intersection levels of service. Along with a new traffic signal, appropriate pedestrian and bicycle accommodations will be provided. This includes crosswalks, pedestrian countdown timers, ADA compliant curbs, and bicycle detection loops.

The typical destinations for pedestrians are schools, parks, shopping areas, and transit stops. The existing and planned pedestrian network would allow access to all nearby facilities. Parks, retail stores, and restaurants are planned within the Plan Area. Bus stops are currently located within the Plan Area on Bay Road, University Avenue, Fordham Street, Notre Dame Avenue, Purdue Avenue, and Pulgas Avenue. Thus, most of the daily needs of future residents and workers could be met within walking distance of the planned homes and new employment sites.

The planned Willow Village development, west of University Avenue located in Menlo Park, will also have new parks and shopping, and will be a destination for pedestrians. A shared Class I pathway between Demeter Street and Purdue Avenue will provide a key link allowing the Plan Area residents and employees to walk or bike to Willow Village or other destinations on University Avenue.

Currently, there are signalized crosswalks across University Avenue at Notre Dame Avenue and at Kavanaugh Drive, and the City has recently installed a Rectangular Rapid Flashing Beacon (RRFB) at Michigan Avenue to make pedestrians more visible and to improve the rate with which motorists yield to pedestrians. However, there are no crosswalks across University Avenue at Adams Drive or at O'Brien Drive. The Specific Plan will improve the pedestrian facilities at these intersections to ensure pedestrian connectivity between the Plan Area and Willow Village. Menlo Park's Transportation Impact Fee (TIF) program also proposes to complete the sidewalks on both sides of Adams Drive and O'Brien Drive where there are currently gaps between University Avenue and Willow Road. These improvements will complete the pedestrian connection between the Plan Area and Willow Village.

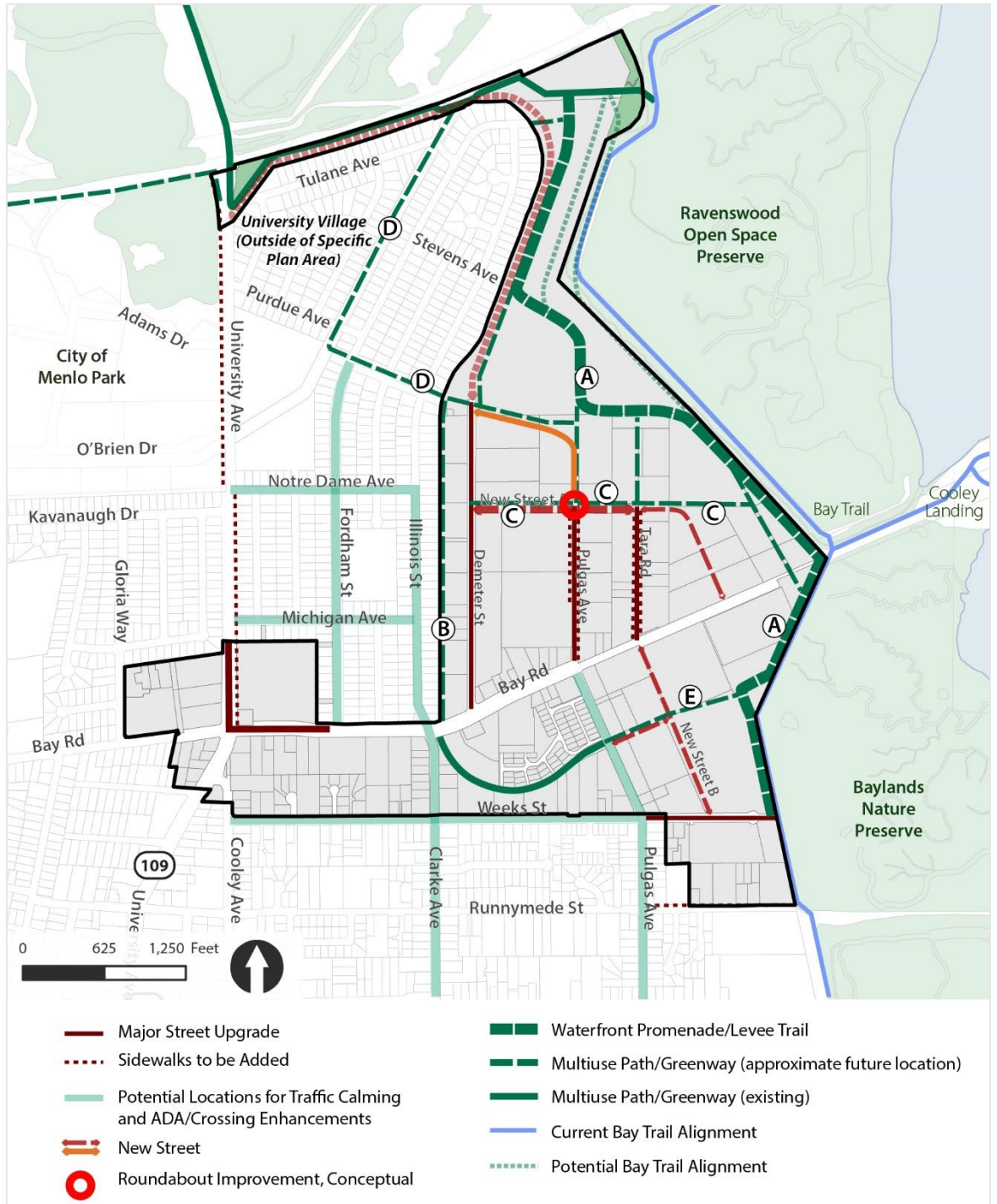
### 8.3.2 Traffic Calming

To prevent certain local roads from being used as cut-through routes and impacting resident quality of life, the Plan envisions new traffic-calming measures on: Fordham Street, Pulgas Street, Weeks Street, Clarke Street, and Illinois Street. These measures include additional street trees, planters, traffic circles, as well as bulbouts that constrict the roadway at certain locations.

**Key Mapped Pedestrian Improvements (see Figure 8-2)**

- A. Waterfront Promenade/Bay Trail.** A continuous recreational amenity stretching from University Avenue to Weeks Street within the Plan Area (and further outside). The primary feature would be a 20 feet wide multi-use pedestrian/bicycle trail alongside or on top of the SAFER BAY levee, supplemented by additional public amenities such as BBQ areas, picnic benches and seating, play areas, fitness facilities, restrooms, and free public parking. If a Loop Road is built, the multimodal path is assumed to be located on top of the levee.
- B. Union Pacific Rail Spur Pedestrian/Bicycle Path, North of Bay Road.** Two key segments of an old railroad right-of-way are recommended to be converted into a continuous multi-use pedestrian trail with the northern segment running parallel to Illinois Street from Purdue Avenue down to Bay Road. This segment has challenges with adjacent properties reclaiming easement space.
- C. East-West Greenway.** This connector between Demeter and the Bay Trail would support regional goals for enhanced mobility and waterfront access. Cross-sections of this major view corridor are shown in Chapter Six, Development Standards and Guidelines.
- D. SFPUC Hetch Hetchy Linear Park/Purdue Avenue Path.** The Parks and Open Space Concept envisions a continuous pedestrian/bicycle trail running along the Hetch Hetchy right-of-way and then turning east along Purdue Avenue under the electrical lines. It would extend further east to connect with the Waterfront Promenade/Bay Trail. See Chapter 7 Parks and Open Space for a detailed rendering of the proposed linear park.
- E. Union Pacific Rail Spur Pedestrian/Bicycle Path, South of Bay Road.** Two key segments of an old railroad right-of-way are recommended to be converted into a continuous multi-use pedestrian trail with the southern segment running between Pulgas Avenue and the Bay Trail.

Figure 8-2: Pedestrian Improvements



### 8.3.3 Bicycle Network

This section describes the circulation improvements that are envisioned for people who bike to their destination.

The Plan Area has limited existing bicycle facilities as described in Chapter 3. The area surrounding the Plan Area has some bicycle facilities, including trails and bike lanes. The Bay Trail, a Class I bike and pedestrian path, runs along the north and east sides of the Plan Area and continues south to O'Connor Street and the San Francisquito Creek Trail. The Bay Trail connects to University Avenue, Bay Road, and several local neighborhood streets, including Weeks Street, Runnymede Street, and Cypress Street. There is also a short paved mixed-use trail known as the Rail Spur that extends from Bay Road to Pulgas Avenue. Bike lanes exist along Bay Road and University Avenue, either on the entire length of the street or a portion of the street.

The Specific Plan identifies the following new facilities within the Plan Area:

Class I Bike Paths:

- A. North-south connection along the waterfront, SAFERBAY and the various waterfront-adjacent properties, parallel to (or in replacement of) the Bay Trail, running from Fordham to Weeks Street. Several options for alignment at the northern end are shown.
- B. East-west connection between Pulgas Avenue and the Bay Trail, south of Bay Road
- C. North-south connection parallel to Demeter Street between Bay Road and Purdue Avenue
- D. East-west bicycle connection along Purdue Avenue, east of the public utilities corridor to its terminus
- E. Bike path along the public utilities corridor parallel to Fordham Street between Purdue Avenue and the east-west Class I path on the north side of the Loop Road.
- F. Bike path connecting from Tara Road to the waterfront promenade/Bay Trail.

Flexible Connections, like multiuse paths or shared streets with bicycle access are also proposed in the Plan Area. These connections are

envisioned as shown in Figure 8-3. These connections are suggested as follows in the Plan Area:

- G. East-west path/shared street between the eastern end of Purdue Avenue and the Bay trail, connecting Pulgas to Demeter Street
- H. Two north-south paths/shared streets in the 391 Demeter St property, between New Street A and the Bay Trail
- I. North-south internal connection between Tara Road and Bay Road
- J. North-south multiuse path connecting Bay Rd to Weeks along New Street B

Class II bike lanes will be provided on:

- K. Pulgas Avenue, south of Bay Road
- L. Bay Road, Pulgas to the eastern end

Class III bike routes will be provided on:

- M. Fordham Street, between Bay Road and Purdue Avenue
- N. Weeks Street, between Cooley Avenue and Bay Trail
- O. Clarke Avenue, south of Bay Road
- P. Notre Dame Avenue, between University Avenue and Fordham Street

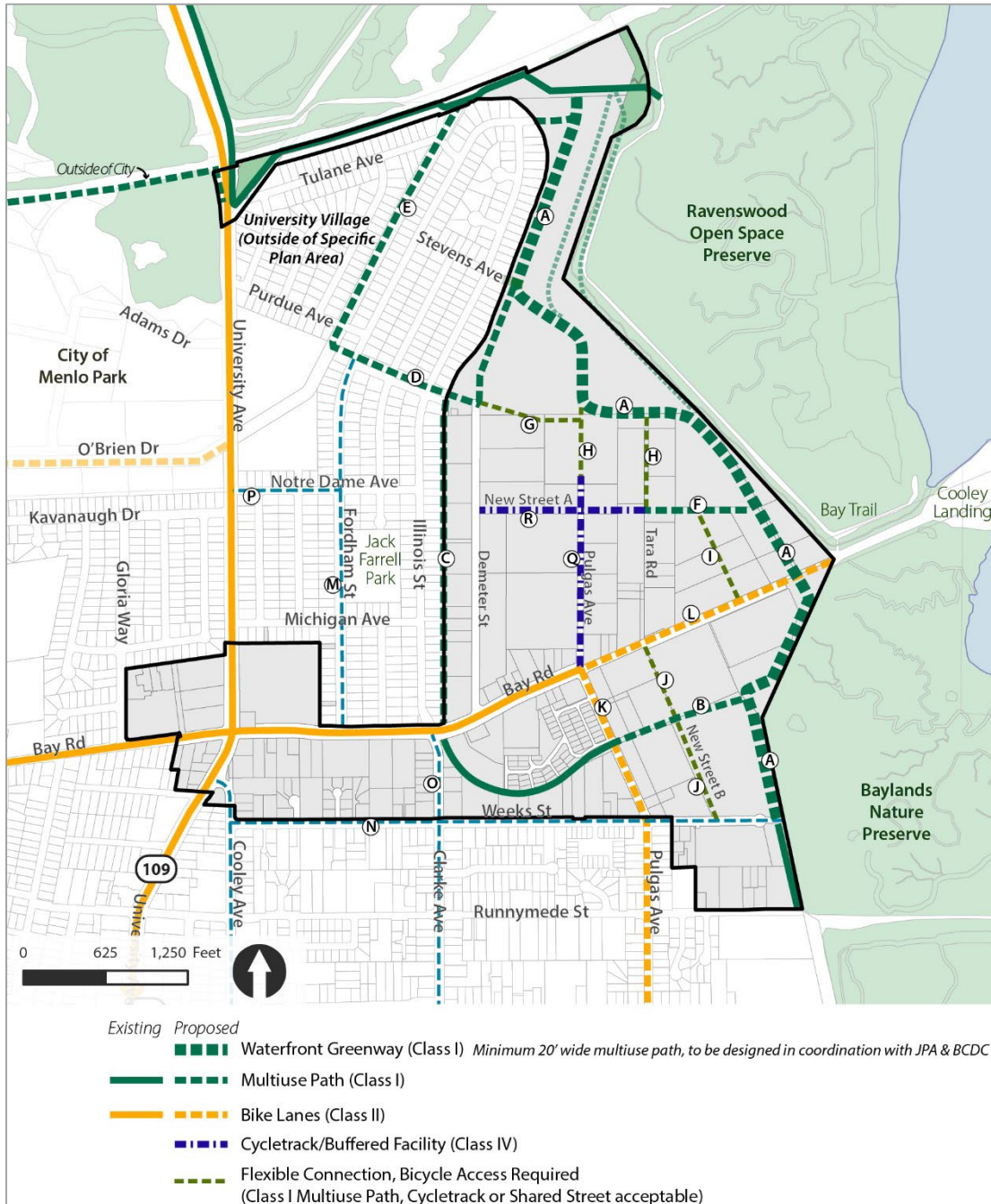
Class IV cycle track/protected bike lanes will be provided along:

- Q. North-south connection along Pulgas Avenue between Bay Road and Street B
- R. East-west connection along Street B between Demeter Street and the Bay Trail

In addition to using these facilities for recreation, there would likely be many future residents and employees of the Plan Area who would ride bicycles to work. There are existing or planned bike lane and bike trail connections to surrounding residential and employment areas. Existing employment and residential zones to the west and south could be reached via bike lanes on University Avenue, Bay Road, Pulgas Avenue, and the Bay Trail. The Meta Headquarters to the north could be reached by the existing bike lanes and bike paths along University Avenue and Bayfront Expressway. The planned Willow Village development west of University

Avenue could be reached via the new Class I paths within the Plan Area and the planned bike lanes on O'Brien Drive and Adams Drive.

**Figure 8-3: Bicycle Network**



**8.3.4 Transit Network**

Existing bus services to the Plan Area include five SamTrans bus routes with stops along Bay Road, University Avenue, Fordham Street, Notre Dame

Avenue, Purdue Avenue, and Pulgas Avenue. The Plan Area is located approximately three miles from two Caltrain stations (Palo Alto Caltrain Station and Menlo Park Caltrain Station). SamTrans routes provide a connection to the Caltrain Stations.

In March 2022, SamTrans adopted Reimagine SamTrans, which identifies a new bus route, EPX, that would connect East Palo Alto and San Bruno BART, and identifies East Palo Alto as an on-demand zone, where riders call or use a mobile app to request a ride, and a vehicle picks them up and drops them off anywhere within the designated zone. Riders pay a fare and may share the vehicle with other riders, just like riding a regular SamTrans bus. The Plan Area would be served by the new EPX route.

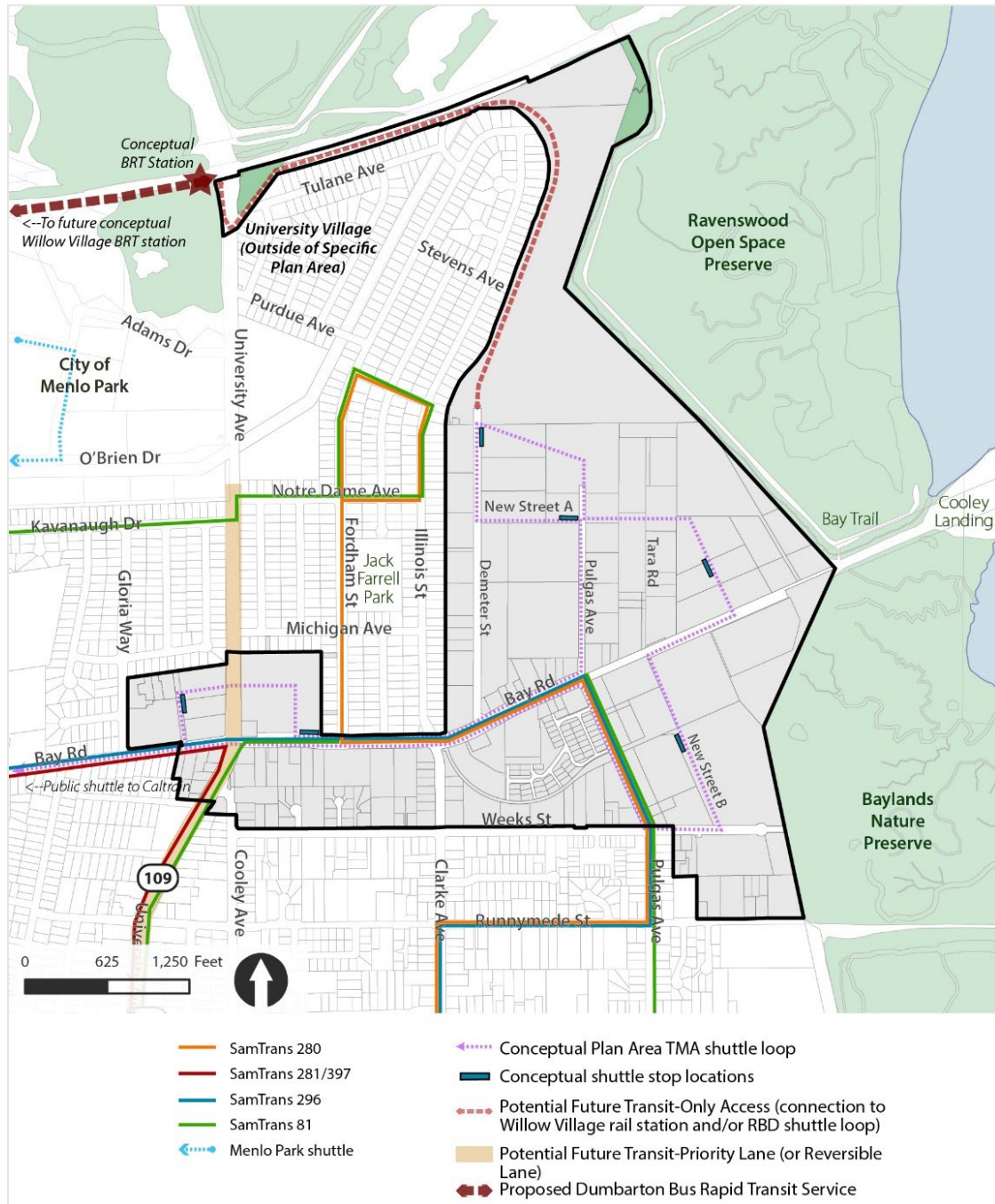
The Plan Area calls for major private developments to reserve space for stops that would allow use by shuttles provided by a Transportation Management Agency (TMA), SamTrans, or other future transit providers. Per the City's Transportation Demand Management (TDM) Ordinance, adopted in 2021, the Plan Area is required to reduce its daily trips by 40 percent. Property owners pursuing development proposals within the Plan Area will establish a privately funded and administered TMA as discussed later in the chapter. The TMA shall fund and operate a shuttle program that connects employees and residents with nearby commercial, transit, and employment centers and provides long-haul service to housing and employment centers in other communities. Shuttle stops or pick-up/drop-off zones will be included on each major development site as well as along Bay Road for convenient access by employees and residents in the Plan Area.

Other potential transit improvements for the Plan Area include future transit service along the Dumbarton corridor. SamTrans is currently studying various options for the Dumbarton Rail Corridor, with a focus on Bus Rapid Transit (BRT). The potential BRT service (which would be operational within three to five years of Plan adoption) would include a final stop at University Avenue, along the northern edge of the Plan Area. However, Dumbarton BRT has not been designed, subjected to environmental review, approved, or funded. As such, this Specific Plan cannot provide detailed recommendations about station locations or roadway configurations. However, this Specific Plan follows transit-oriented development principles of providing mixed-use development, pedestrian friendly environments, and multimodal transportation options. It also



provides a land use framework suitable for responding to future transit improvements, in whichever form they may be implemented. The Specific Plan provides new connections that would enable vehicles, bicyclists, and pedestrians to travel to and from the potential Dumbarton BRT station.

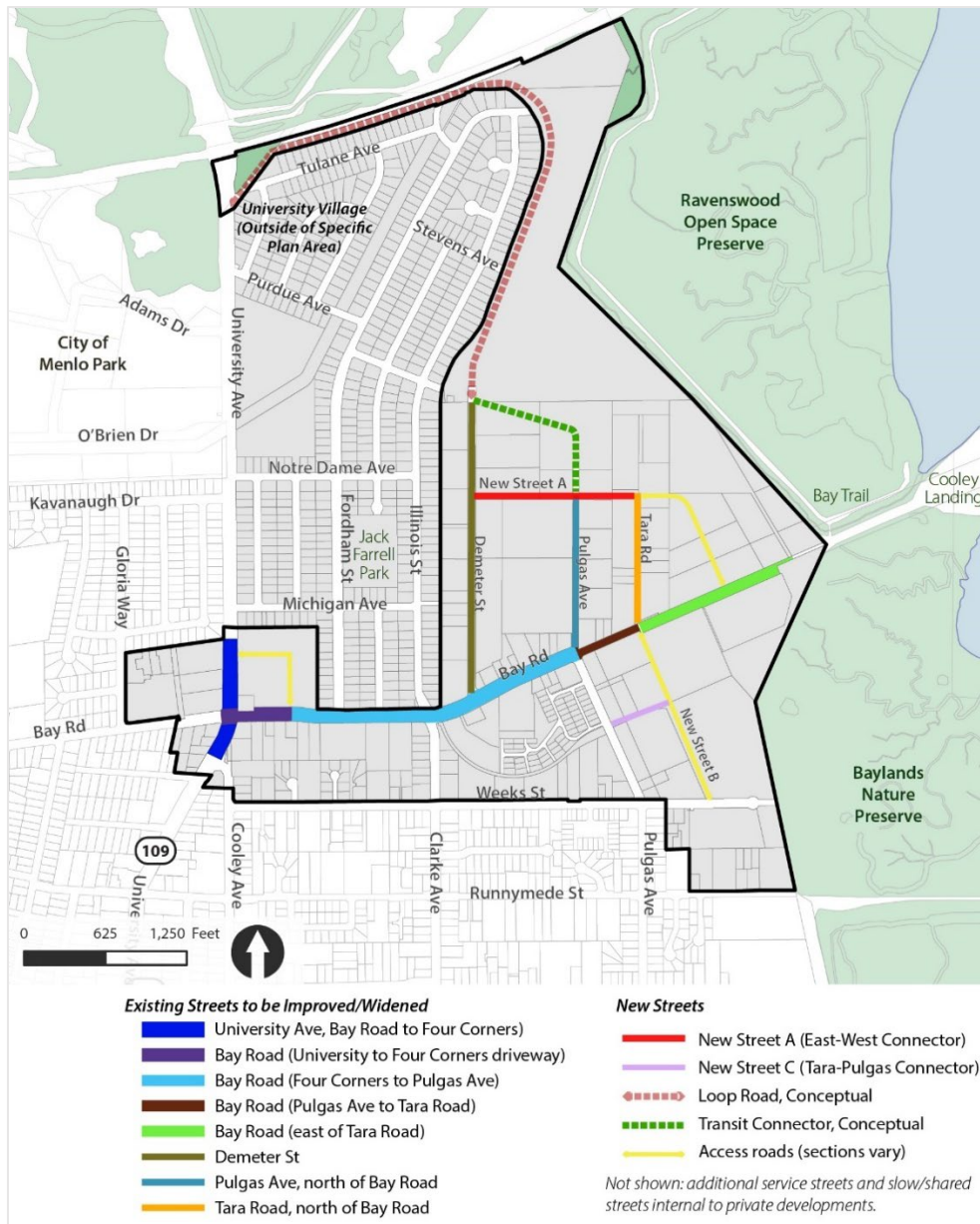
**Figure 8-4: Transit Network**



### 8.4 Street Design Standards

The street sections and recommendations in this chapter are conceptual and may differ slightly to accommodate actual construction-related constraints. Street cross-sections in this chapter are shown as “typical,” meaning the cross-section is illustrating a straightforward roadway condition. Generally, this means a mid-block condition, not near corners where turning lanes may exist.

**Figure 8-5: Street Types and Hierarchy**



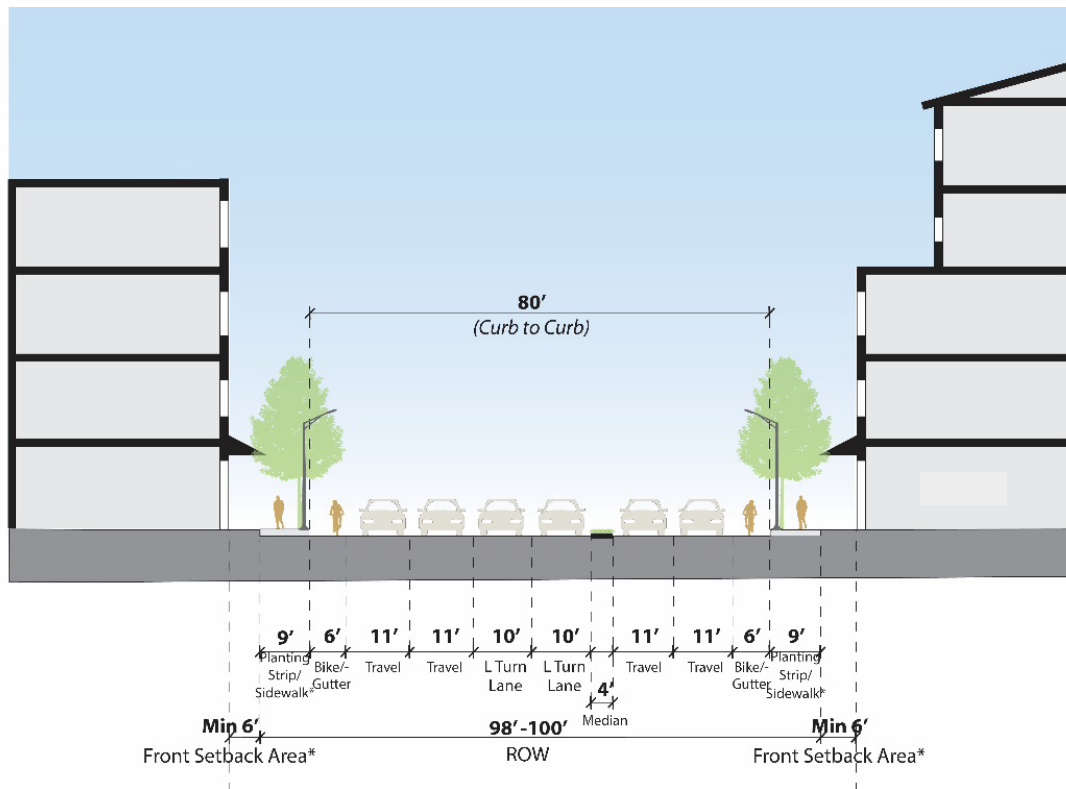
### 8.4.1 Street Sections

#### Street Type: University Avenue, Bay Road to 4 Corners Driveway

This street segment is located along the northern leg of the University Avenue and Bay Road intersection and extends from Bay Road in the south to the 4 Corners driveway in the north. It currently includes a sidewalk on the west side of the street, two southbound through lanes, a southbound left-turn lane, a center median, two northbound through lanes, and a bike lane in each direction.

The Plan envisions an additional southbound left turn lane on this segment and a sidewalk on the east side. The streetscape in this area is meant to encourage walkability, accommodate transit, create an attractive gateway condition, and ensure pedestrian safety. The following standards should apply:

**Figure 8-6: University Avenue, Bay Road to Four Corners**



**It should be noted that additional right-of-way (2-3' from the east side, or the right-hand side of the figure as shown above) is required to implement this cross-section.**

**ROADWAY DESIGN**

**Street Lane Width:** 10 feet to 12 feet.

**On-Street Parking:** On-street parking should be prohibited in this section of the roadway.

**PEDESTRIAN DESIGN**

**Minimum Sidewalk Width:** 9 or 10 feet, depending on setback width (15' total minimum from curb to building face).

**BICYCLE DESIGN**

**Facilities:** Class II bicycle lanes should be provided at a minimum width of 5 feet where possible, not including 1 foot for gutters/drains.

**PEDESTRIAN STREET LIGHTING**

**Pedestrian Street Lighting Spacing:** 20 to 30 feet apart.

**Pedestrian Street Lighting Height:** 10 to 16 feet.

**STREET TREES**

**Tree Size (as defined by canopy diameter upon maturity):** Large canopy trees (40+ foot diameter) should be planted.

**Trees Spacing:** 20 to 30 feet apart.

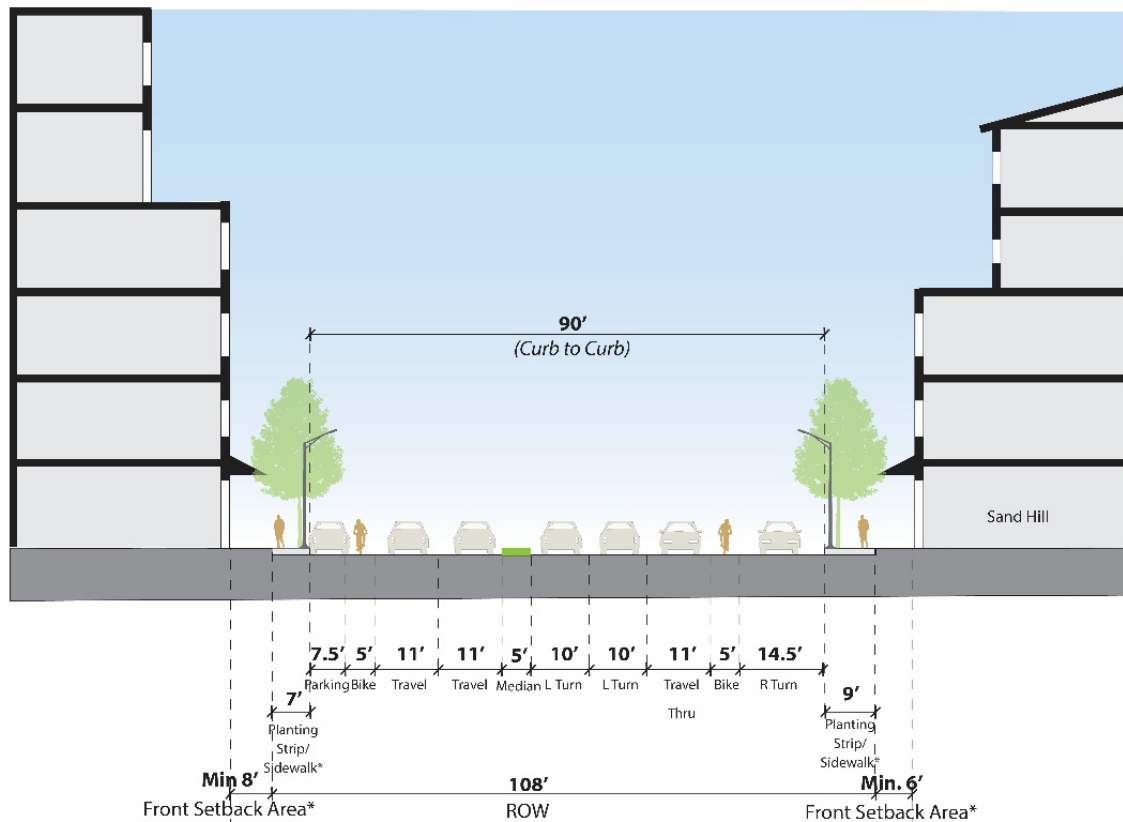
**Planting:** Trees should be planted within tree wells with tree grates.

**Street Type: Bay Road, University Avenue to 4 Corners Driveway**

This street segment is located along the eastern leg of the University Avenue and Bay Road intersection and extends from University Avenue in the west to the 4 Corners Driveway in the east. It currently includes sidewalks, on-street parking, and bike lanes on both sides of the street, one westbound through lane, one westbound shared through-left turn lane, one westbound left-turn lane, a center median, and two eastbound through lanes.

The Plan envisions an additional westbound left-turn lane on this segment, modification of the westbound shared through-left turn lane to a westbound through lane, and removal of on-street parking on the north side of the street. The streetscape in this area is meant to encourage walkability, accommodate transit, create an attractive gateway condition, and ensure pedestrian safety. The following standards should apply:

**Figure 8-7: Bay Road, University Avenue to Four Corners**



**It should be noted that additional ROW (5-10' from north and/or south side) is required to implement this cross-section. At City Engineer discretion, the City may accept an alternative design in place of the cross-section above.**

**ROADWAY DESIGN**

**Street Lane Width:** 10 feet to 12 feet.

**On-Street Parking:** Identify on-street parking with clearly marked striping or another method, such as special paving or colored materials.

**PEDESTRIAN DESIGN**

**Minimum Sidewalk Width:** 9 or 10 feet, depending on setback width (15' total minimum from curb to building face).

**BICYCLE DESIGN**

**Facilities:** Class II bicycle lanes should be provided at a minimum width of 5 feet where possible.

**TRANSIT DESIGN**

**Shelters:** Bus shelters should be provided at transit stops. Where on-street parking exists, consider bus bulbouts.

**PEDESTRIAN STREET LIGHTING**

**Pedestrian Street Lighting Spacing:** 20 to 40 feet apart.

**Pedestrian Street Lighting Height:** 10 to 16 feet.

**STREET TREES**

**Tree Size** (as defined by canopy diameter upon maturity): Large canopy trees (40+ foot diameter) should be planted.

**Trees Spacing:** 20 to 30 feet apart.

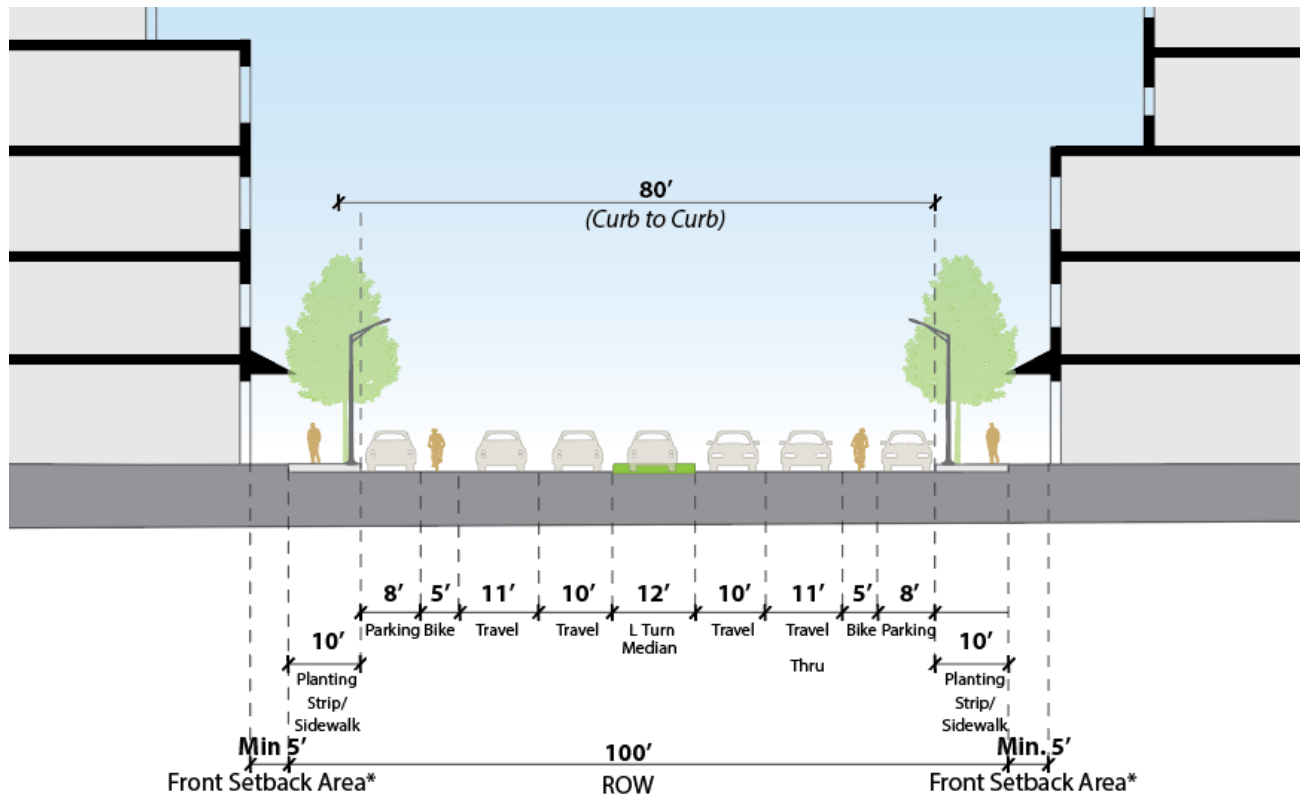
**Planting:** Trees should be planted within tree wells with tree grates.

**Street Type: Bay Road, 4 Corners Driveway to Pulgas Avenue**

Bay Road, between the 4 Corners Driveway and Pulgas Avenue, has an existing 90-foot right-of-way and includes sidewalks, on-street parking, bike lanes, and two travel lanes on both sides of the street, a landscaped median, and left-turn lanes at intersections.

The Plan envisions Bay Road with a 100-foot right-of-way with an improved streetscape and wider sidewalks to encourage walkability, accommodate transit, create an attractive gateway condition, and ensure pedestrian safety. The following standards should apply:

**Figure 8-8: Bay Road, 4 Corners to Pulgas Ave**



**ROADWAY DESIGN**

**Street Lane Width:** 10 feet to 12 feet.

**Pedestrian Crossing Spacing:** Minimum of every 300 feet to 400 feet.

**Crosswalks:** Pedestrian refuge areas should be incorporated into all pedestrian crossings where possible.

**On-Street Parking:** Identify on-street parking with clearly marked striping or another method, such as special paving or colored materials.

#### PEDESTRIAN DESIGN

**Minimum Sidewalk Width:** 10 feet.

#### BICYCLE DESIGN

**Facilities:** Class II bicycle lanes should be provided at a minimum width of 5 feet where possible.

#### TRANSIT DESIGN

**Shelters:** Bus shelters should be provided at transit stops. Where on-street parking exists, consider bus bulbouts.

#### PEDESTRIAN STREET LIGHTING

**Pedestrian Street Lighting Spacing:** 20 to 30 feet apart.

**Pedestrian Street Lighting Height:** 10 to 16 feet.

#### STREET TREES

**Tree Size:** Large canopy trees (40+ foot diameter) should be planted.

**Trees Spacing:** 20 to 30 feet apart.

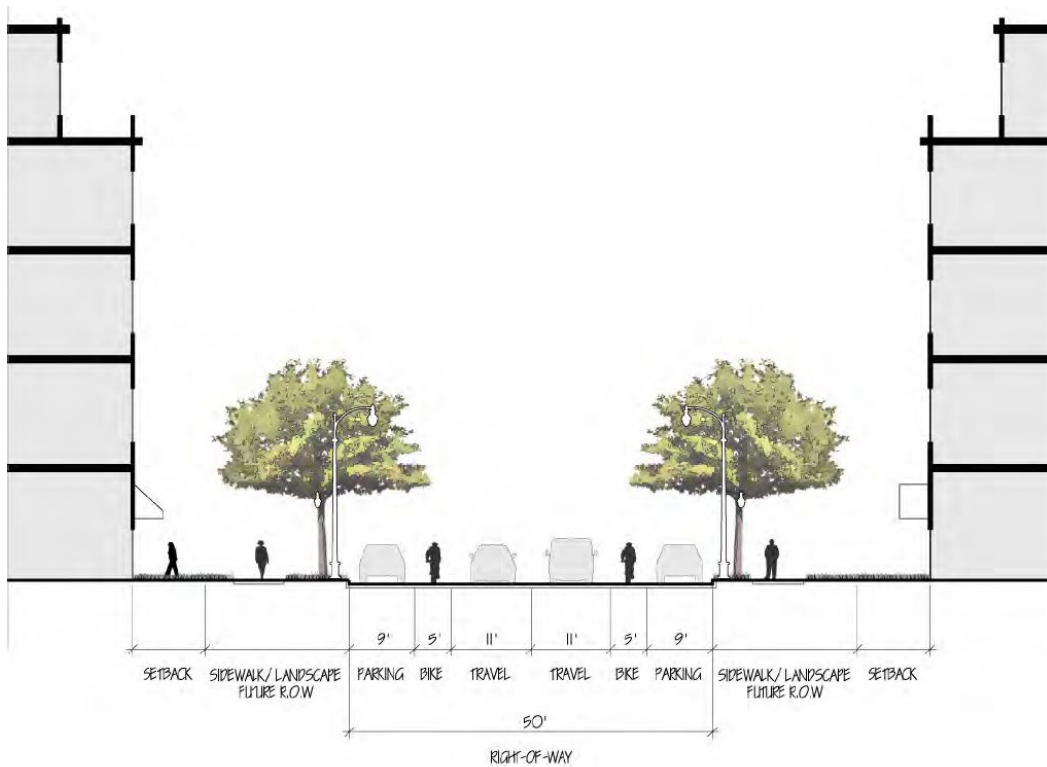
**Planting:** Trees should be planted within tree wells with tree grates.



**Street Type: Bay Road East, Pulgas Avenue to Tara Road**

Bay Road tapers from four lanes at Pulgas Avenue to two lanes until reaching Tara Road. The Plan envisions this segment of Bay Road with a 66-foot right-of-way that includes on-street parking, bike lanes, and wider sidewalks (50 feet from curb to curb). The street design is intended to facilitate safe and pedestrian-friendly connections to the office areas envisioned in the Plan Area, as well as provide connections to Cooley Landing. This segment of Bay Road is also intended to facilitate wider building-to-building distances to preserve views to and transition to the natural areas to the east.

**Figure 8-9: Bay Road, Pulgas Avenue to Tara Road**



**It should be noted that the cross-section shown will require right-of-way expansion on the northern side of Bay Road of a minimum of 18 feet. If right-of-way in excess of the minimum 18 feet is acquired or dedicated to the City, the City may consider an alternative cross-section. The City Engineer will have final authority in selecting the preferred cross-section to be constructed between Pulgas Avenue and Tara Road.**

**ROADWAY DESIGN**

**Street Lane Width:** 11 feet.

**Pedestrian Crossing Spacing:** Minimum of every 200 to 300 feet.

**On-Street Parking:** Where possible, provide for on-street parallel parking.

**PEDESTRIAN DESIGN**

**Minimum Sidewalk Width:** 8 feet including planter strip.

**BICYCLE DESIGN**

**Facilities:** Class II bicycle lanes should be provided at a minimum width of 5 feet where possible.

**TRANSIT DESIGN**

If needed, provide bus shelters along the roadway for employment shuttles or public transit service.

**PEDESTRIAN STREET LIGHTING**

**Pedestrian Street Lighting Spacing:** Street lighting should be provided at key destinations, such as entrances. Street lighting should be provided at crosswalk locations and intersections.

**STREET TREES**

**Tree Size** (as defined by canopy diameter upon maturity): Large canopy trees (+40-foot diameter) should be planted.

**Tree Spacing:** 20 to 30 feet apart.

**Planting:** Trees should be planted within tree wells with tree grates.

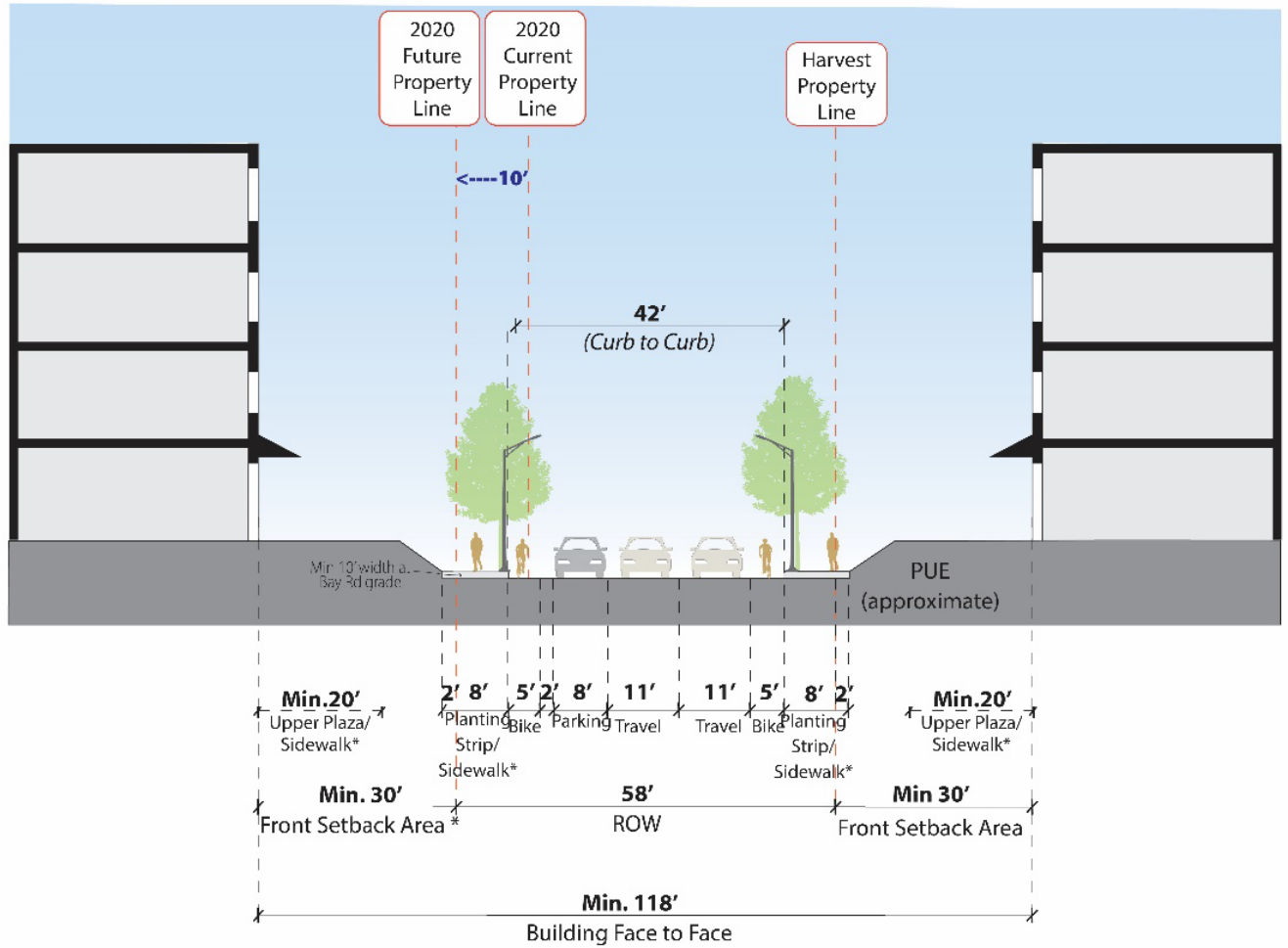
**Street Type: Bay Road, east of Tara Road**

The segment of Bay Road has two travel lanes and either one on-street parking lane or a left-hand turn lane, to serve the parking and loading access for development projects.

The Plan envisions this segment of Bay Road with a 58-foot right-of-way that includes on-street parking on portions of the North side of the street, bike lanes, and wider sidewalks (42 feet from curb to curb).

**It should be noted that the street section shown will require right-of-way expansion of approximately 10 feet on the north side of Bay Road.**

**Figure 8-11: Bay Road, east of Tara Road**



**ROADWAY DESIGN**

**Street Lane Width:** 11 feet.

**Pedestrian Crossing Spacing:** Minimum of every 300 to 400 feet.

**On-Street Parking:** North-side only on-street parallel parking, alternating with left-turn lanes.

**PEDESTRIAN DESIGN**

**Minimum Sidewalk Width:** 10 feet including planter strip (typical condition will be 8 feet within public ROW and 2 feet on private property).

**BICYCLE DESIGN**

**Facilities:** Class II bicycle lanes should be provided at a minimum width of 5 feet where possible.

**TRANSIT DESIGN**

If needed, provide bus shelters along the roadway for employment shuttles or public transit service.

**PEDESTRIAN STREET LIGHTING**

**Pedestrian Street Lighting Spacing:** Street lighting should be provided at key destinations, such as entrances. Street lighting should be provided at crosswalk locations and intersections.

**STREET TREES**

**Tree Size** (as defined by canopy diameter upon maturity): Large canopy trees (+40-foot diameter) should be planted.

**Tree Spacing:** 20 to 30 feet apart.

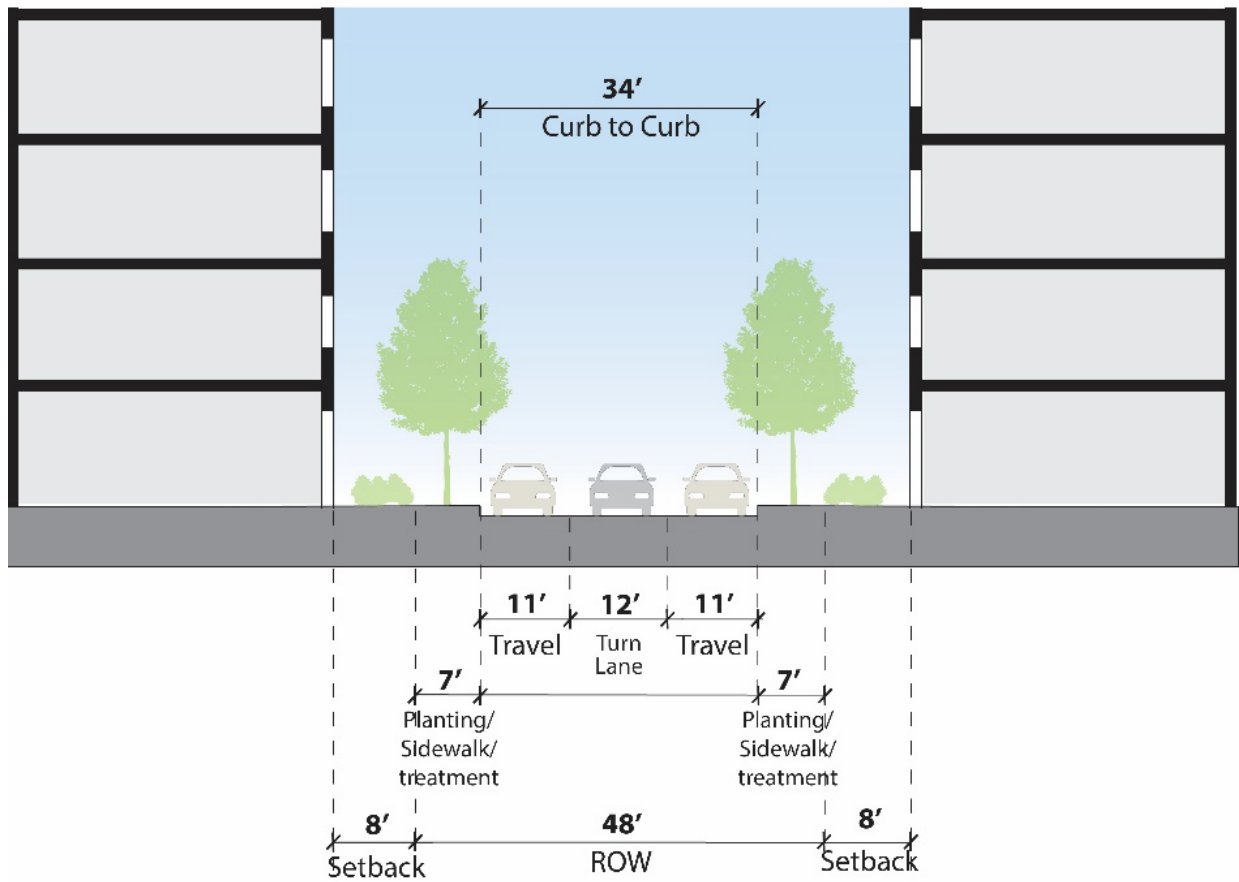
**Planting:** Trees should be planted within tree wells with tree grates.

**Street Type: Tara Road, north of Bay Road**

Tara Road, north of Bay Road is a two-lane road with on-street parking on both sides of the street. It doesn't have any pedestrian or bicycle facilities and terminates in a dead end. In the future, Tara Road will terminate at Street B, the new east-west connector between Demeter Street and Tara Road. Tara Road will remain a privately owned and maintained street.

The street section below is envisioned for Tara Road with a 48-foot right-of-way. The street design is intended to facilitate safe and pedestrian-friendly connections to the office areas envisioned in the Plan Area.

**Figure 8-12: Tara Road**



**ROADWAY DESIGN**

**Street Lane Width:** 11 to 12 feet.

Pedestrian Crossing Spacing: Minimum of every 500 to 600 feet.

**On-Street Parking:** On-street parking should be prohibited to provide for sidewalks.

#### PEDESTRIAN DESIGN

**Minimum Sidewalk Width:** 7 feet, including planter strip.

#### BICYCLE DESIGN

**Facilities:** Class III bicycle routes should be provided on Tara Road.

#### PEDESTRIAN STREET LIGHTING

**Pedestrian Street Lighting Spacing:** Street lighting should be provided at key destinations, such as entrances. Street lighting should be provided at crosswalk locations and intersections.

#### STREET TREES

**Tree Size** (as defined by canopy diameter upon maturity): Medium canopy trees (25- to 40-foot diameter) should be planted.

**Tree Spacing:** Cluster trees or space 15 to 20 feet apart where possible to avoid driveways and utilities.

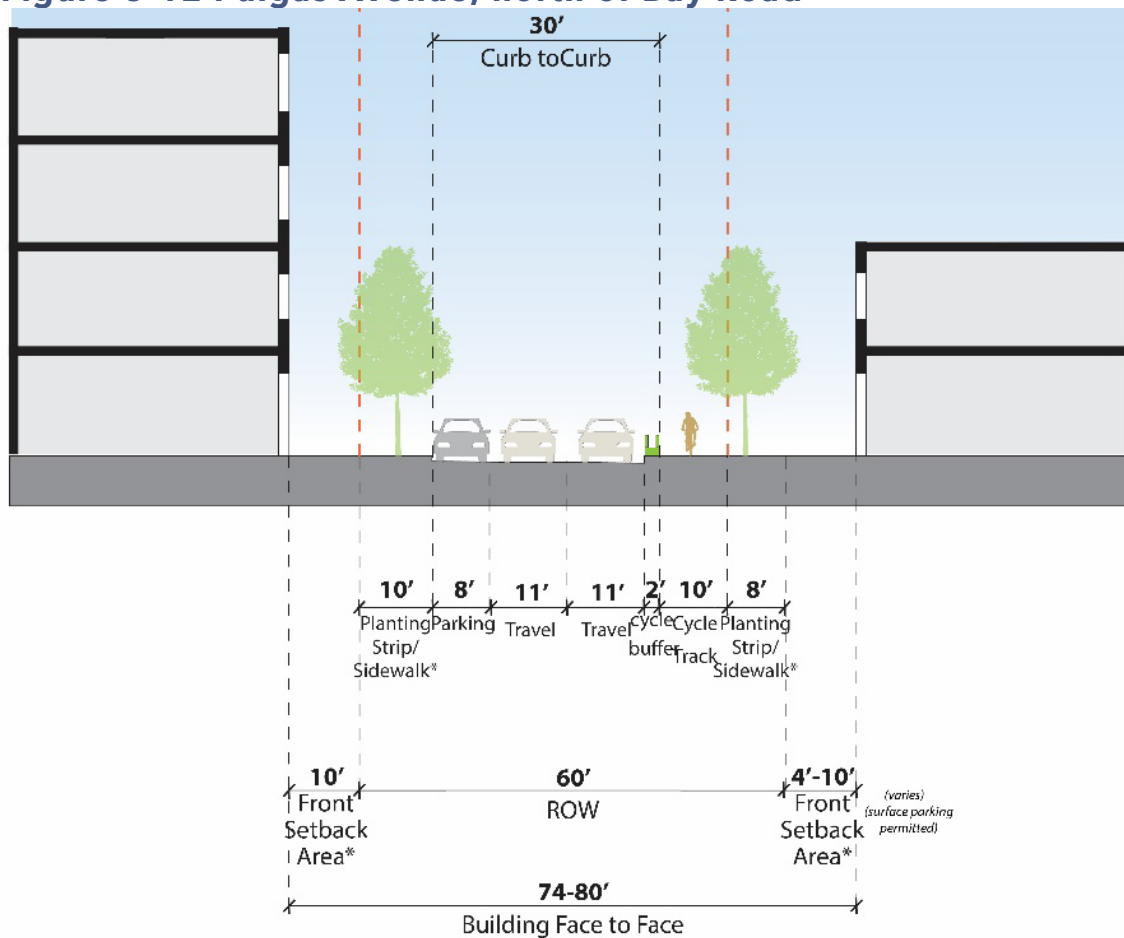
**Planting:** Trees should be planted within planting strips between the sidewalk and roadway. Three-foot-wide planting strip minimum.

**Street Type: Pulgas Avenue, north of Bay Road**

Pulgas Avenue, north of Bay Road is a two-lane roadway with on-street parking and sidewalks along a short section of the street. It has limited pedestrian and bicycle facilities and currently terminates in a dead end. In the future, Pulgas Avenue will terminate at Emmerson Street, a new east-west connector between Demeter Street and Tara Road.

The street section shown below is envisioned for Pulgas Avenue with a 60-foot right-of-way. The street design is intended to facilitate safe, multimodal connections to the office areas envisioned in the Plan Area.

**Figure 8-12 Pulgas Avenue, north of Bay Road**



**ROADWAY DESIGN**

**Street Lane Width:** 11 feet.

**Pedestrian Crossing Spacing:** Minimum of every 500 to 600 feet.

**On-Street Parking:** On-street parking allowed on one side of the street.

**PEDESTRIAN DESIGN**

**Minimum Sidewalk Width:** 8-10 feet, including planter strip.

**BICYCLE DESIGN**

**Facilities:** Raised cycle track with minimum 10-foot width and 2-foot buffer between the cycle track and travel lane.

**PEDESTRIAN STREET LIGHTING**

**Pedestrian Street Lighting Spacing:** Street lighting should be provided at key destinations, such as entrances. Street lighting should be provided at crosswalk locations and intersections.

**STREET TREES**

**Tree Size (as defined by canopy diameter upon maturity):** Medium canopy trees (25- to 40-foot diameter) should be planted.

**Tree Spacing:** Cluster trees or space 15 to 20 feet apart where possible to avoid driveways and utilities.

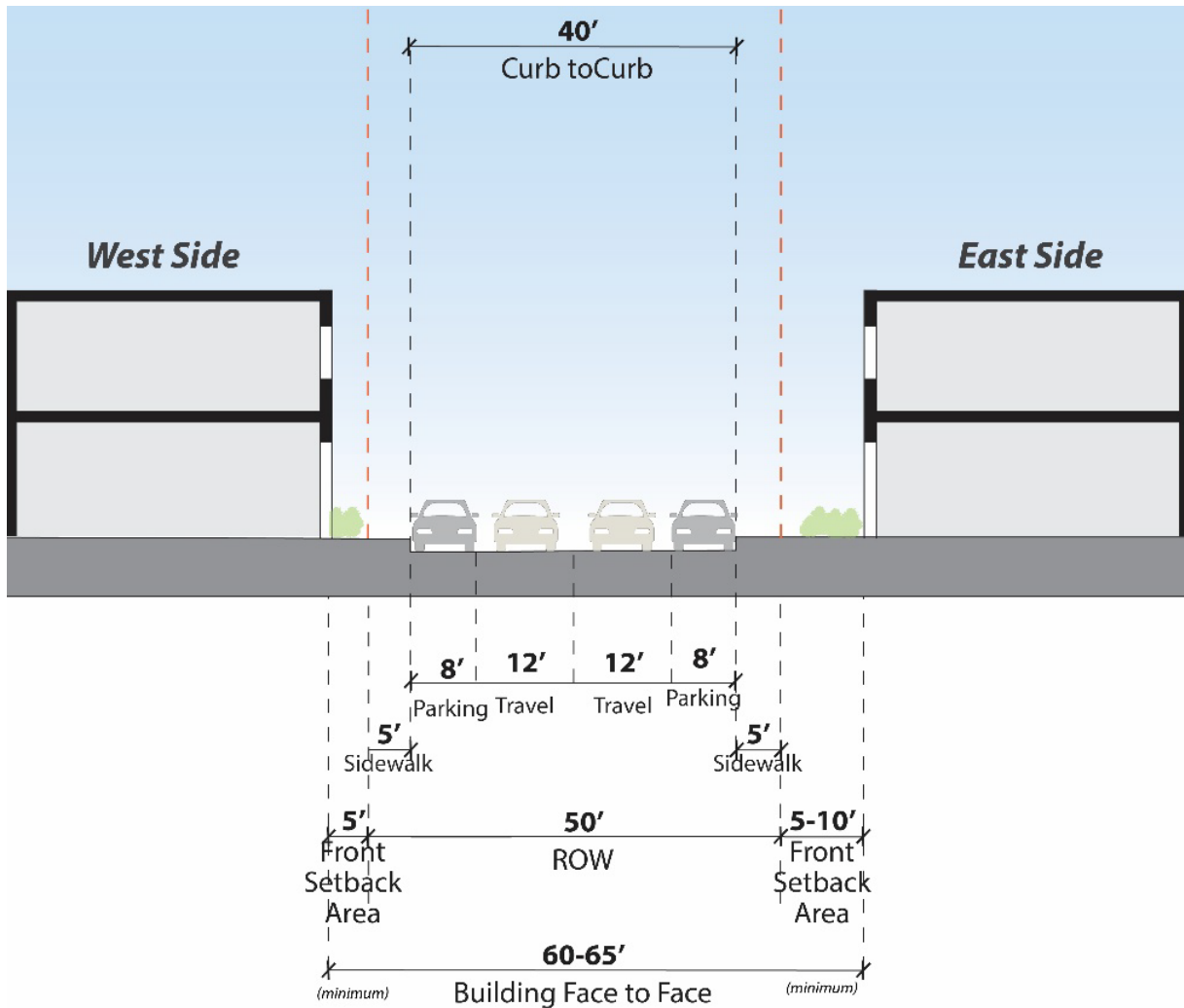
**Planting:** Trees should be planted within planting strips between the sidewalk and roadway. Three-foot-wide planting strip minimum.



**Street Type: Demeter Street**

Demeter Street is a two-lane roadway with on-street parking and sidewalks with gaps in a few locations. The cross section would remain the same with improved streetscape, continuous sidewalks, and building setbacks.

**Figure 8-13: Demeter Street**



**ROADWAY DESIGN**

**Street Lane Widths:** 12 feet.

**Pedestrian Crossing Spacing:** Minimum of every 500 to 600 feet.

**On-Street Parking:** On-street parallel parking on both sides of the street.

**PEDESTRIAN DESIGN**

**Minimum Sidewalk Width:** 5 feet (no planter strip required).

#### **BICYCLE DESIGN**

**Facilities:** Class III bicycle routes should be provided on Demeter Street.

#### **PEDESTRIAN STREET LIGHTING**

**Pedestrian Street Lighting Spacing:** Street lighting should be provided at key destinations, such as entrances. Street lighting should be provided at crosswalk locations and intersections.

#### **STREET TREES**

**Tree Size (as defined by canopy diameter upon maturity):** Medium canopy trees (25- to 40-foot diameter) should be planted.

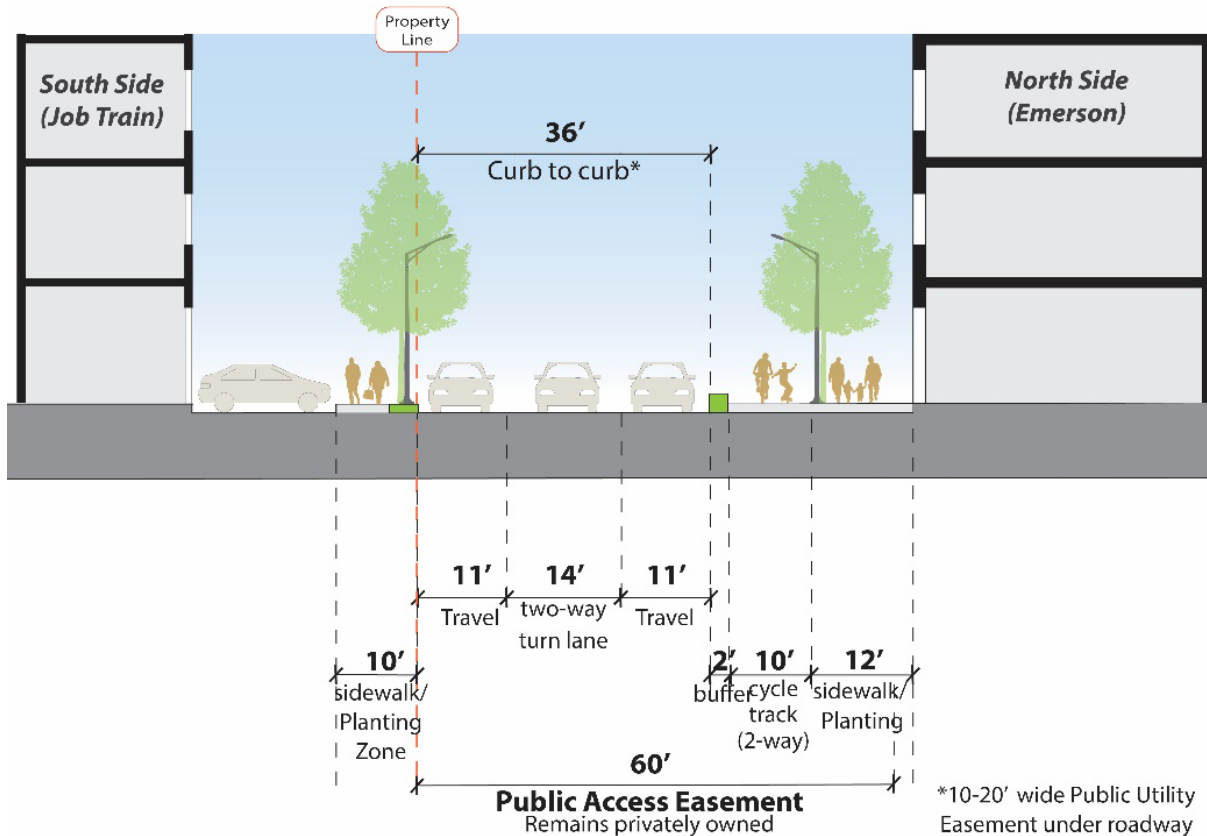
**Tree Spacing:** Cluster trees or space 15 to 20 feet apart where possible to avoid driveways and utilities.

**Planting:** Trees should be planted within planting strips between the sidewalk and roadway. 3-foot-wide planting strip minimum.

**Street Type: Street A, East-West Connector, between Demeter and Pulgas**

The street section shown in Figure 8-14 is envisioned for the portion of the East-West Connector that is between Demeter and Pulgas Avenue, a new street between Demeter Street and Tara Road with a 60-foot public access easement. These standards are meant to reflect the specific dimensions and right-of-way of this new street. The following standards should apply:

**Figure 8-14: New Street A (East-West Connector), Western**



**ROADWAY DESIGN**

**Street Lane Width:** 11 feet, 14 feet for center turn lane.

**Pedestrian Crossing Spacing:** Minimum of every 400 feet.

**On-Street Parking:** On-street parking should be prohibited to provide for a 14-foot wide center median.

**PEDESTRIAN DESIGN**

**Minimum Sidewalk Width:** 10-12 feet, including planter strip.

### BICYCLE DESIGN

**Facilities:** Raised cycle track with minimum 10-foot width and two-foot buffer between the cycle track and travel lane.

### PEDESTRIAN STREET LIGHTING

**Pedestrian Street Lighting Spacing:** Street lighting should be provided at key destinations, such as entrances. Street lighting should be provided at crosswalk locations and intersections.

### STREET TREES

**Tree Size (as defined by canopy diameter upon maturity):** Medium canopy trees (25- to 40-foot diameter) should be planted.

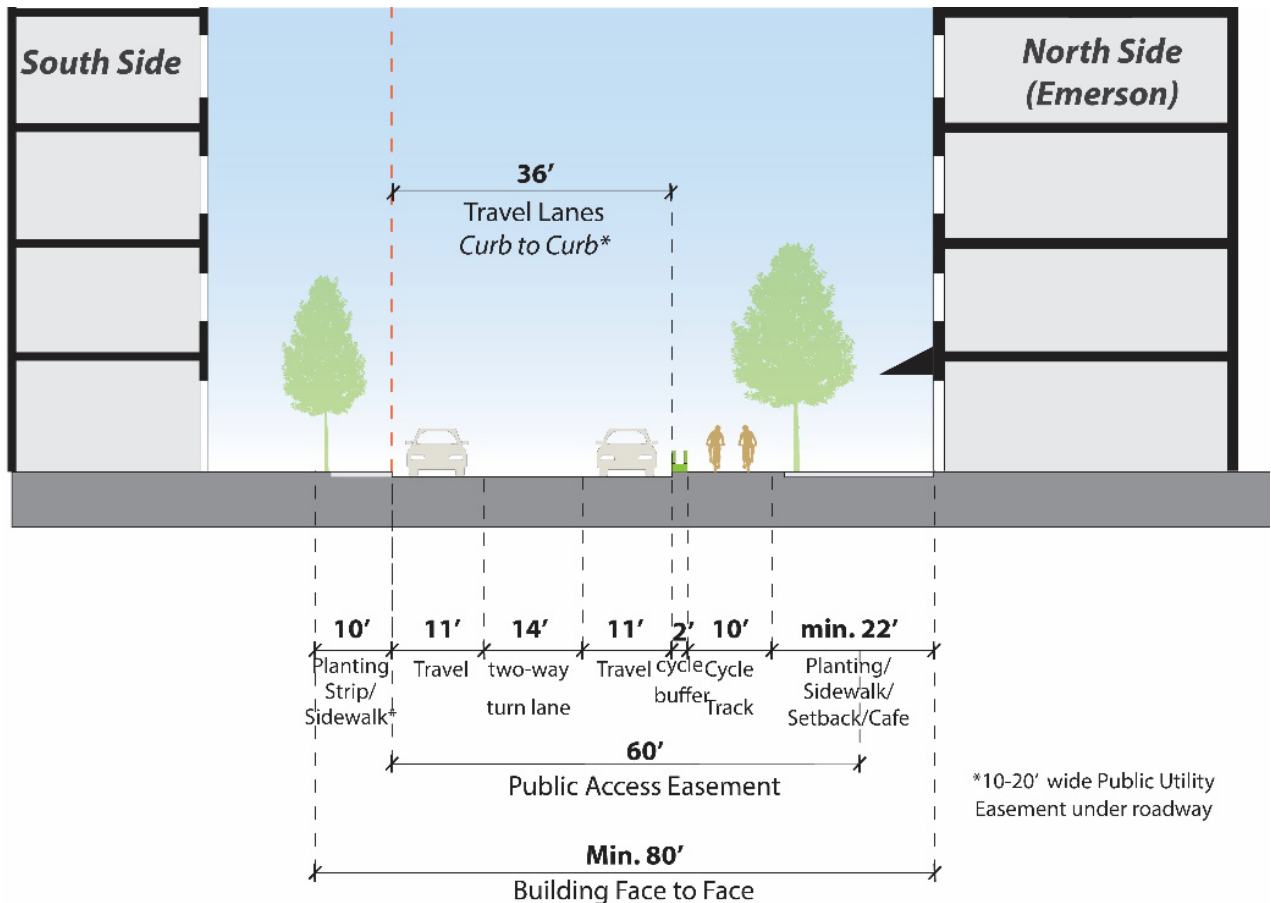
**Tree Spacing:** Cluster trees or space 15 to 20 feet apart where possible to avoid driveways and utilities.

**Planting:** Trees should be planted within planting strips between the sidewalk and roadway. Three-foot-wide planting strip minimum.

**Street Type: New Street A, East-West Connector, Pulgas to Tara**

The street section shown below is envisioned for the portion of the East-West Connector that is between Pulgas and Tara Road, a new street between Demeter Street and Tara Road with a 60-foot public access easement. These standards are meant to reflect the specific dimensions and right-of-way of this new street. The following standards should apply:

**Figure 8-15: New Street A (East-West Connector), Eastern**



**ROADWAY DESIGN**

**Street Lane Width:** 11 feet, 14 feet for center turn lane.

**Pedestrian Crossing Spacing:** Minimum of every 400 feet.

**On-Street Parking:** On-street parking should be prohibited to provide for a 14-foot wide center median.

**PEDESTRIAN DESIGN**

**Minimum Sidewalk Width:** 12 feet.

**BICYCLE DESIGN**

**Facilities:** Raised cycle track with minimum 10-foot width and two-foot buffer between the cycle track and travel lane.

**PEDESTRIAN STREET LIGHTING**

**Pedestrian Street Lighting Spacing:** Street lighting should be provided at key destinations, such as entrances. Street lighting should be provided at crosswalk locations and intersections.

**STREET TREES**

**Tree Size (as defined by canopy diameter upon maturity):** Medium canopy trees (25- to 40-foot diameter) should be planted.

**Tree Spacing:** Cluster trees or space 15 to 20 feet apart where possible to avoid driveways and utilities.

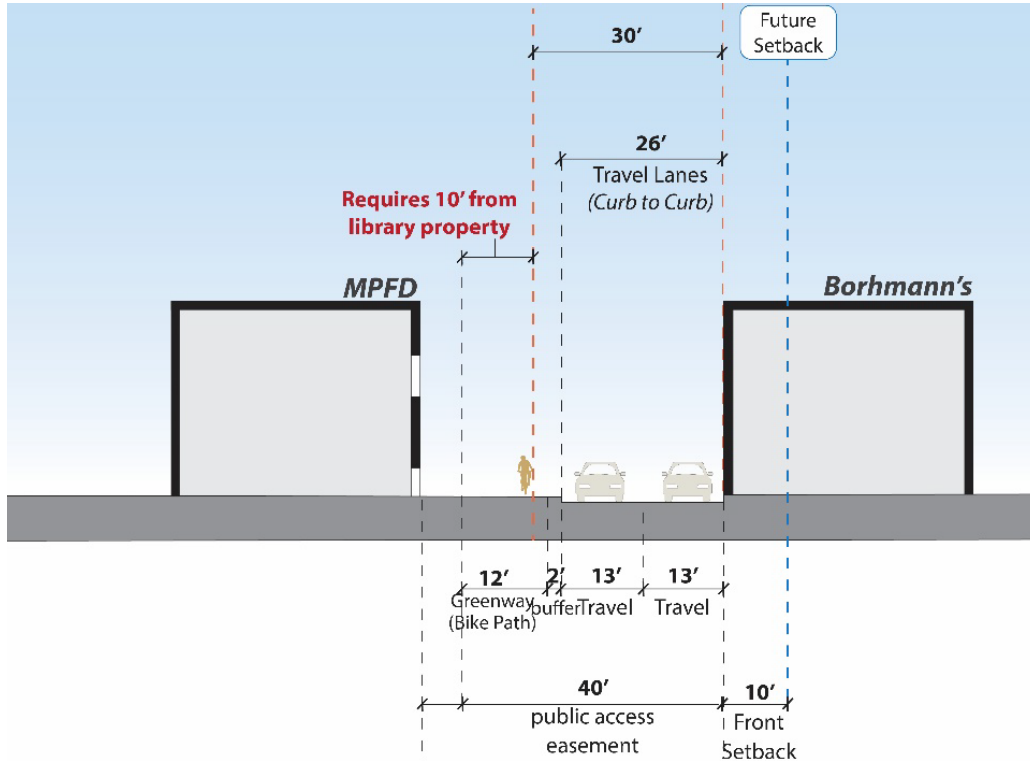
**Planting:** Trees should be planted within planting strips between the sidewalk and roadway. Three-foot-wide planting strip minimum.

*Note: New Street B is a flexible access road that will connect Bay Road to Week Road. As a flexible access road, it has no defined cross-section. However, this street shall include at least two 11' wide travel lanes and a minimum 10' wide multi-use path or greenway.*

**Street Type: New Street C, Pulgas-Tara Connector**

The street section shown below is envisioned for the east-west connector between Pulgas Avenue and Tara Road south of Bay Road with a 42-foot right-of-way. These standards are meant to reflect the specific dimensions and right-of-way of Street C. The following standards should apply:

**Figure 8-16: Street C (Pulgas-Tara Connector)**



**ROADWAY DESIGN**

**Street Lane Width:** 13 feet.

**On-Street Parking:** On-street parking is not permitted.

**PEDESTRIAN DESIGN**

**Minimum Sidewalk Width:** n/a, depends on future disposition of Borhmann's. Minimum ten-foot setback desired to accommodate sidewalk.

**BICYCLE DESIGN**

**Facilities:** Raised bike path.

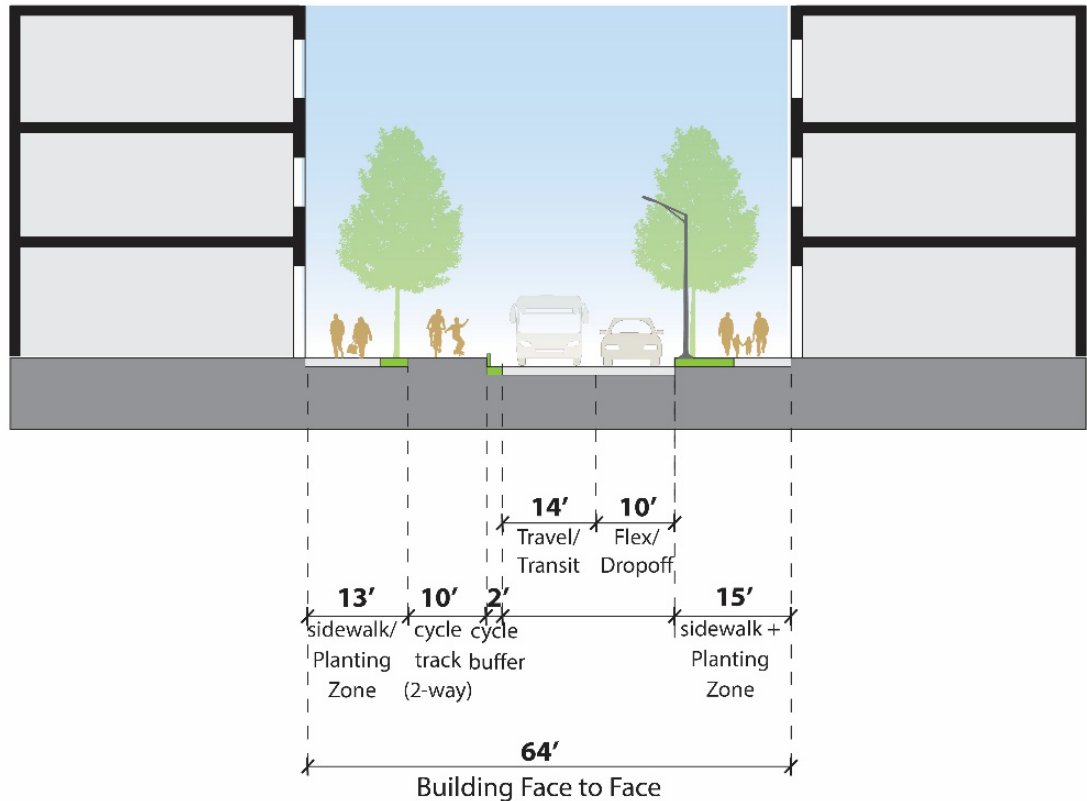
**PEDESTRIAN STREET LIGHTING**

**Pedestrian Street Lighting Spacing:** Street lighting should be provided at key destinations, such as entrances. Street lighting should be provided at crosswalk locations and intersections.

### Street Type: Transit Connector

This street section shown in Figure 8-17 is a potential section for the connecting facility between the end of Purdue Street and Pulgas Street

**Figure 8-17: Transit Connector (New Street F)**



#### ROADWAY DESIGN

**Street Lane Width:** 14 feet if accommodating transit/shuttle vehicles.

**On-Street Parking:** On-street parking may be alternated with drop-off spaces.

#### PEDESTRIAN DESIGN

**Minimum Sidewalk Width:** 10 feet.

#### BICYCLE DESIGN

**Facilities:** Raised cycle track.

#### PEDESTRIAN STREET LIGHTING

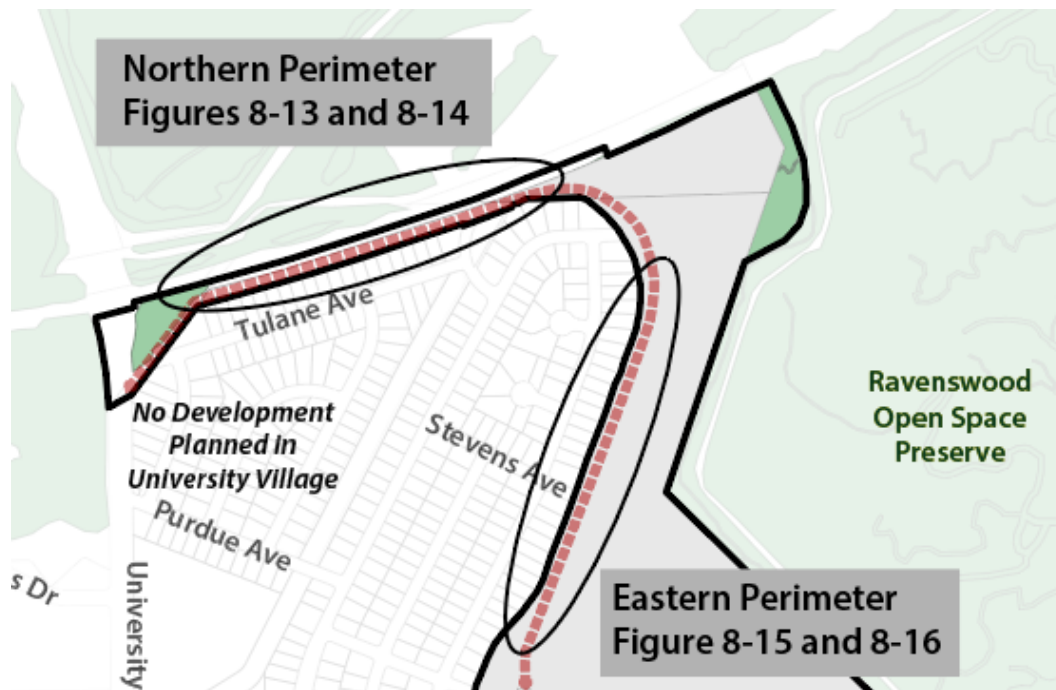
**Pedestrian Street Lighting Spacing:** Street lighting should be provided at crosswalk locations and intersections.



**Street Type: Optional Loop Road**

The section shown in Figures 8-13 through 8-16 are envisioned for the future connection between University Avenue and Demeter Street around the northern perimeter of University Village. There are two potential configurations: one with minimal or no vehicle lanes (the default section), and one with an expanded vehicular two-lane "Loop Road." The Loop Road vehicle street design is intended to allow for larger buses, trucks, and employment shuttles, but still allow for a pedestrian and bicycle-friendly environment that respects the adjacent natural areas. The feasibility of the Loop Road as a vehicular improvement is unknown at this time and requires further engineering and environmental analysis.

**Key to Loop Road Figures:**



**Eastern Perimeter**

Figure 8-18 is envisioned for a Loop Road that has only a shared multiuse trail for bicycles/pedestrians and no travel lanes. Cars, trucks, and large shuttles would not be allowed.

**Figure 8-18: Loop Trail (no travel lanes), Eastern Perimeter**

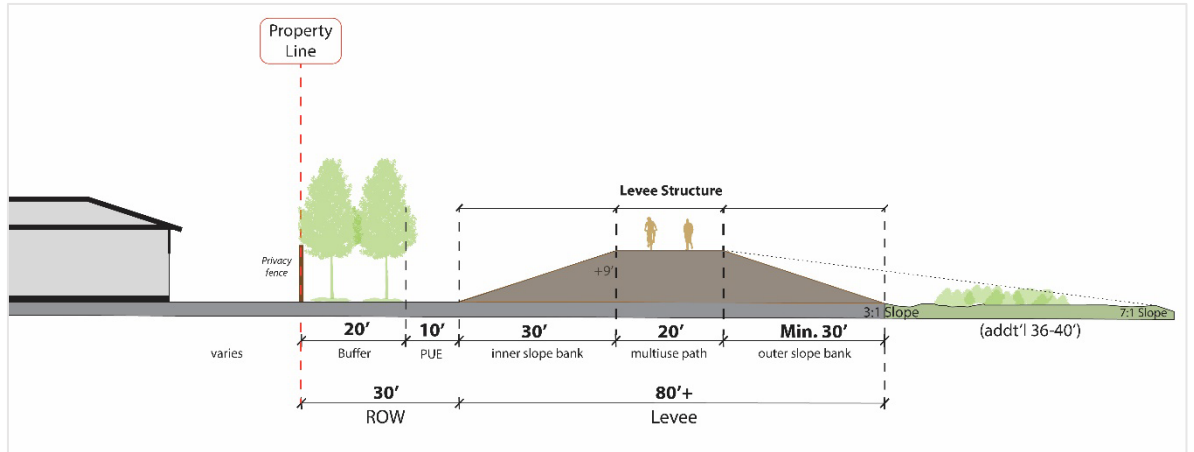
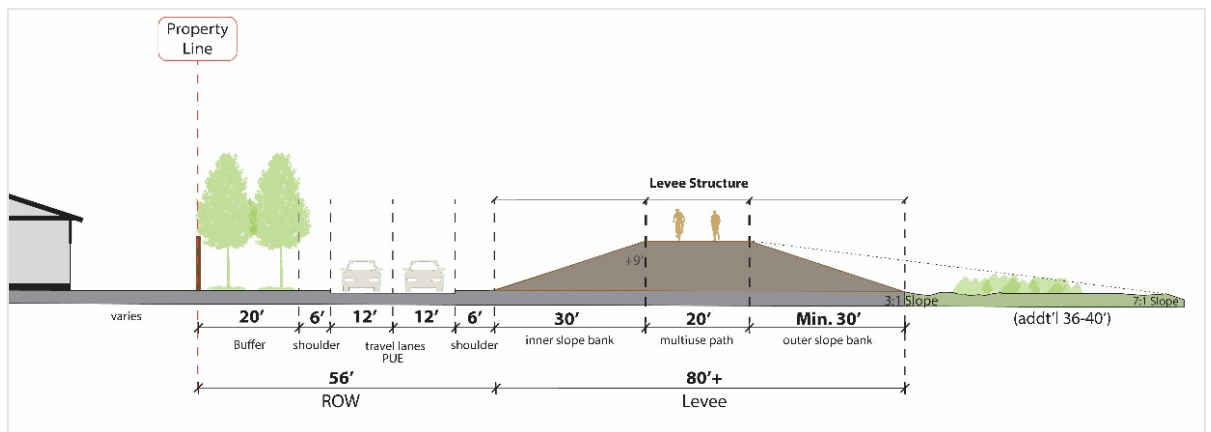


Figure 8-19 is envisioned for the Loop Road with only a shared multiuse trail for bicycles and pedestrian and no travel lanes. This is the default (or assumed) section design.

**Figure 8-19: Loop Road, Eastern Perimeter**



**Northern Perimeter**

Figure 8-20 is envisioned for a Loop Road that has only a shared multiuse trail for bicycles/pedestrians and the currently existing service lane with access to SFPUC.

**Figure 8-20: Loop Trail (current condition), Northern Perimeter**

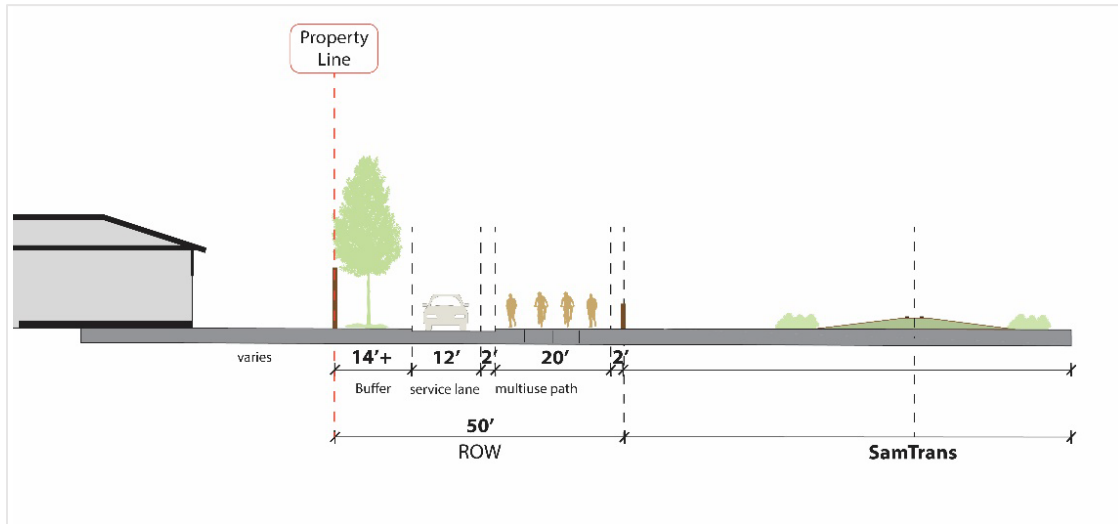
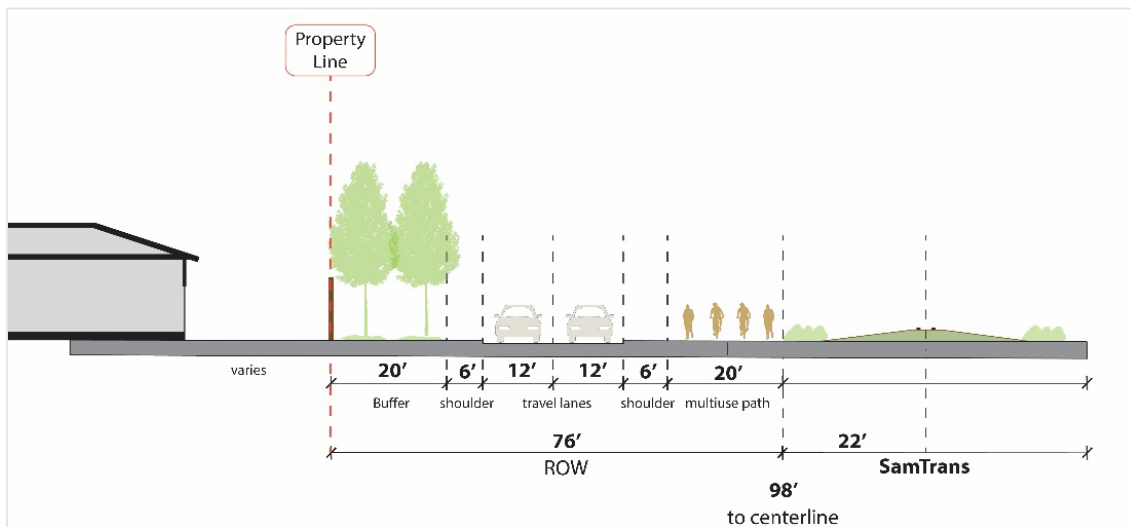


Figure 8-21 is envisioned for the Loop Road with only a shared multiuse trail for bicycles and pedestrian and two travel lanes.

**Figure 8-21: Loop Road, Northern Perimeter**



If the Loop Road is built as a vehicular roadway, the following standards apply:

### ROADWAY DESIGN

**Street Lane Width:** 12 feet (only if travel lanes are built).

**On-Street Parking:** On-street parking is not allowed on the Loop Road unless additional right-of-way is acquired.

### BICYCLE AND PEDESTRIAN DESIGN

**Facilities:** Multi-use paths that allow pedestrian and bicycle use should be provided on one side only of the Loop Road, or on top of the levee where appropriate. A minimum 14-foot-wide paved area with two-foot shoulders should be provided.

### PEDESTRIAN STREET LIGHTING

**Pedestrian Street Lighting Spacing:** Street lighting should be provided at important destinations and at pedestrian crossings. Provide minimal street lighting to satisfy safety concerns for the Loop Road to minimize impact on natural resources and adjacent residential uses.

**Street Lighting Height:** No greater than 16 to 20 feet.

### STREET TREES

**Location:** Trees should be planted on the southern and western sides of the street only. Trees should not be planted between the Loop Road and natural areas to the east.

**Tree Size (as defined by canopy diameter upon maturity):** Medium canopy trees (25- to 40-foot diameter) should be planted along the Loop Road.

**Trees Spacing:** 15 to 20 feet apart.

**Planting:** Trees should be planted within a permeable landscaped buffer separating the Loop Road from residential properties to the south or west.

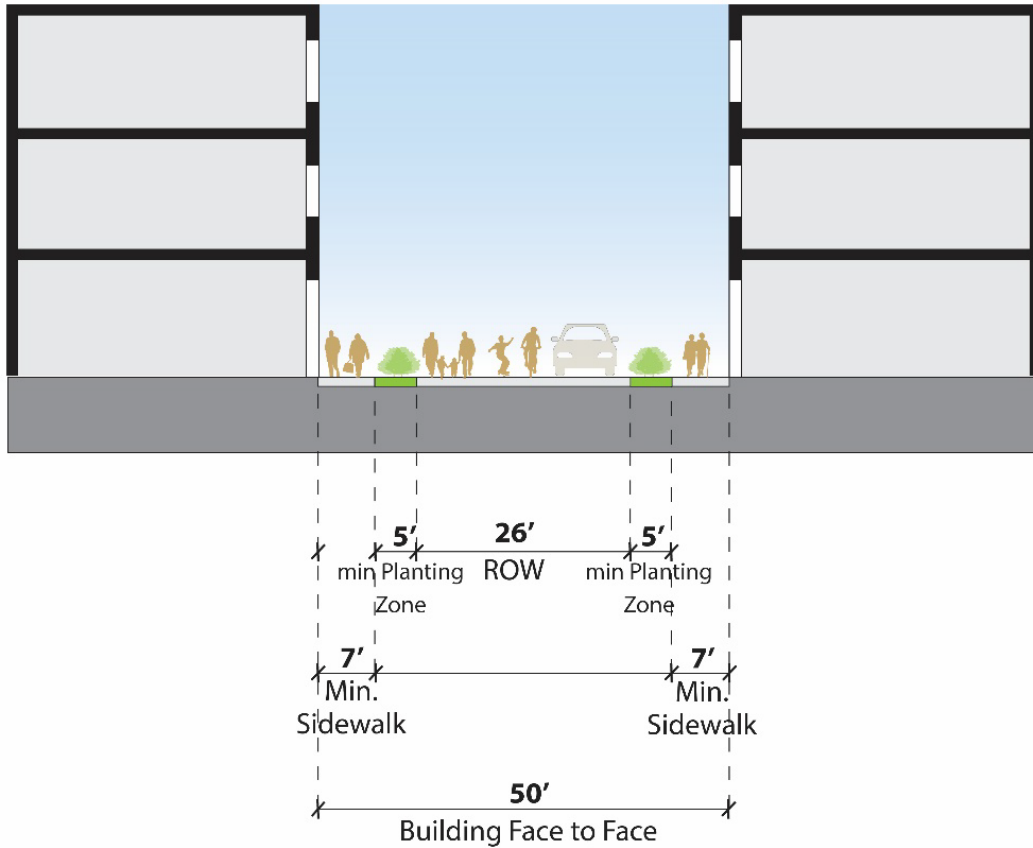
**Street Tree Type:** Trees should be native species that have been proven to thrive in similar environmental conditions, and that can tolerate exposure to salt water.

Desired locations for the Shared/Slow Street and Greenway facility types is suggested by the Flexible Connections shown on Figure 8-3. The specific alignment of internal connections with public access easements within developments will be approved as part of a Master Development Plan.

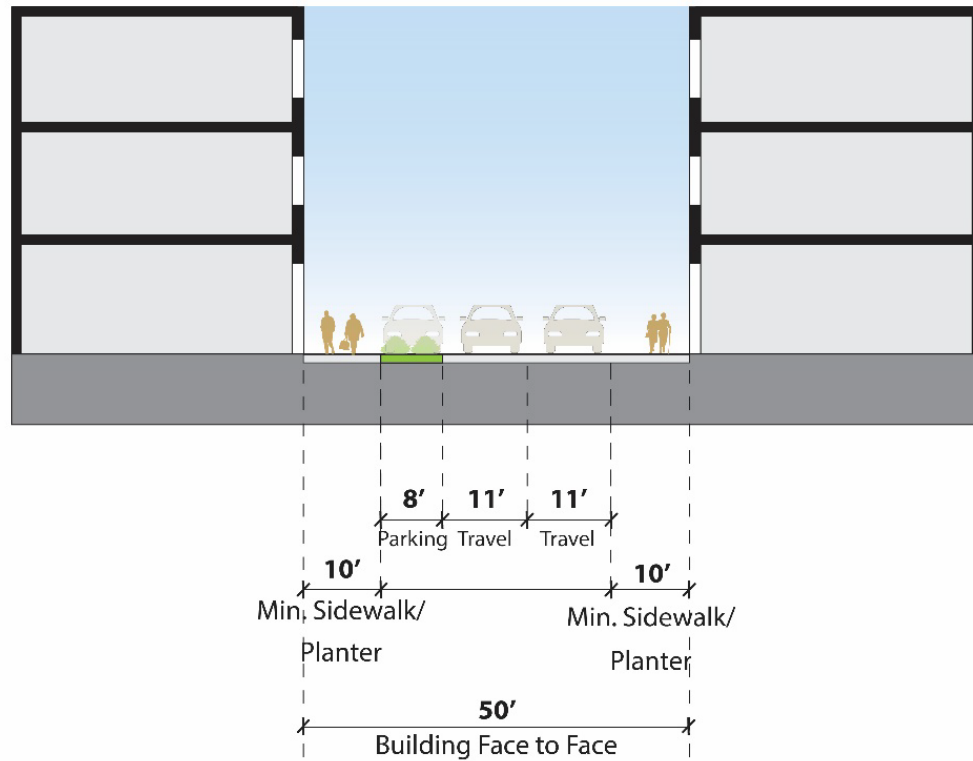
**Facility Type: Shared/Slow Street**

Intended to guide the design for mobility connections where streets and pedestrian spaces/sidewalks are at the same grade, or where vehicles are otherwise designed to intermingle at slow speeds with other users.

**Figure 8-22: Slow Street, with Fire Lane**

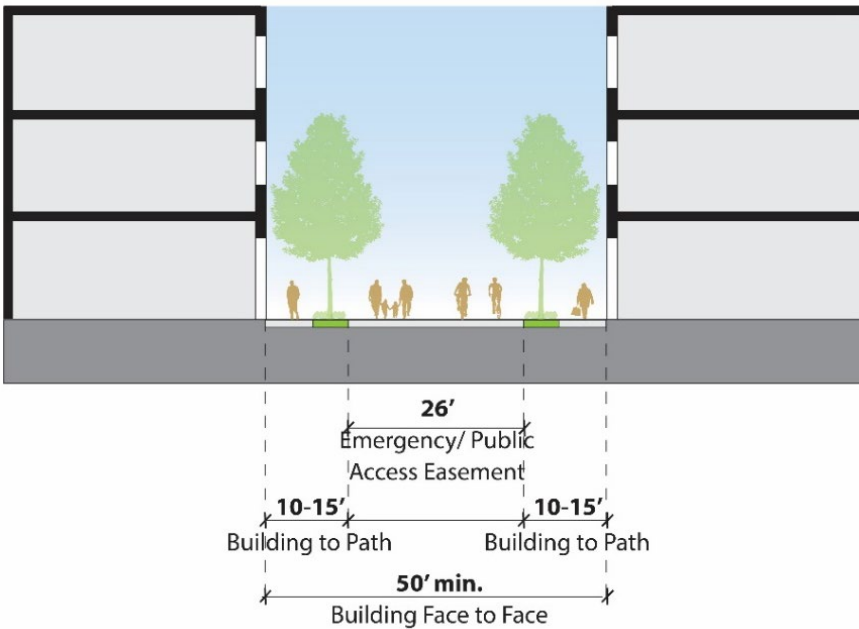


A minimum 26' width of clear, flat surface is necessary where required to provide firetruck access.

**Figure 8-23: Slow Street, with Parking****Facility Type: Greenway with Fire Lane**

Where a greenway serves as a fire lane, a minimum 26' width of clear, flat surface is necessary where required to provide firetruck access.

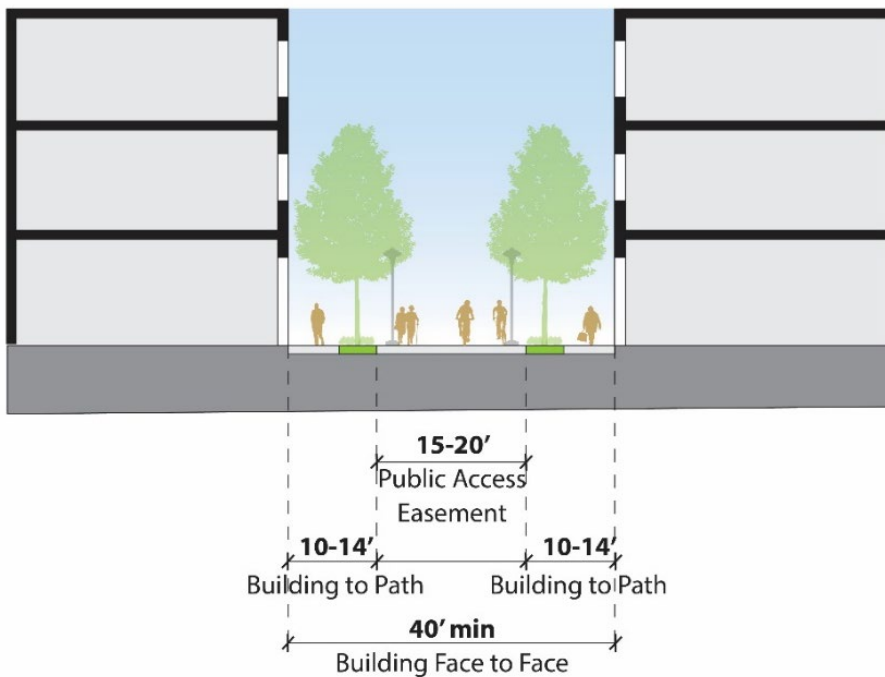
**Figure 8-24: Greenway with Fire Lane**



**Facility Type: Greenway without Fire Lane**

Without a fire lane, a greenway may be smaller, with between 15 to 20' width provided as a public access easement.

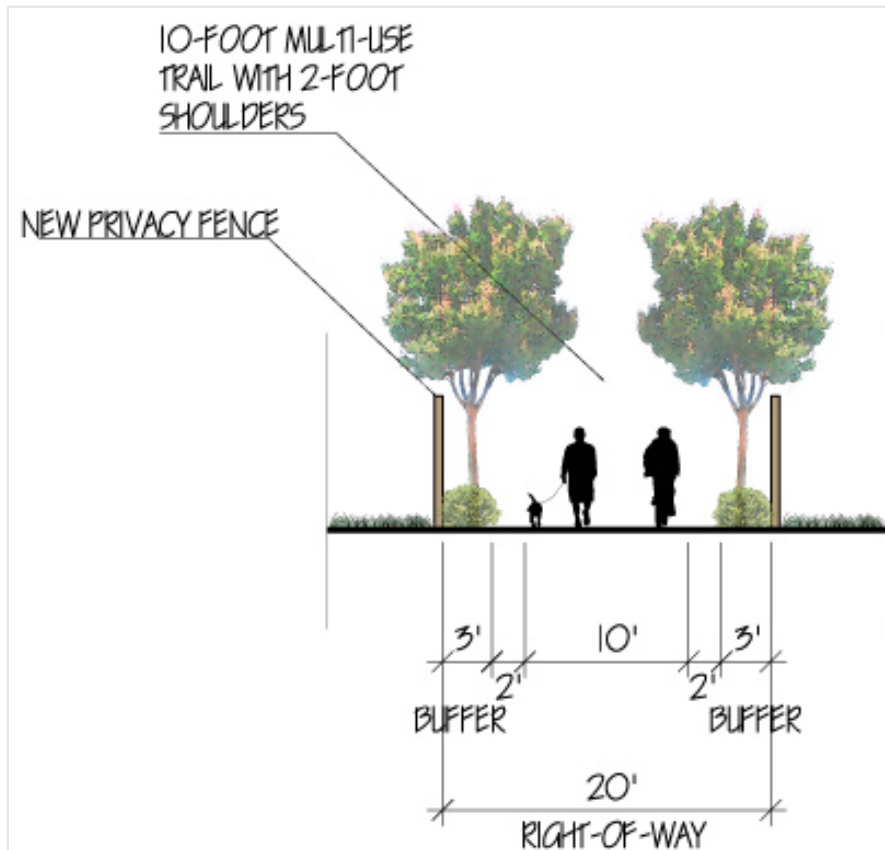
**Figure 8-25: Greenway without Fire Lane**



### Facility Type: UPRR/SFPUC Easement Path

For future trails/paths located along the Union Pacific Railroad spur or the SFPUC Hetch Hetchy linear right-of-way, the following shall be the minimum dimensions:

**Figure 8-26: Minimum Easement Path**



### 8.4.2 Street Right-of-Way Standards and Guidelines

This section provides standards and guidelines for the design of all new street rights-of-way, as well as improvements to existing rights-of-way within the Specific Plan Area. The words "shall" or "must" refer to a mandatory design standard for new street rights-of-way. The words "should," "may," or "encouraged" refer to a guideline that is recommended for all new street rights-of-way and should be followed where appropriate.



## ROADWAY DESIGN GUIDELINES

- 1 **Roadway width.** Lane widths should be no greater than necessary to support the street's intended speed and accommodate the anticipated through and turning movement of vehicles.
- 2 **Bulbouts.** Curb extensions, or "bulbouts," at intersections are encouraged as a means of expanding the pedestrian zone where pedestrians are likely to congregate.
- 3 **Refuge islands.** Pedestrian refuge islands should be incorporated into crosswalk design where a center median is present.
- 4 **On-street parking.** In commercial areas, on-street parking should be striped and time enforced.
- 5 **Public Utility Easements (PUEs).** Public Utility Easements (PUEs) for joint trench and other dry utilities may be required along certain project frontages (5'-10' wide). See *Chapter 9, Utilities for details*.

## PEDESTRIAN DESIGN STANDARDS

- 1 **ADA Compliance.** Sidewalks shall be continuous and meet all applicable requirements of the Americans with Disabilities Act (ADA).
- 2 **Minimum clearance.** A minimum 4-foot width along the sidewalk shall be entirely clear of all obstacles.

## PEDESTRIAN DESIGN GUIDELINES

- 1 **Desired sidewalk widths.** Sidewalk widths should be adequate to support the level of pedestrian activity that is intended and desired.
- 2 **Shortened crossings.** Consider bulbouts at major intersections instead of on-street parking to shorten the distance of pedestrian crossings. Only provide left turn lanes where absolutely necessary so that wider, more pedestrian-friendly medians can be provided.
- 3 **Driveway conflicts.** Driveways and curb cuts should be minimized to limit conflicts between vehicles, pedestrians, and bicyclists. Wherever possible, driveways for adjacent uses should be consolidated.
- 4 **Detached versus attached sidewalks.** Generally, attached sidewalks are suitable for Bay Road or active, retail and community-oriented frontages. Detached sidewalks are appropriate for internal circulation roads and greenways.
- 5 **Location of amenities.** Where possible, improvements such as street furniture, street lights, tree wells, and utility vaults should be

located adjacent to the curb. Where space is a constraint, above ground utility boxes and equipment should be placed behind the sidewalk within a Public Utility Easement.

- 6 Quality materials.** Sidewalks should use high-quality materials and installation to ensure long use and avoid frequent replacement. Recycled and/or locally sourced paving materials should be specified wherever feasible. Pervious materials, such as special pavers or pervious concrete, are recommended where feasible.

### BICYCLE DESIGN STANDARDS

- 1 Bicycle lane width.** Class II on-street bicycle lanes shall have a minimum width of 5 feet. Four-foot-wide Class II bicycle lanes may be appropriate in cases where the adjacent parallel parking space is at least 9 feet wide to achieve a total width of at least 13 feet. The gutter and drain inlets shall not be included as part of the bicycle lane's width, except where limited by available right-of-way.

### TRANSIT DESIGN GUIDELINES

- 1 Bus stop location.** Where feasible, bus stops should be located at the far side of the intersections they serve.
- 2 Bus stop amenities.** All bus stops should provide at least one bench, along with a bus shelter, maps and wayfinding information at high-volume bus stops.
- 3 Transit signage.** All transit stops should be prominently signed, and all pertinent route and schedule information, including major connecting services, should be posted.
- 4 Bus bulbouts.** Bus bulbouts are encouraged at high-volume transit stops where on-street parallel parking exists.
- 5 Concrete pads.** Bus shelters should be constructed with concrete pads to the extent feasible in order to reduce maintenance needs and costs.

### STREET FURNISHINGS AND AMENITIES

- 1 Coordination.** At an area-wide scale, street furniture should be coordinated in type, color, and material to contribute to a sense of identity in the area.
- 2 Regular furnishings.** Street furniture, including benches, trash and recycling receptacles, should be placed along the street at regular intervals to encourage pedestrian activity.

- 3 Trash and recycling.** Trash and recycling receptacles should be placed regularly at major intersections, near major building entrances, near bus stops, and adjacent to outdoor seating areas.
- 4 Wayfinding.** Wayfinding signage should be provided to direct pedestrians to nearby destinations and attractions.
- 5 Art in streetscapes and plazas.** Public art should be installed along roadways at visible locations, such as gateways, entryways to projects, and public and semi-public plazas.

**LIGHTING**

- 1 Coordinated lighting.** Roadway lighting and pedestrian lighting should be designed in conjunction with one another to create a safe and attractive environment for pedestrians, bicyclists, and drivers.
- 2 Lighting emphasis.** Greater amounts of lighting should be provided in areas where there are safety concerns, at entrances to parks and plazas, at connections to the Bay Trail, and at intersections.
- 3 Pedestrian scale.** Sidewalks should be illuminated through the use of pedestrian-scaled lighting, typically 10 to 16 feet in height, in high-intensity pedestrian areas such as Bay Road.
- 4 Pedestrian lighting spacing.** Street lighting for pedestrians shall be placed approximately every 20' to 50,' depending on the section.
- 5 Dark sky.** Street lamps shall be oriented toward the ground and shall include cutoffs to minimize illumination of the night sky.

**STREET TREES**

- 1 New street trees.** Street trees should be provided along all public roadways (newly constructed or reconstructed) to provide shade for pedestrians, assist in stormwater management, buffer pedestrians from traffic, and provide visual interest on the street.
- 2 Tree species selection.** Native deciduous or semi-deciduous tree species are preferred. Encourage the planting of street trees that thrive in urban conditions, meaning they do not require large amounts of water and do not have root growth patterns that disturb sidewalks. Encourage the use of root guards when planting trees. *Refer to Chapter 7 and the City's Urban Forest Master Plan for additional species recommendations.*

- 3 Repeated species.** A small palette of species should be repeated regularly over the length of a block or throughout the Plan Area to provide visual continuity.
- 4 Mature trees.** Existing mature trees should be maintained and protected wherever possible, including by notching or stepping back buildings where trees are deemed to be of significance.
- 5 Healthy growing environment.** Street trees should be provided with the best possible growing environment, including ample soil planting depth, subsurface preparation, aeration, root protection, irrigation, and drainage.
- 6 Tree wells.** Tree wells should be used in higher-intensity areas with high levels of pedestrian activity, particularly where there is cross-traffic between on-street parking and adjoining buildings.
- 7 Tree spacing.** As a general rule, street trees should be spaced on center as follows:
  - Large canopy trees: 20 to 30 feet
  - Medium canopy trees: 15 to 20 feet
  - Small canopy trees: 12 to 15 feet

## LANDSCAPING

- 1 Pedestrian landscaping.** Landscaping should contribute to the quality of the pedestrian experience by providing shade and using plant materials that are in scale with the adjacent land uses and buildings.
- 2 Planter strip dimensions.** Planting strips should be 3-foot wide minimum, and wider (5') where feasible. Throughout the Specific Plan Area, consider use of planting strips to help manage and treat stormwater.
- 3 Landscaping variety.** In order to provide added variety and visual interest, landscaping in commercial areas may include permanent above-grade planters, movable pots and planters, and hanging planters, in addition to tree wells and planting strips.
- 4 Landscape species selection.** California native and drought-tolerant species should be used where possible to minimize maintenance and water consumption.

## 8.5 Transportation Demand Management

Transportation Demand Management (TDM) consists of a combination of programs, policies, and infrastructure designed to reduce overall vehicle trips and associated parking demand. TDM seeks to provide incentives and options for the Specific Plan Area residents and employees to choose alternative modes such as walking, bicycling, transit, or ridesharing. The City of East Palo Alto's Transportation Demand Management (TDM) Ordinance, adopted in 2021, set forth a daily trip reduction goal of 40 percent for new nonresidential developments greater than 10,000 square feet and new residential developments with 10 or more units.

### 8.5.1 General TDM Requirements

#### STANDARDS

- 1 40% Trip Reduction Requirement.** Per the City's TDM ordinance, the daily trips generated by new developments in the Plan Area are required to be 40 percent below trip estimates developed based on rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11<sup>th</sup> Edition*.
- 2 Combined Office and R&D Trip Rates.** The same average daily trip rate of 10.96 vehicle trips/1,000 square feet will be assumed for all uses in this employment category, since the Plan allows for flexibility in the mix of general office space, research and development space, and life science space, and because these uses have similar vehicle trip characteristics.
- 3 District-Wide Trip Cap.** A single trip cap will be applied across all properties in the Plan Area to ensure the area as a whole meets the 40 percent daily trip reduction requirement. While some projects, especially small developments, and residential uses, may fall short of the trip reduction requirement, larger projects may be able to achieve a higher reduction.
- 4 Trip Cap Methodology (All Trips).** The TDM Implementation Guidelines will contain a table with the trip cap breakdown, which will be updated annually as building permits are obtained. The trip cap will be based on the daily trip estimates developed in the *Specific Plan SEIR*. Since ITE trip rates include all vehicle trips, including delivery truck trips, visitor traffic, pass-by trips, and internal captured trips made by automobile, all vehicle trips will be included in the established trip cap.

### 8.5.2 TMA Requirements

In order to meet the trip cap, a Transportation Management Association (TMA) will be established for the RBD/4 Corners Specific Plan Area. The TMA will be responsible for providing a comprehensive array of commuter resources and measures for the Plan Area, monitoring trips, and collecting fees and penalties.

#### STANDARDS

- 1 Membership in TMA.** Membership in the TMA is mandatory for all new developments in the Plan Area.
- 2 Establishment of TMA.** Property owners pursuing development proposals within the Plan Area will establish a TMA for the Plan Area to achieve the trip reduction goals set by the TDM ordinance. The TMA may be funded through annual member fees, privately funded, or funded through another mechanism. The formation documents necessary to establish the TMA under applicable laws and regulations must be completed and approved by the City Council prior to the first Building Permit issuance for new major project construction in the Plan Area subject to the TDM Ordinance.
  - a. The individual property owner(s) that actually fund the preparation and completion of the formation documents shall receive a credit/reimbursement for all costs associated therewith via the City's Transportation Impact Fee.
- 3 Compliance Plan.** No more than two years after formation, the TMA will develop a TDM Compliance Plan for the Plan Area that includes mode-share goals and planned TDM programs, which, when implemented, will meet the trip cap. The mode-share goals and TDM program requirements may differ by site based on the size and use of each property.
  - b. Each new development in the Plan Area will be required to sign on to the TDM Compliance Plan. Existing development or developments approved prior to the TDM Ordinance would not be required to comply with the TDM plan if they have fewer than 100 employees.
- 4 Regional partnerships.** The TMA is encouraged to collaborate with transit agencies, other developments in the area like the Willow

Village development and/or the Palo Alto TMA in either a local partnership or a “subregional TMA.”

### 8.5.3 Specific Required TDM Elements

The TMA will determine the full suite of TDM programs and policies, which when implemented, will satisfy the 40 percent reduction requirement. At a minimum, the TMA will be required to implement the following TDM measures:

- 1 Information and Marketing.** The TMA shall provide information and marketing to residents and/or employees in the Plan Area to build awareness of TDM programs, amenities (e.g., bike lockers and showers) and incentives. Information on transportation options and/or links to appropriate websites, apps and other resources (e.g., Commute.org and 511 phone and web sources) must be:
  - Provided to all prospective residents and employees
  - Included in resident and employee orientation materials
  - Posted in prominent locations within buildings (e.g., elevators, shared common spaces) and online (e.g., on tenant portals)
- 2 TDM Coordinator.** The TDM Compliance Plan must identify an individual or job classification that will serve as each property’s TDM coordinator and if this will be a full or part-time position. The TDM Compliance Plan must describe the duties and responsibilities of the TDM coordinator. Typical roles of TDM coordinators include:
  - Providing information about transit options and passes
  - Marketing TDM programs, including distribution of orientation materials for new residents/employees
  - Distributing transportation news and commuter alerts
  - Assisting with rideshare matching
  - Managing travel surveys to track trends and develop new commute programs
  - Coordinating services with partners and transit providers
- 3 Site Design Elements.** All new developments in the Plan Area will be required to include certain site design elements that support alternative modes. For non-residential developments, these include providing bike parking, showers and lockers, preferential

carpool/vanpool parking, drop-off areas for shuttles and rideshare near front doors, multimodal wayfinding, and lighted pedestrian paths connecting to sidewalks and throughout the development. For residential developments, these include providing bike parking, multimodal wayfinding, lighted pedestrian paths connecting to sidewalks and throughout the development, and package drop-off rooms.

#### 8.5.4 Shuttle Program Standards

- 1 **Shuttle Program.** If the TMA is required (or otherwise decides on its own) to fund and operate a shuttle program for the purposes of reducing trips in the Plan Area, the following standards shall apply:
  - a. The shuttle shall not be limited to the employees and residents of the Plan Area and shall be free and open to the public.
  - b. Individual property owners or developers in the Plan Area who provide separate privately-run shuttle programs are not exempt from any future shared/public shuttle program implemented by the TMA or City Council as a condition of TDM Compliance.
  - c. To the maximum extent feasible, the TMA shall design and run the long-haul shuttle service to actively promote counter-direction ridership (e.g. outbound trips in the morning and inbound trips in the afternoon/evening). The TMA shuttle program can be incrementally expanded with services provided in conjunction with other developments in the area like the Willow Village development or other TMAs.
  - d. To the extent possible, the RBD TMA shall collaborate with Willow Village in the administration and delivery of TDM measures such as shuttle services.
  - e. The shuttle program will qualify for trip credits based on its ability to reduce “external” trips, i.e. trips of East Palo Alto employees and residents living outside the Plan Area for both peak-direction and counter-direction ridership.



## **Optional TDM Elements**

The following is a partial list of optional TDM elements that can be adopted on a parcel specific or area-wide basis to supplement the required elements listed above and/or to augment efforts if a project is unable to meet its trip reduction goal. The TMA may implement or require property owners to implement these and other elements as part of the TDM Compliance Plan.

### **Micromobility Systems**

Micromobility systems include bicycles, scooters, electric-assist bicycles, electric scooters (e-scooters), and other small, lightweight, wheeled conveyances. This transportation option encourages the use of alternative modes for short trips and promotes active transportation associated with community health benefits. Although specific parcels may provide micromobility devices for the exclusive use of their employees and/or residents, deployment of a shared fleet of devices could be provided by the TMA or a regional service provider.

### **Car Sharing**

Car sharing programs allow people to have on demand access to a shared fleet of vehicles as an alternative to car ownership. Property owners can provide parking spaces for car-share operators and/or the TMA can provide memberships for residents and employees.

### **Transit Pass Subsidies**

The TMA can provide partially or fully subsidized transit passes to employees and residents in the Plan Area.

### **Transit Amenities**

Property owners can provide screens that display real-time transit and shuttle information on site and/or the TMA can provide enhanced bus/shuttle stop amenities in coordination with SamTrans.

### **Bicycle Repair Shop/Bikeshare**

Property owners can incorporate bicycle-serving facilities into the design of their projects, which makes multimodal commuting easier and more dependable.

### **Bike Buddy Programs**

A “Bike Buddy” program pairs a beginning or novice bicyclist with an experienced rider who already knows safe routes and riding techniques.

### **On-Site Amenities and Services**

Mixed-use buildings can offer on-site amenities such as a café, ATM machine, post office, dry cleaning, pharmacy, as well as other types of retail services to reduce the need for vehicle trips for meeting day-to-day needs. Reducing the need to drive for these types of trips makes using alternative modes of transportation for commuter purposes more feasible.

### **Rideshare Matching Programs**

The TMA can offer carpool / vanpool matching services, subsidies, and priority accommodation to all employees and residents. Individual property owners or developers in the Plan Area may not implement a separate privately run rideshare matching program.

### **Compressed Work Schedules/Remote Work**

Employers can offer compressed work schedules, for example 10 hours per day for 4 days each week, and/or allow employees to work from home on certain days thereby reducing vehicles trips to worksites.

### **Guaranteed Ride Home (GRH)**

The TMA will provide information to Plan Area employees and residents about the free guaranteed ride home services provided by Commute.org. Commuters who carpool, vanpool, take transit, shuttle, bike, or walk to work or to a participating college in San Mateo County are eligible to participate. This service provides free rides home in case of personal emergencies or unexpected late workdays that cause them to miss a customary transit ride or carpool seat. The TMA could be asked to provide this service as a trip reduction strategy if Commute.org discontinues the GRH Program.

## **8.5.5 Additional TDM Implementation Guidance**

### **TDM Compliance and Monitoring**

1. **Annual Monitoring.** The TDM Plan is subject to annual monitoring as set forth in City’s TDM ordinance to ensure compliance with the TDM trip cap. The TMA may petition Council for a legislative act to ease this requirement if the Plan Area is compliant with the trip cap for multiple years in a row.

2. **Monitoring Technology.** New development shall build driveway counting technology into their sites for all vehicular access points, unless the City Engineer approves an exception.
3. **Required Driveway Counts.** The City of East Palo Alto will conduct the driveway counts at individual properties (non-residential as well as residential), while the TMA will fund the counts. A summation table of trips will be created, producing a single trip metric for the entire Plan Area. spillover parking is observed, off-site counts will be required to quantify trips not using project driveways. Standard practices for driveway counts will include:
  - o Driveway counts will be conducted for five weekdays (Monday through Friday) and averaged to obtain Average Daily Traffic (ADT).
  - o Counts will include pick-up and drop-off trips by Transportation Network Companies (TNCs).
  - o Parking on properties in the Plan Area to access the shoreline will be monitored. Vehicle trips associated with public use of the shoreline will be subtracted from the driveway counts.
  - o The method of data collection at site driveways, including schematics of camera locations if applicable, will be outlined in the TDM Compliance Plan.
4. **Parking Supply Review.** The TMA will also monitor vehicle and bike parking needs and review the supply periodically (every few years) to determine when parking standards should be changed to adapt to evolving development conditions. The TMA may petition the City Council to modify the vehicle and bike parking standards as appropriate.

### Noncompliance & Mitigation

1. **Compliance Plan Penalties.** Per the TDM ordinance, the TMA is subject to non-compliance penalties based on the level of deficiency or non-compliance for the Plan Area. The allocation of penalty and program cost responsibility between properties will be set in the TDM Compliance Plan. The financial allocations may be adjusted in the future provided the trip reduction objective is met.
2. **Overall Non-Compliance.** The City’s TDM ordinance does not impose a penalty fee on residential properties that do not meet the

40 percent trip reduction goal. However, because the Plan Area will be subject to a trip cap based on trips generated by all uses, including residential, all developments must be incentivized appropriately to ensure the overall success of the TDM Plan. Thus, the City will assess a non-compliance penalty to the TMA based on the Plan Area trip cap and the actual vehicle trips determined through monitoring less any applicable trip credits based on the per trip penalty fee established in the City's TDM ordinance. The TMA will allocate the penalty and collect fees from tenants/landowners according to the formula set forth in the TDM Compliance Plan. The per trip penalty fees imposed on residential uses may be lower than for non-residential uses but should be sufficient to ensure that all TMA members are motivated to achieve the trip cap.

3. **Remedy for Failing to Meet Trip Cap.** Should the Plan Area as a whole fail to meet the 40 percent daily trip reduction target for any four consecutive years following the formation of the TMA, the City Council may, at its discretion, require that the TMA implement or provide funding for additional District or Citywide TDM measures (TDM penalty fees may be used for this purpose, if available), such as those listed above, or other innovative measures to ensure that the Area meets the City's TDM requirements.
  - a. One possible TDM measure that could be required is a Single Occupancy Vehicle (SOV) Feebate Program at employers with 100 or more employees. An SOV feebate is a daily fee imposed on employees driving alone to and from work to encourage alternative transportation modes. The funds generated by the SOV fees would be rebated to non-SOV commuters, resulting in a revenue-neutral program. See <https://www.cityofepa.org/publicworks/page/transportation-demand-management-tdm> for additional information.
  - b. Additional measures that could be implemented to ensure that the RSP Area meets the City's TDM requirements include metering on-street parking, establishing permit parking, community benefit measures like a citywide school bus program, transit system improvements like the Dumbarton rail or a bus lane on University Avenue, bus stop upgrades or bicycle facility improvements in the City, a University Avenue toll or Area pricing program, emerging mobility technology

and/or other measures designed to reduce vehicle trips generated by other East Palo Alto residents and/or workers outside the Plan Area.

### Trip Credits

1. **Credits for Reduction Programs.** For consideration by the City of East Palo Alto, the TMA may at any time propose to earn trip cap credits for “external” programs funded in full or in part by the TMA such as Dumbarton BRT, the shuttle bus program, a citywide school bus program, pedestrian and bike network de-stressing improvements, and other multimodal mobility improvements. Trip credits for non-TMA use of TMA-sponsored shuttles may be earned if the TMA actively promotes counter direction ridership (i.e. outbound trips in the morning and inbound trips in the evening by East Palo Alto residents living outside the Plan Area) and if counter direction routes stop at high-demand locations. East Palo Alto also encourages equity-increasing programs like providing discounted transit passes for qualifying low-income individuals and may consider granting extra credits for such programs. Credits will be determined by the City Council based on the impact of the program, both from projected benefits as well as through data collection.
2. **Maximum Credit.** A maximum of 50 percent of the required trip reductions may come from trip credits for external programs with the remaining trip reductions achieved by reductions in vehicle trips by Plan area employees and residents.

## 8.6 Parking

This section describes the parking policies that will ensure that new development in the Plan Area provides an adequate, but not excessive, amount of parking. Too much parking can incentivize driving and create traffic congestion. Therefore, it is necessary to provide the right amount of parking and ensure that it is managed to maximize its use. TDM strategies must be coordinated and work synergistically with parking management to achieve Single Occupant Vehicle (SOV) trip reduction and provide robust mobility options.

### 8.6.1 Vehicle Parking Maximums

Building too much parking limits land available for other uses, impacts walkability, while increasing traffic congestion, vehicle miles traveled, and transportation costs. Eliminating parking minimums does not mean new parking is prohibited. Instead, it offers flexibility to right-size parking supply to meet the needs of individual projects and their prospective tenants.

Parking maximums specify the maximum number of off-street parking spaces permitted by land use, ensuring that parking is not overbuilt. Reduced parking demand is easier to achieve when phased in over time, as a greater mix of uses develops, multimodal projects are built, and TDM efforts ramp up. Therefore, the earlier projects would be allowed to build more parking up front through a tiered approach to maximums as shown in Table 8-3.

**Table 8-3: Off-Street Maximum Vehicle Parking Standards for New Development**

Land Use (per 1,000 s.f.)	Parking Maximums	
	At Plan Adoption	Mid-Term
Office	3.0	2.7
R&D	2.5 (up to 3.0 allowed if shared with residential and/or retail)	
Small Retail <5,000 s.f.	4.0	
Large Retail >5,000 s.f.	3.5	
Industrial	1.0	
Residential	1.0 per 1 bedroom, 1.5 per 2 bedrooms, 2.0 per 3 bedrooms	
All Other Uses	As determined by the Director	

#### STANDARDS

- 1 Maximum parking ratios.** All new development shall adhere to the maximum parking requirements in Table 8-3. Mid-term parking maximums would be triggered after 50 percent buildout of the Plan Area (percent constructed of the Maximum Development Capacity).

- 2 Adjustments to maximums.** The TMA shall monitor parking needs and review the supply periodically to determine when parking maximum standards should be changed to adapt to evolving development conditions. The TMA may petition the City Council to modify the parking maximums as appropriate.
- 3 Exceptions to maximums.** Specific projects may propose to exceed the parking maximums, at the discretion of the Director. Such cases would require exceptions to the Specific Plan and would only be granted if the project still could achieve the required TDM trip reductions and provided that the additional parking can be accommodated per the design standards.

## 8.6.2 Off-Street Parking Management Strategies

### STANDARDS

- 1 Tandem Parking.** Tandem parking allows two cars to park one behind the other. It can sometimes provide for a more efficient parking layout. Tandem parking is allowed within the Plan Area for single family residential developments or for developments that have a valet parking program.
- 2 Mechanized Parking Dimensions.** Mechanized systems shall be required to meet typical compact parking stall dimension standards, including accommodating vehicle heights of up to 6'10". Exceptions may be considered on a project-by-project basis.
- 3 Mechanized Parking Study.** For projects proposing significant mechanized parking operations, a parking management study shall be conducted to ensure the operations of the system do not cause queue spillovers onto the street. (Mechanized parking systems are engineered structures that allow vehicles to be stacked vertically, through the use of elevators, with minimum amounts of clearance to allow maximum efficiency).
- 4 Carpool/Vanpool.** To encourage and incentivize shared rides, a minimum of 5 percent of a non-residential parking facility's spaces shall be reserved for carpool/vanpool parking. Designated carpool/vanpool spaces shall be located in convenient locations, such as on first floor of parking garages and near building entrances, elevators and stairways, or pedestrian paths. Carpool/vanpool parking spaces shall count toward the total parking supply and parking maximum.

- 5 Electric Vehicle (EV).** EV parking for all developments shall be provided in accordance with CalGreen guidelines. As an incentive for EV adoption, parking spaces for EVs should be designated, time limited and marked as reserved in prominent and convenient locations. Electric vehicle spaces shall count toward the total parking supply and parking maximum.
- 6 Unbundled Parking.** The Plan requires that all off-street parking spaces for multifamily development be leased or sold separately from the rental or purchase fees for the individual units in perpetuity, such that potential renters or buyers have the option of renting or buying a unit at a price lower than would be the case if there were a single price for both the unit and the parking space.
- a. Leases for parking spaces may be monthly or annual but shall have a maximum lease term of one year.
  - b. Monthly or yearly parking leases shall identify the primary address of lessee in the leasing agreement.
  - c. Furthermore, no individual spaces or parking areas shall be reserved for any resident, except for persons with ADA placards or users of special vehicles, such as EV, carpool/vanpool, or carshare vehicles (noting that EV parking may become standard in the future). Visitor parking may be separated from resident parking.
  - d. Affordable units which include financing requirements that conflict with these provisions may be granted an exception from these provisions by the Director.
- 7 Loading.** All loading facilities should be provided off-street and within the subject property, where feasible. On-street loading may be permitted subject to approval by the Director. Loading facilities shall also meet the following additional standards:
- a. Located adjacent to building door openings.
  - b. Designed to avoid loading doors facing public streets and backing out into streets.
  - c. Situated to ensure that the loading facility is screened from adjacent streets as much as possible, with minimal interference with pedestrian and bicycle paths of travel.



- d. Accessible from an alley, or if no alley is adjacent to the site, a minor roadway.

**8 Shared Parking.** Subject to Administrative Use Permit approval, the Specific Plan allows for shared parking to occur within the Plan Area. Shared parking is a strategy that allows multiple uses to share individual parking lots or structures. This enables a lesser amount of parking to be provided overall while still accommodating the individual needs of each use. Shared parking can be accomplished in different ways on the Plan Area:

- o A multi-tenant development, or several development projects in one area, may be developed with one common parking area that satisfies the parking needs of all users, subject to recorded reciprocal easements conditioned through the design review permit or Master Development Plan.
- o Two uses that experience peak parking demands at different times of day may share parking areas as part of an Alternating Parking Arrangement. For example, a residential development might share a parking area with an office development, since residential uses experience high parking demand in the evenings and nights on weekdays and weekends while office developments experience high parking demand on middays on weekdays.
- o Developments that have underutilized parking on site could lease their parking to neighboring parcels subject to a lease agreement (an "Off-site Parking Arrangement").

## GUIDELINES

**1 Valet Parking.** Valet parking is allowed in the Plan Area to save space and make the provision of parking more feasible in certain developments. This method should be considered on a project-by-project basis but may be appropriate for certain projects. A parking management study is recommended to ensure the pick-up and drop-off operations do not cause queue spillovers onto the street.

### 8.6.3 On-Street Parking

On-street parking is currently provided throughout much of the Plan Area. This is beneficial to the area in two ways. It provides additional parking for uses in the Plan Area, and it provides for a safer pedestrian environment by

acting as a buffer between vehicular travel lanes and sidewalks. On-street parking should continue to be allowed and encouraged throughout the Specific Plan Area. As parking demand increases with buildout of the Specific Plan, it may be appropriate to consider paid on-street parking or time restricted parking in certain areas. This could help to address short-term parking needs, particularly for retail and service uses that are expected to develop along Bay Road. However, any paid or time-restricted parking should not result in parking spillover into residential neighborhoods.

### STANDARDS

- 1 Neighborhood parking study.** If the City receives a pattern of complaints of parking intrusion by developments from residents of adjacent neighborhoods, the City Council may require a neighborhood parking study funded by the TMA to document the parking conditions on the subject streets and the extent of parking spillover generated by developments. Pending the results of the parking study and upon demonstration of support by residents of the street(s) where permit parking is proposed, Council may establish a residential permit parking program. The TMA would be required to fund the ongoing costs of the residential permit program, including parking enforcement.

#### 8.6.4 Bicycle Parking

Designated, safe, and secure long-term and short-term bicycle parking facilities should be provided for all applicable uses in the Plan Area.

- **Long Term Bike Parking (Class I).** These parking spaces are secure, weather-protected facilities and are intended for longer-term use, such as overnight or during the workday. Examples include bike lockers, indoor bike rooms, and access-restricted bike cages.
- **Short Term Bike Parking (Class II).** These parking spaces are appropriate for short-term parking where the typical parking duration is less typically than two hours. They generally serve customer or visitor parking demand for shopping, dining, and other retail trips. Examples include inverted “U” and post-and-ring racks.

**STANDARDS**

- 1 Minimum bicycle parking.** All new developments in the Plan Area are subject to the minimum bicycle requirements: 2 long-term bike parking spaces and 4 short-term bike parking spaces.
- 2 Long-term and short-term standards.** Requirements for long-term and short-term bike parking for spaces land uses in the Plan Area are provided in Table 8-4 below. The TMA should monitor bike parking needs and review the supply periodically to determine when the minimum bike parking standards should be changed based on usage. The TMA may petition the City Council to modify the bike parking minimums as appropriate.

**Table 8-4: Minimum Bicycle Parking for New Development**

Land Use	Long-Term Spaces	Short-Term Spaces
<b>Office/R&amp;D</b>	1 per 10 employees or 1 per 4,000 sq. ft.	1 per 20,000 s.f.
<b>Retail</b>	1 per 20 employees	1 per 2,000 sq. ft.
<b>Restaurants</b>	1 per 20 employees	1 per 800 sq. ft. of dining space or per 40 seats (whichever is greater)
<b>Industrial</b>	1 per 20 employees	1 per 20,000 sq. ft.
<b>Residential</b>	Minimum: 1 per unit Goal: 1 per bedroom	1 per 20 units
<b>Government/ Public Uses (includes libraries)</b>	1 per 20 employees	1 per 2,000 sq. ft. or per 15 visitors, if known (whichever is greater)

*Note: these standards are substantially similar to the City’s Development Code with minor adjustments made to support trip reduction goals in the Plan Area.*

**BICYCLE PARKING GUIDELINES**

It is recommended that long-term bike parking be located at ground level within the parking garage or the building, and short-term bike parking for visitors and deliveries should be located near the front door of every building. The location and design of the bicycle facilities should be provided as appropriate and required by the Director.