| Circulation Mobility Policy | New/Similar |
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| **7a. Plan the Circulation System to Accommodate Planned Growth.** In planning for improvements to the overall circulation system, design the system to accommodate the planned amount of growth outlined in other policies. Ensure the circulation system supports a functioning, safe, sustainable multi-modal network. Support increased demands for all efficient forms of mobility emphasizing alternative modes pedestrians, bicycles, and other non-motorized or shared transit options, then vehicles, and trucks, in an effort to induce demand of multimodal transit alternatives and implement transportation demand management strategies, in keeping with Citywide Circulation Element policies (see also, GA-8a). | Similar to CM-1 Objective |
| **7b. Design Mobility System per Plan Figures.** Design and construct the mobility and circulation system of the Plan Area per Figure 8 and Figure 9 and the Cross Section and Intersection Design Concepts above, as well as in accordance with the Open Space, Streetscape, and Site Development sections of this Area Plan. In the engineering design stage of implementing the above cited Figures/Concepts, allow for deviations and alterations such as: | Specific to Gateway |
| 1. Throughout the entire Plan Area, sidewalk widths may increase beyond six feet, especially on the north sides of east-west streets where expanded sidewalks on the sunny side of the street would allow welcomed outdoor seating, and at well-traveled pedestrian boulevards to ensure a clear path of travel. Adjusting sidewalk widths will necessitate adjustments to the dimensions of other features, such as drive lanes, parking lanes, bike lanes, outdoor seating, street furniture, and the like. On-street parking lanes may need to be eliminated. | Specific to Gateway |
| 2. Throughout the entire Plan Area, on-street parking angles may be adjusted as need to be either parallel, perpendicular, angled-in, or reversed angled-in. Adjusting parking angles may necessitate adjustments to the dimensions of other features, such as sidewalks, drive lanes, bike lanes, etc. | Specific to Gateway |
| 3. Throughout the entire Plan Area, the presence of on-street parking may be eliminated in favor of adding or enhancing non-motorized facilities, such as sidewalks, bike lanes, landscaping, Class I trails, etc. | Similar to CM-5a |
| 4. Outside of City rights-of-way, the alignments and widths of Class I trails (i.e., separated shared use paths) may need to be adjusted based on environmental constraints, community needs, the availability of right-of-way, and other factors. Seek opportunities in public rights-of-way to daylight creeks using bridges when reconstructing bike/bed infrastructure. | Specific to Gateway |
| 5. Throughout the entire Plan Area, Class II bicycle facilities (i.e., standard bike lanes) may be converted to Class IV bicycle facilities (i.e., protected bike lanes), which may necessitate adjustments to the dimensions of other features. | Similar to CM-5a |
| 6. Throughout the entire Plan Area, the widths, locations, styles, and details of various features may deviate from the cited map Figures at the time of final design based upon available traffic data, design context, and the latest guidelines provided by Caltrans, FHWA, AASHTO, NACTO, and other reliable sources. Features that are likely to require deviations include pavement markings, pavement color, pedestrian bump-outs, turn lanes, traffic control features, landscaping, and similar components. | Delete - unnecessary policy guidance |
| 7. The junction of 13th Street, K Street, L Street, and Alliance Ave may require an alternate design depending upon right-of-way acquisition, available traffic data, design context, and the latest guidelines provided by Caltrans, Federal Highway Administration, American Association of State Highway and Transportation Officials, National Association of City Transportation Officials, and other reliable sources. | Specific to Gateway |

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| 8. New roadway connections where none currently exist (such as the far west end of 6th Street connecting K Street to the L Street right-of-way) may be designed and constructed as either new vehicular roadways, pedestrian-only thoroughfares, or bicycle/pedestrian facilities that allow restricted vehicular traffic. The City Engineer will determine which type of facility to design and install based on available traffic data, existing environmental constraints, community interests, right-of-way availability, ~~and~~ other engineering factors~~.~~ , and Plan principles. | Specific to Gateway |
| 9. The trail within the Q Street right-of-way south of 10th Street may eventually need to be converted into a full vehicular roadway with a cross-section similar to other two-way roads proposed within the Plan Area. | Circulation |
| 10. The final design of transportation facilities within the Barrel District may change substantially, but should follow the parameters outlined in Policies GA-7e and GA-7f. | Delete - Specific to Gateway |
| 11. Emphasize Class IV bike lanes where greatest benefit, and not in conflict with other community values or amenities where warranted. | CM-5a |
| 12. Where available, pursue Opportunities for "green streets" infrastructure in streets/public right of ways, and provide for storm water features off-site (i.e., "storm water banks"). Consider opportunities to improve storm water drainage for the Jolly Giant Creek watershed. | Circulation |
| 13. Throughout the Plan area, design sidewalks and street crossings for maximum accessibility. Accessibility features may include but are not limited to widening sidewalks, requiring high-visibility/striped crosswalks, installing bulb-outs, pedestrian activated crossing signals, and aligning ramps with path-of-travel. | Similar to CM-1b, CM-4b, CM-10, CM-11 |
| 14. Create separated walk/bike lanes in multi-use trails with explanatory signage on placement and how to safely pass, as deemed necessary based on increased use in future. | Delete - Not necessary policy guidance |
| 15. Provide sidewalks or multi-modal trails on both sides of all streets in the Plan Area. | Delete - Specific to Gateway |
| **7c. Balanced Transportation System.** Create and maintain a balanced transportation system with choice of bus transit, bicycle, and pedestrian as well as car sharing and private automobile modes. Reduce the percentage of trips that are made by automobile and provide the opportunity, incentives, and facilities to divert trips from automobiles to other modes. Provide negative incentives, such as parking meters, permit parking, time limited parking, carpool incentives, and other targeted parking measures that encourage alternative modes utilizing "induced demand" strategies. | CM-1 policies |
| **7d. Plan for Enhanced Transit Lines and Stops.** In order to increase safety and access to basic needs, work with relevant transit agencies, major employers, key user groups, and area schools to plan for enhanced public transit and school bus lines and new stops to both accommodate the new growth and serve existing community needs. | CM-3a, CM-3b, CM-3f, CM-3h |
| **7e. Consider Non-motorized Campus Layouts.** For areas that have incomplete block patterns and/or are currently lacking in vehicular roadways (such as the Barrel District), consider providing limited to no new facilities for motorized vehicles. Instead, consider creating a campus layout with vehicular access on the perimeter and robust non-motorized facilities throughout the interior. Plan for the infrastructure that would be required for these areas to serve as key park and ride/transit hubs. Where new vehicular roadways are constructed within currently roadless areas (such as the Barrel District), provide for a wide right-of-way whose cross section includes ample on-street parking, narrow vehicle lanes, bike lanes, sidewalks in excess of six feet, street trees, and enhanced pedestrian crossings at least every 300 feet. | Circulation |

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| **7f. Barrel District Master Plan.** For the Barrel District, require property owners to develop a Master Plan for a high-density walkable mixed-use residential campus with minimal vehicular infrastructure and overall site design that supports a pedestrian-friendly public realm. Require that the Master Plan includes plans for a circulation system that is generally consistent with Figure 8 and Figure 9 and in accordance with the Open Space, Streetscape, and Site Development sections of this Area Plan. Allow the Master Plan to relocate the proposed circulation facilities within the Barrel District from what is shown in this Plan as long as the ultimate design honors the basic theme and overall design parameters consistent with the Policies herein. Require that new vehicular roadways provide for a wide right-of-way whose cross section includes ample on-street parking, narrow vehicle lanes, bike lanes, sidewalks in excess of six feet, street trees, and enhanced pedestrian crossings at least every 300 feet. | Specific to Gateway |
| **7g. Finish Incomplete Blocks with Active Transportation Infrastructure.** Where the urban grid pattern is interrupted or incomplete, evaluate opportunities to continue the circulation block patterns with new connections that consist of entirely non-vehicular active transportation facilities. | CM-1a, CM-8e |
| **7h. Mobility Infrastructure that Supports Car-free Lifestyle.** Plan and implement the mobility and circulation infrastructure of the Plan Area to support a car-free lifestyle, increase pedestrian safety, reduce greenhouse gas emissions, and minimize vehicle miles traveled, including: | Land Use or Circulation |
| **1. Safe and Attractive Pedestrian Facilities.** Connect the Plan Area to the Downtown/Plaza core with safe and attractive pedestrian friendly walking routes that incorporate art and street lighting. | Land Use or Circulation |
| 2. **Pedestrian-friendly Streetscapes.** Ensure that streetscape design and improvements prioritize pedestrian circulation that promote walkability and support a car-free lifestyle and accessibility for all ambulatory modes. | Land Use or Circulation |
| **3. Shorten Pedestrian Crossing Distances.** Create additional and safer methods for crossings along K Street and 11th Street by shortening distances for pedestrian crossings to improve overall walkability in the Plan Area. Evaluate other roadways within the Plan Area that warrant shortened pedestrian crossings, with an emphasis on areas with planned or developed alternative transportation infrastructure, such as 8th and 9th Streets. | Land Use or Circulation, similar to CM-4c |
| **4. Curb Extensions in All New Roadways.** In all newly created roadways, incorporate curb extensions ("bump outs") to increase pedestrian visibility and safety at crosswalks, calm traffic speeds, and provide space for rain gardens, tree planting, street furnishings, and other amenities. | Land Use or Circulation, similar to CM-4c |
| **5. Widened Sidewalks.** Explore sidewalk widening strategies that include land dedication or easements to create unobstructed accessible pedestrian pathways. | CM-5f, Land Use or Circulation |
| **6. Intra-City Non-motorized Connectivity.** Reduce vehicle trips from other parts of the City by creating pedestrian and bicycle-friendly corridors that draw residents and visitors to enter the Plan Area via means other than motorized vehicles. Fulfill the potential of the existing and planned Class I trails by planning for expanded perpendicular connections that will draw bikes/peds from beyond the Plan Area. | Land Use or Circulation |
| 7. **Ride Share.** Support ride share in various modes (car, bike, etc.) through public and private infrastructure, and encourage systems designed to provide access to shared facilities. Improvements and programs should include public options, such as bike share racks or carpool parking, public-private partnerships, such as zip-car and Tandem Mobility bike share, and private facilities or programs, such as project-based car share. | Land Use |

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| **7i. No Net Loss of Class I Trail System.** In general, retain the current total linear feet of Class I trails within the Plan Area, even if current facilities must be realigned or relocated to other routes within the Plan Area. For instance, if implementing the realigned roadway network shown in Figure 8 and Figure 9 impacts the existing Class I Rail-to-Trail facility within the L Street right-of-way, then design and construct a new Class I trail in another location within the Plan Area. In limited circumstances, the City shall retain the discretion to allow an applicant to demonstrate removal or relocation of Class I Trail sections would improve active transportation access and connectivity. Collaborate with the Great Redwood Trail Agency and other landowners and agencies to retain and expand the Class I trail and Class 4 bikeways throughout the Plan area, including along L Street. | Circulation |
| **7j. Incentivize Active and Alternative Transportation as a Community Amenity.** Through the Gateway Area community benefit program, allow increased development intensity and simplified development processes for projects that provide on-site active and alternative transportation amenities, such as car share/bike share, free electric vehicle charging stations, employee showers, on-site covered and secure indoor bike parking, bus passes for residents and/or employees, dedication of parcel frontage to transportation uses, charging stations for e-bikes, shared parking, and related amenities that stimulate non-motorized and zero-carbon transportation options above and beyond current requirements of state law. | Design |
| **7k. Incentivize Dedication of Parcel Frontage as a Community Amenity.** Through the Gateway Area community benefit program, allow increased development intensity and simplified development processes for projects that dedicate parcel frontage for the creation of expanded right-of-way for the purposes of additional pedestrian facilities, off-street parking, open space, and/or other designated enhancements to the public realm. In locations identified as important pedestrian streetscapes, such as K, 8th, and 9th Streets, dedication may be a requirement to provide for the desired form and frontage. | Specific to Gateway |
| **7l. Parking Standards.** Disconnect parking minimums from land use and only require off-street parking as a development standard in limited cases (e.g., hotels and other regional draws, employment centers). Discourage large volumes of off-street parking and instead support more valuable land uses and streetscapes that prioritizes human activity and movement. Encourage and incentivize clustered parking and un-bundling parking from rents, as well as the dedication of parcel frontage on block-long development projects that can be dedicated to additional on-street parking. | Circulation, Similar to CM-6a, CM-6c |
| **7m. Parking Lot Locations.** Disallow the placement of parking lots along street frontages in the interest of maintaining continuous building frontages along the primary commercial streets and improving walkability. Parking lots and structures must be located behind buildings, or otherwise located subordinate and obscured by design features. | Design, similar to CM-6c |
| **7n. Minimize Vehicle Trips via Land Use.** Adopt and maintain zoning regulations that allow for a mix of land uses in order to reduce vehicle trips and the overall need for automobile use. | Land Use, CM-2a |