



## **Circulation**

## 5.0 CIRCULATION

### 5.1 CIRCULATION PLAN

This chapter describes Glenborough at Easton's circulation system, which has been designed to accommodate automobile, bus transit, bicycle, and pedestrian routes that are interconnected and clearly defined. Glenborough at Easton will also benefit from the Hazel Avenue Station in Easton Place, which is on the Sacramento Regional Transit District's Folsom light rail transit line. The light rail transit station is approximately one half mile from the western edge of Glenborough at Easton.

### 5.2 TRANSPORTATION AND CIRCULATION GOALS

The policies set forth in this chapter are guided by the following transportation and circulation goals.

- Goal 5.1** Create and maintain a balanced, multi-modal transportation system that provides for the efficient and safe movement of people, goods, and services. Connect the various modes for continuous travel.
- Goal 5.2** Provide a complete network of transportation improvements, including arterial roads, collector roads, and local streets.
- Goal 5.3** Locate commercial, civic, and open space uses along street frontages and provide adequate setbacks for multi-family uses to avoid the use of masonry soundwalls along major roads.

- Goal 5.4** Minimize street widths, orient homes toward the front of the lot on low-volume collector streets, and provide landscape corridors and landscape strips on all streets to improve the streetscape environment.
- Goal 5.5** Coordinate with bus transit service providers to identify improvements and facilities for local and regional routes.
- Goal 5.6** Offer incentives to encourage public transit use and reduce single-occupant vehicle trips.
- Goal 5.7** Create a system of pedestrian and bicycle trails and lanes that connect all uses within Glenborough at Easton and provide connectivity to adjacent boroughs and other destinations outside the community.
- Goal 5.8** Encourage the use of alternative fuel vehicles, based on market demand and technologies available at the time of implementation.
- Goal 5.9** Establish a transportation management plan to guide transportation alternatives in the entire Easton master-planned community, including Glenborough at Easton. The transportation management plan shall provide for the creation, funding, and administration of a transportation management association to oversee the implementation of transportation alternatives defined in the plan.



*Bus transit will be available at select locations.*



*The community will accommodate a balanced transportation system, including automobile and pedestrian traffic.*



## 5.3 TRANSPORTATION AND CIRCULATION POLICIES

### Policy 5.1 Roadway System

The roadway system for Glenborough at Easton shall comply with Figure 5.1, “Street Classification System,” on page 74, and roadway concept plans and sections on pages 75-81.

### Policy 5.2 Private Roadway Maintenance

The majority of the roadways within Glenborough at Easton are public roadways. Any roadways designated as private access only shall be subject to a roadway maintenance agreement to be approved by the Sacramento Metropolitan Fire District.

### Policy 5.3 Bus Transit Service

Improvements necessary to provide for local and regional bus transit service on Easton Valley Parkway shall be identified in coordination with bus service providers.

### Policy 5.4 Bus Transit Facilities

Bus transit facilities shall be provided at locations to be determined in coordination with bus transit providers. Facilities shall include transit shelters, benches, signage, and trash receptacles, as appropriate.

### Policy 5.5 Parking Cash-out

Employers shall offer a parking cash-out program where warranted by the size and type of project, which is suitable in Glenborough at Easton. Parking cash-out provisions shall be based on California’s Parking Cash-out Program, administered by the California Environmental Protection Agency, and *Recommended Guidance for Land Use Emissions Reductions*, administered by the Sacramento Metropolitan Air Quality Management District, as well as any other relevant regulations.

### Policy 5.6 Carpooling and Ridesharing

Information on alternatives to single-occupant vehicle commuting, such as ridesharing and carpooling, shall be provided to public, commercial, and office uses.

### Policy 5.7 Bicycle Lanes

On-street bicycle lanes shall be provided on Easton Valley Parkway, Glenborough Drive, and Birkmont Drive.

### Policy 5.8 Bicycle Standards

All bicycle lanes and trails shall be constructed in conformance with California Department of Transportation (Caltrans) standards and guidelines, including those found in the manual, *Pedestrian and Bicycle Facilities in California*.

### Policy 5.9 Transportation Management Association Review

The transportation management association shall review all proposed transportation improvements and implementation measures within the context of overall transportation options in Glenborough at Easton. Transportation measures to be reviewed could include such topics as transit incentives, alternative fuel vehicle refueling and recharging stations, and parking facilities.



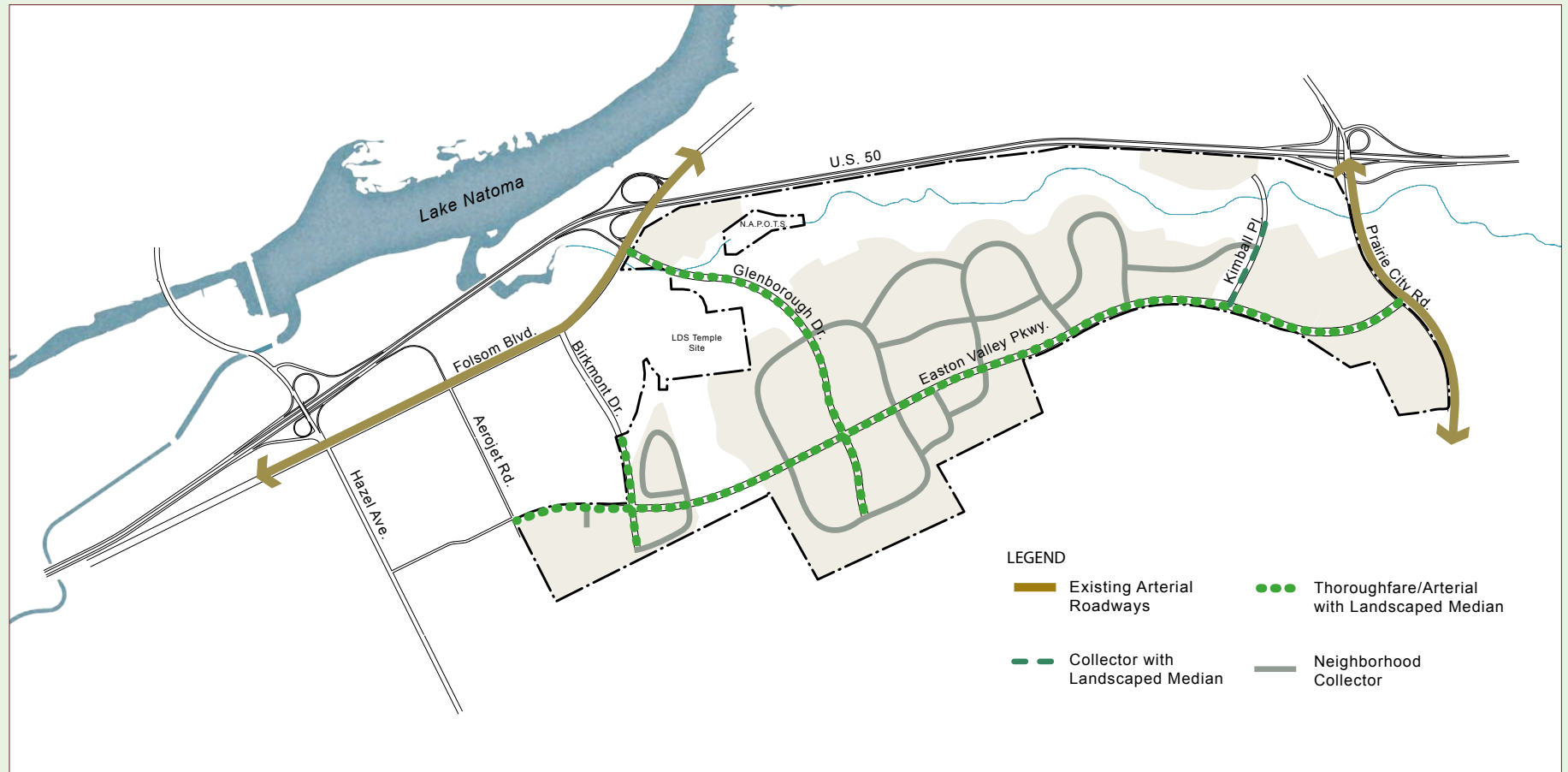


Figure 5.1, Street Classification System



## 5.4 ROADWAY CONCEPT PLANS AND SECTIONS

The following descriptions apply to each of the various street types within Glenborough at Easton, ranging from thoroughfares to minor residential streets.

### Easton Valley Parkway

Easton Valley Parkway is a key east/west thoroughfare connecting Prairie City Road to Aerojet Road (see Figure 5.2, “Easton Valley Parkway Location Map”) that will ultimately extend west to Easton Place and Westborough (another Easton community) in the city of Rancho Cordova. The parkway will provide additional, parallel capacity to U.S. 50, allowing enhanced east/west travel in the area.

Easton Valley Parkway may initially be built with two travel lanes in each direction and a 38-foot landscaped median (Figure 5.3, “Easton Valley Parkway Concept, Four Lanes”). However, recognizing Easton Valley Parkway’s importance as a major roadway that may need to accommodate future traffic volumes, the parkway is designed for the possible addition of two travel lanes, creating a six-lane alternative that would still include a generous 16-foot median (Figure 5.4, “Easton Valley Parkway Concept, Six Lanes”). Easton Valley Parkway is designed to accommodate automobile, bus transit, and bus rapid transit within shared travel lanes. Measures such as Intelligent Transportation System (ITS) improvements that facilitate the efficiency of bus rapid transit should be incorporated into the

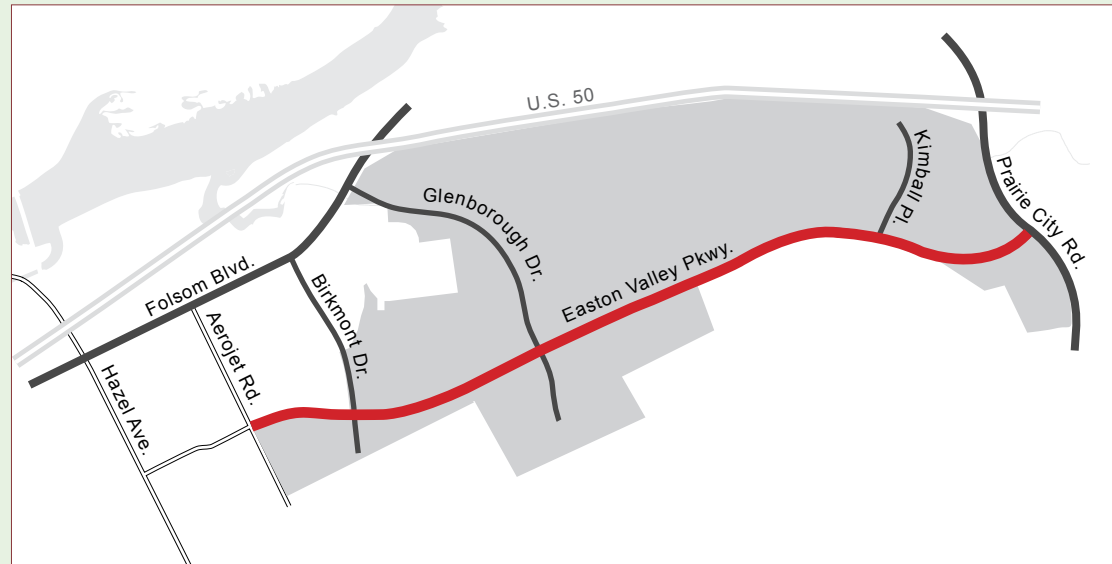


Figure 5.2, Easton Valley Parkway Location Map

parkway’s design, as appropriate (see Appendix, “Definitions,” for an explanation of ITS).

A linear landscape corridor is located adjacent to the street right-of-way. The corridor is approximately 39 feet from the back of curb to the property line and includes major tree and shrub plantings; an 8-foot-wide, multi-use (Class I) bicycle/pedestrian path; and an on-street bicycle lane. The multi-use path is designed with a slight meander to complement the visual variety of Easton Valley Parkway, which is itself designed to coordinate with

adjacent urban and natural features, such as the open space fingers that extend on either side. The multi-use path is primarily intended for recreational purposes and should be designed to facilitate safe and convenient bicycle and pedestrian traffic. Final design of the multi-use path must include a continuous, intervening planting strip between the street and path except where pedestrian access is desired. Connections to the neighborhoods via collector or minor streets and small path connections will be provided at key locations along Easton Valley Parkway.





Easton Valley Parkway may initially be constructed as a four-lane street with a central median.



Figure 5.3, Easton Valley Parkway Concept, Four Lanes



Easton Valley Parkway may eventually be widened to six lanes with a central median.



Figure 5.4, Easton Valley Parkway Concept, Six Lanes



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## Glenborough Drive

Glenborough Drive may be one of the primary entrances into Glenborough at Easton, with access provided from Folsom Boulevard in the vicinity of the intersection with the U.S. 50/Folsom Boulevard east-bound off-ramp (see Figure 5.5, “Glenborough Drive Location Map”). This new arterial roadway could enter Glenborough at Easton, cross under a raised light rail line, over Alder Creek, and continue southeast to meet Easton Valley Parkway, extending to Villages O1, O2, O3, M, and N. In this concept, Glenborough Drive would have two travel lanes in each direction, a center median, turn lanes at major intersections, on-street bike lanes, and off-street shared bicycle/pedestrian paths (Figure 5.6, “Glenborough Drive Concept”). Due to the potentially prohibitive cost of a grade-separated crossing of the light rail tracks adjacent to Folsom Boulevard, Glenborough Drive may initially be constructed northward from Easton Valley Parkway to Village C. This could result in a narrower street profile than that shown in Figure 5.6. Glenborough Drive would then be extended to Folsom Boulevard when conditions warrant.

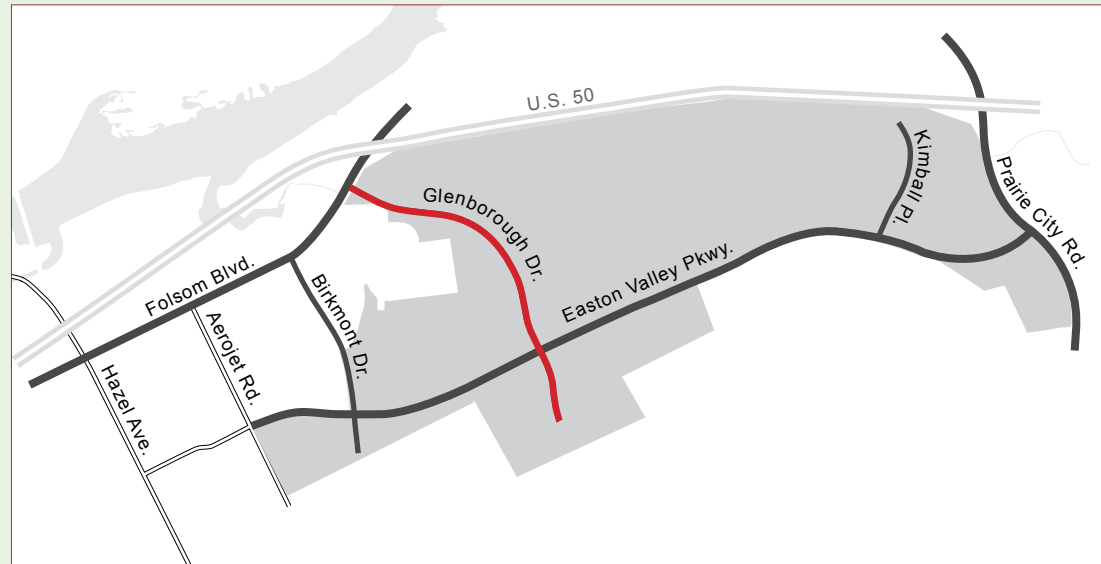
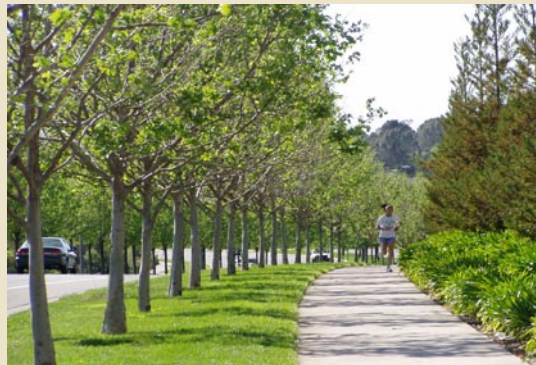


Figure 5.5, Glenborough Drive Location Map



The parkway will include a Class I bicycle/pedestrian path and extensive landscaping.

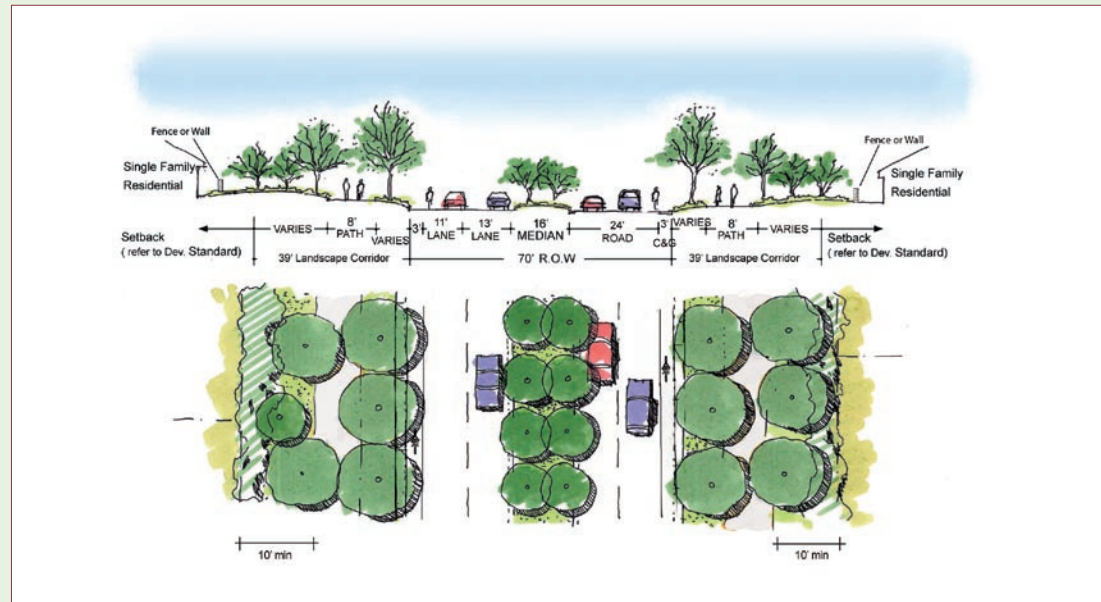


Figure 5.6, Glenborough Drive Concept



**Birkmont Drive**

Birkmont Drive (currently Alabama Street) is an existing street that begins at Folsom Boulevard and extends one block to Atlanta Street. Birkmont Drive will be extended southward to intersect with Easton Valley Parkway (Figure 5.7, “Birkmont Drive Location Map”). The new segment of Birkmont Drive will have two travel lanes in each direction, a center median, on-street bike lanes, and off-street shared bicycle/pedestrian paths (Figure 5.8, “Birkmont Drive Concept”). The existing segment from Folsom Boulevard to Atlanta Street will have a 6-foot sidewalk and an on-street bike lane on each side.

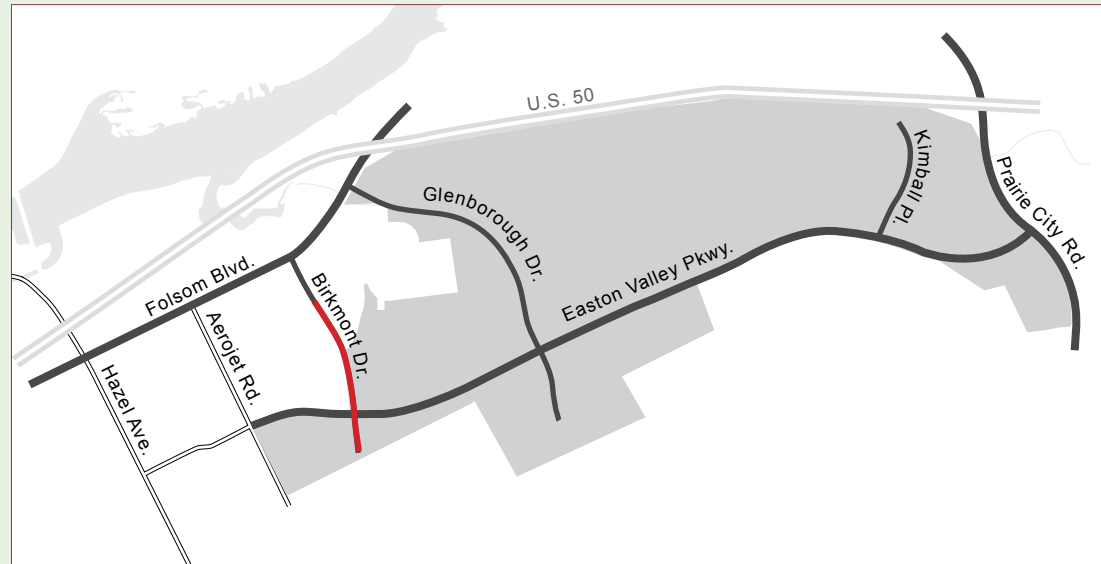


Figure 5.7, Birkmont Drive Location Map

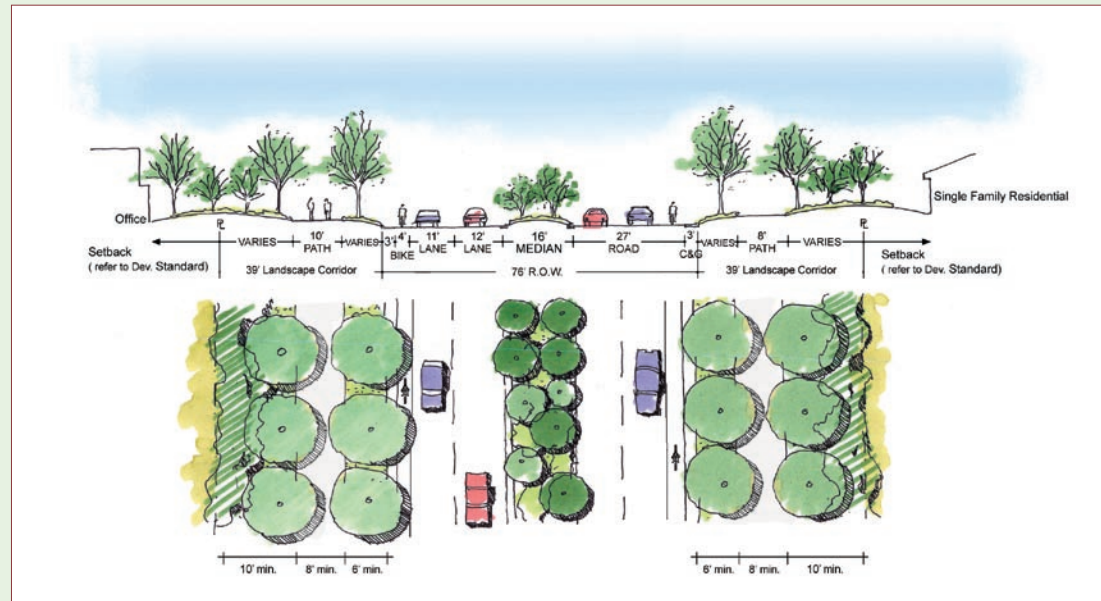


Figure 5.8, Birkmont Drive Concept



Birkmont Drive will have four lanes with a central median.





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### Kimball Place

Kimball Place (Figure 5.9, “Kimball Place Location Map”) will serve as the entrance for the high-density residential neighborhood (Village I), as well as the office park adjacent to U.S. 50 (Village H). This street will have two segments, the first of which will be the length from where it meets Easton Valley Parkway to the residential neighborhood entrance. This segment will be a two-way public road divided by a central landscaped median, with an 8-foot bicycle/pedestrian path on the east side (Figure 5.10, “Kimball Place Concept”). The second segment, from the neighborhood entrance to the office park, will be a two-way private access road with a shoulder and drainage on both sides, and a 5-foot sidewalk on the east side.

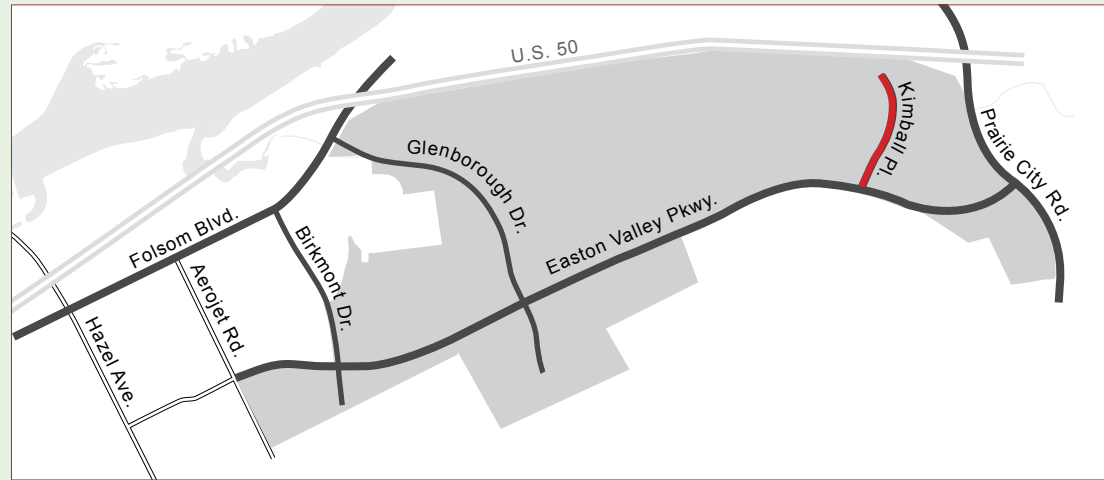


Figure 5.9, Kimball Place Location Map

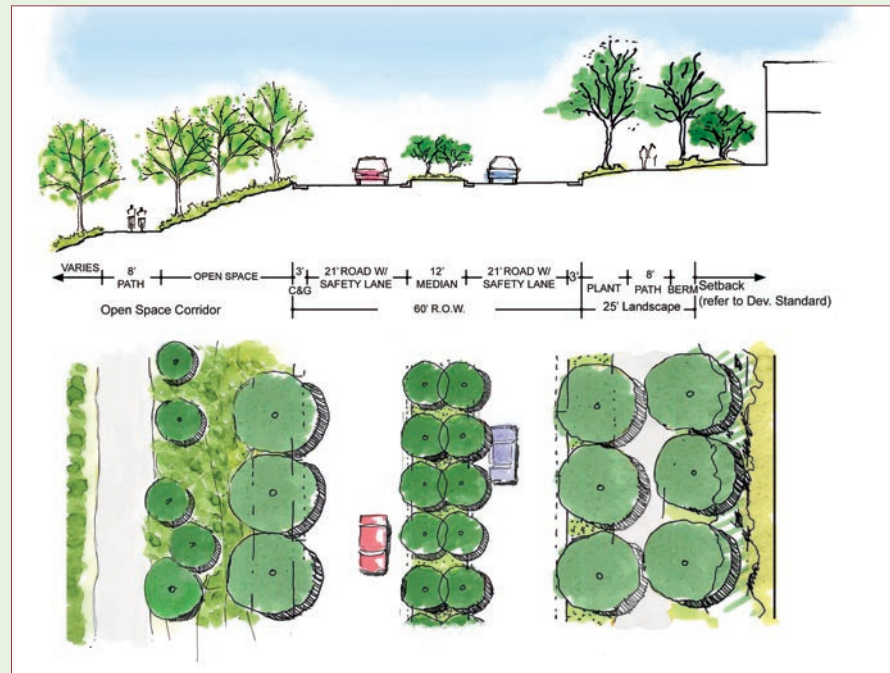
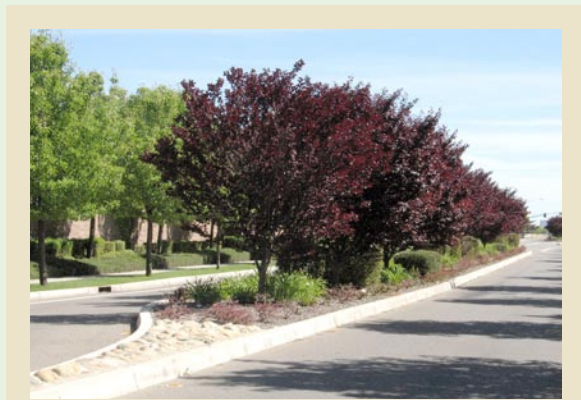


Figure 5.10, Kimball Place Concept



Kimball Place will have two lanes with a median and bicycle/pedestrian path on the southern portion of the street.



**Neighborhood Collector Streets**

These streets connect the larger surrounding streets to specific neighborhood locations and link key community components such as parks (Figure 5.11, “Neighborhood Collector Streets Location Map”). These streets will have one travel lane in each direction and also include on-street parking (Figure 5.12, “Neighborhood Collector Streets Concept”). On-street parking serves to slow the traffic and also provides for visitor parking. A 6-foot landscape strip is included between the curb and sidewalk.

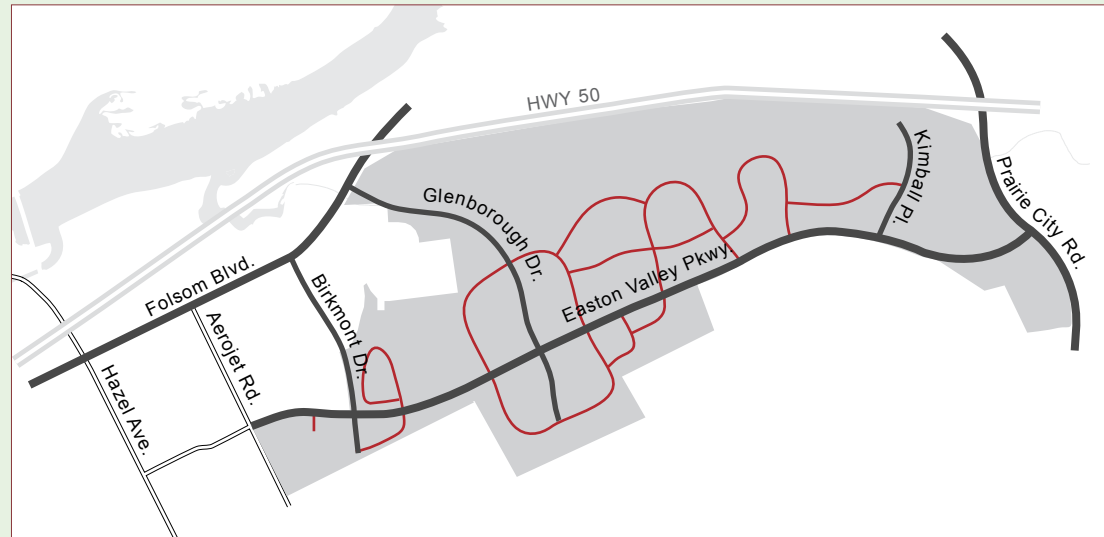


Figure 5.11, Neighborhood Collector Streets Location Map

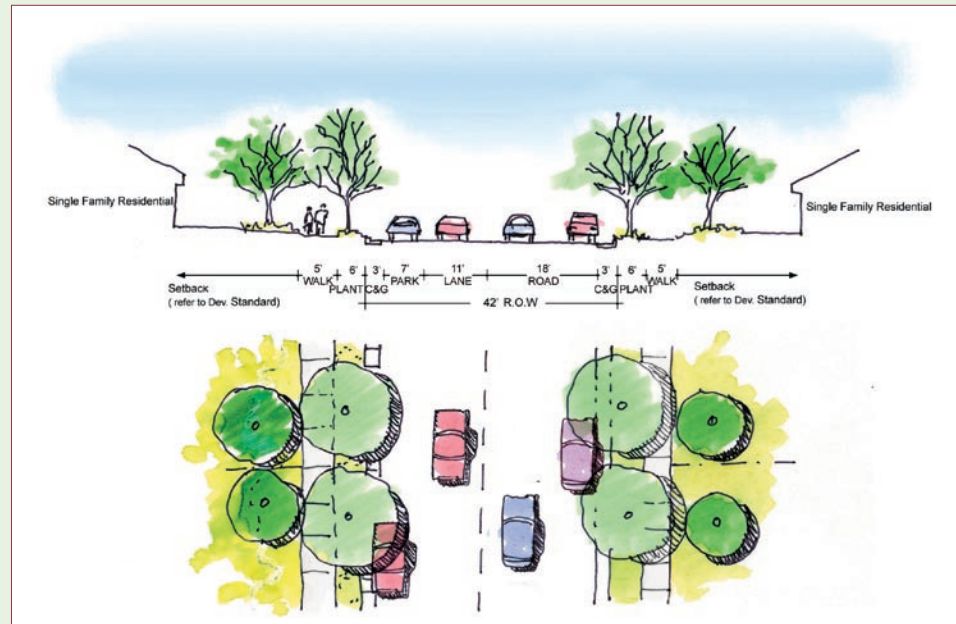


Figure 5.12, Neighborhood Collector Streets Concept



Neighborhood collector streets will have two travel lanes and parallel parking.



### Neighborhood Minor Streets

The many streets that provide direct home access are the backbone of the neighborhood road system (Figure 5.13, "Neighborhood Minor Streets Location Map"). These proposed streets will have one travel lane in each direction and a 6-foot landscape strip between the curb and sidewalk to provide shade and neighborhood interest (Figure 5.14, "Neighborhood Minor Streets Concept"). On-street parallel parking will be available on both sides of the street. If parking is provided on private streets, the street right-of-way will increase to 36 feet.

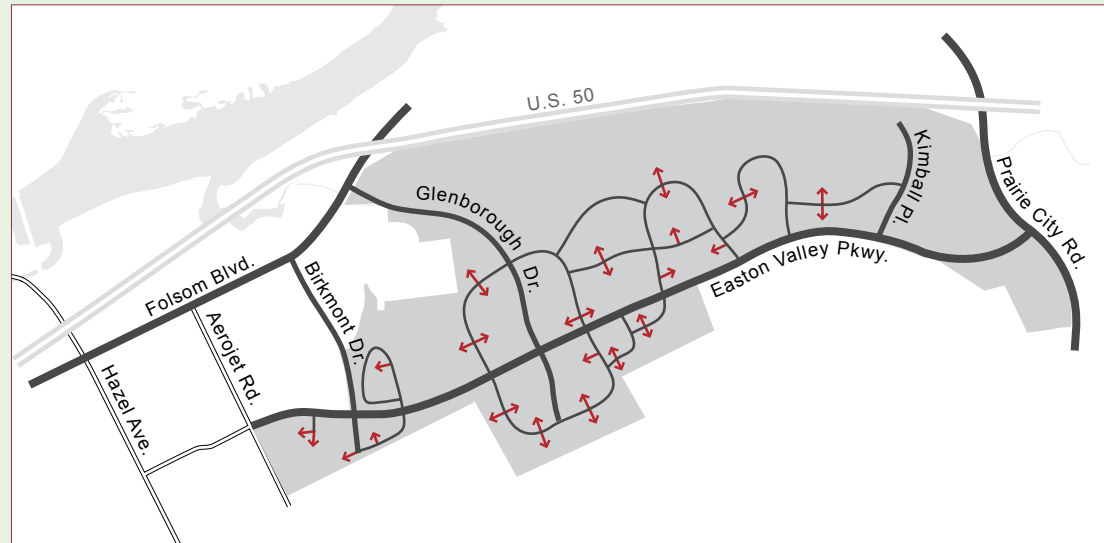


Figure 5.13, Neighborhood Minor Streets Location Map

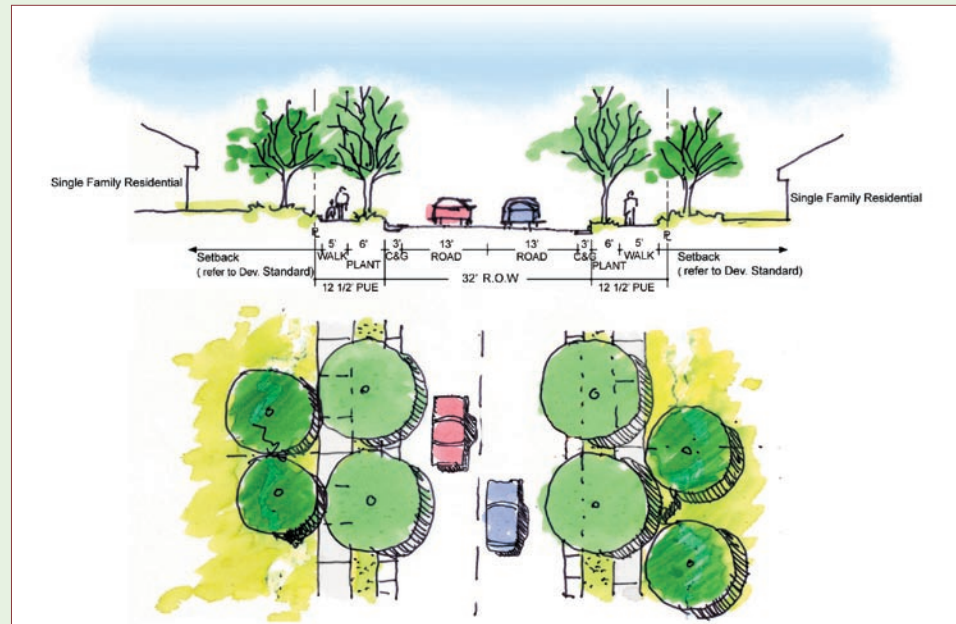


Figure 5.14, Neighborhood Minor Streets Concept



The narrow profile of neighborhood minor streets is intended to slow traffic speeds and increase pedestrian safety.



## 5.5 STREET TREE OVERVIEW AND POLICIES

Trees are an essential element of the street environment in Glenborough at Easton. Street trees provide an attractive street environment that facilitates walking and bicycle use. The street tree planting intervals throughout Glenborough at Easton will vary depending on the street right-of-way and the desired character of the individual neighborhood. For example, some neighborhoods may require street trees planted at regular intervals, such as on 30- to 50-foot centers. In other neighborhoods, it may be more appropriate to plant trees at random intervals, depending on site conditions and adjacencies to natural areas. Extending the plantings of native oaks in the greenways to the median of Easton Valley Parkway and other roads may be desirable in some locations. General guidelines for the selection of trees and their planting methods are as follows:

### Policy 5.10 Street Character

An appropriate tree species or mix of species shall be selected to create a unique street character and ensure the spatial continuity of the street.

### Policy 5.11 Street Tree Survivability

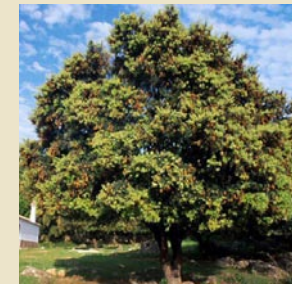
The street trees in Glenborough at Easton should have the ability to thrive in urban conditions where tree roots are often affected by sidewalks and other obstacles, such as utility lines and vaults. Only species recommended for urban conditions should be selected.



*Southern Magnolia*



*Valley Oak*



*Holly Oak*

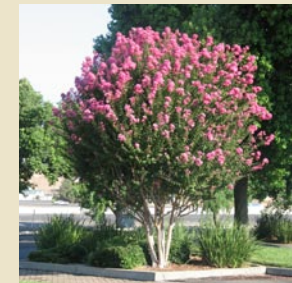
### Street Tree Examples



*Sour Gum*



*Western Redbud*



*Crape Myrtle*

### Accent Tree Examples



**Policy 5.12 Canopy Species**

Primary street trees shall be large-canopy species that create a dense green environment at maturity. These trees shall be planted with sufficient spacing to allow for full growth.

**Policy 5.13 Accent Trees**

Use of accent trees, planted in clusters and that exhibit seasonal interest, shall be encouraged to mark intersections or important destinations.

**Policy 5.14 List of Accepted Street Trees**

Street tree species shall be chosen to provide shade, seasonal color, and variety in form. Street trees should be chosen from the list shown in Table 5.1, "Street Tree List," however, other tree species are possible, provided they are acceptable to the County.

Table 5.1, Street Tree List

Botanical Name	Common Name	Cultivars	Botanical Name	Common Name	Cultivars
<b>Deciduous Street Trees</b>			<b>Evergreen Street Trees</b>		
<i>Acer rubrum</i>	Red Maple	"Red Sunset" "October Glory"	<i>Cedrus deodara</i>	Deodar Cedar	
<i>Carpinus betulus</i>	European Hornbeam		<i>Eucalyptus microtheca</i>	Coolibah	
<i>Celtis australis</i>	European Hackberry		<i>Grevillea robusta</i>	Silk Oak	
<i>Celtis occidentalis</i>	Common Hackberry		<i>Magnolia grandiflora</i>	Southern Magnolia	"Majestic Beauty"
<i>Celtis sinensis</i>	Chinese Hackberry		<i>Maytenus boaria</i>	Mayten Tree	
<i>Ginkgo biloba</i>	Maidenhair Tree		<i>Phoenix canariensis</i>	Canary Island Date Palm	
<i>Pinus nigra</i>	Black Pine				
<i>Pistacia chinensis</i>	Chinese Pistache		<i>Pinus halepensis</i>	Aleppo Pine	
<i>Platanus acerfolia</i>	Plane Tree	"Bloodgood" "Yarwood" "Columbia"	<i>Pinus patula</i>	Jelcote Pine	
			<i>Podocarpus gracillior</i>	Fern Pine	
<i>Populus bolleana</i>	Bolleana Poplar		<i>Quercus ilex</i>	Holly Oak	
<i>Quercus coccinea</i>	Scarlet Oak		<i>Quercus suber</i>	Cork Oak	
<i>Quercus douglasii</i>	Blue Oak		<i>Sequoia sempervirens</i>	Redwood	
<i>Quercus lobata</i>	Valley Oak		<i>Washingtonia robusta</i>	Mexican Fan Palm	
<i>Quercus macrocarpa</i>	Bur Oak				
<i>Quercus phellos</i>	Willow Oak				
<i>Quercus rubra</i>	Red Oak				
<i>Tilia cordata</i>	Little-Leaf Linden				
<i>Zelkova serrata</i>	Saw-Leaf Zelkova	"Green Vase"			
			<b>Small/Medium Accent Trees</b>		
			<i>Acer buergeranum</i>	Trident Maple	
			<i>Arbutus unedo</i>	Strawberry Tree	
			<i>Cercis occidentalis</i>	Western Redbud	
			<i>Crataegus phaenopyrum</i>	Washington Hawthorn	
			<i>Diospyros kaki</i>	Fuyu Persimmon	"Fuyu"
			<i>Lagerstroemia indica</i>	Crape Myrtle	
			<i>Malus ioensis</i>	Bechtel Crabapple	"Plena"
			<i>Nyssa sylvatica</i>	Sour Gum	
			<i>Prunus ilicifolia</i>	Holly Leaf Cherry	
			<i>Pyrus calleryana</i>	Ornamental Pear	"Capital" "Chanticleer" "Redspire"
			<i>Pyrus kawakamii</i>	Evergreen Pear	



## 5.6 STREETScape OVERVIEW AND POLICIES

The streetscapes within Glenborough at Easton should have a unified design that creates an attractive and inviting public realm. Creating a safe pedestrian and bicycle circulation system is an essential element to encouraging walking and bicycling, and minimizing the number of automobile trips. Street furniture should be comfortable and placed in appropriate locations. Key intersections at thoroughfares, arterials, and collector streets should use design features (e.g., textured or colored pavement) to highlight the pedestrian movement across traffic lanes bounded by clearly visible white striping.

### Policy 5.15 Crosswalk Visibility

A sufficient number of highly visible crosswalks shall be placed at key intersections, trail crossings, and other important pedestrian access routes.



*Safe, clearly visible pedestrian crosswalks should be provided throughout Glenborough at Easton, ensuring continuous open space and trail connectivity.*

### Policy 5.16 Crosswalk Safety

Crosswalks shall be a direct continuation of the pedestrian path of travel and cross streets safely at the shortest distance possible.

### Policy 5.17 Grade-Separated Crossings

Grade-separated pedestrian crossings shall be implemented in the following locations:

- between the Community Resource Area and Village K;
- between Villages D/E and L along Easton Valley Parkway;
- along Glenborough Drive where the Alder Creek trail will cross the road (note that this grade-separated crossing is necessary only if Glenborough Drive is connected to Folsom Boulevard); and
- where Kimball Place intersects with the Alder Creek corridor trail.

### Policy 5.18 Lighting

Pedestrian-scale lighting shall be provided for off-street bicycle and pedestrian paths adjacent to roadways.

### Policy 5.19 Minimum Sidewalk Width

All sidewalks shall have a minimum clear path of 5 feet for pedestrian travel.

### Policy 5.20 Streetscape Elements Location

Streetscape elements, including benches, signage, hydrants, bus shelters, lighting, traffic signal poles, trees, and utility boxes, shall be located in the landscape corridor. Bike and news racks shall be located in common areas while allowing for unobstructed pedestrian access.

### Policy 5.21 Emergency Access

All buildings, parking areas, and service/utility areas shall be served by a 20-foot emergency access lane surfaced per the requirements of the Sacramento Metropolitan Fire District.

### Policy 5.22 Pavement Materials

Pavement materials shall be of high quality to minimize maintenance. A change of materials or surface patterns is encouraged to contribute to a positive pedestrian experience. Alternative paving such as interlocking concrete pavers is encouraged, where appropriate, but must not be used in the designated 20-foot access route for emergency vehicles.

### Policy 5.23 Curb Design

Curbs shall be vertical rather than rolled to promote greater pedestrian safety.



*Use of textured or colored pavement for crosswalks increases pedestrian safety.*



## 5.7 BICYCLE PARKING

To encourage bicycle use, reduce automobile trips, and improve air quality, bicycle parking must be provided at all major destinations, including commercial/retail centers, mixed use centers, the Community Resource Area, parks, and public and civic facilities. Required bicycle parking ratios for Glenborough at Easton are shown in Table 5.2, “Bicycle Parking Summary,” and are based on Sacramento Air Quality Management District standards. Design guidelines for bicycle parking are also provided in Chapter 4, “Design Guidelines,” within the various land use sections.

Bicycle parking facilities should include a mixture of long-term (Class I) and short-term (Class II) facilities. Long-term facilities provide secure parking for more than 2 hours, and are typically intended for use by employees and residents. Short-term bicycle parking is intended to be used for 2 hours or less, and is typically intended for patrons of commercial establishments and visitors to offices and residential buildings. See Appendix, “Definitions,” for a full description of long-term and short-term facilities.

**Table 5.2, Bicycle Parking Summary**

Land Use	Long-Term (Class I)	Short-Term (Class II)
Residential without Garages	1 Bicycle Space/Unit without a Garage	1 Bicycle Space/20 Auto Spaces
Village Commercial	1 Bicycle Space/20 Employee Parking Spaces	1 Bicycle Space/15 Auto Spaces
Commercial Mixed Use	1 Bicycle Space/20 Employee Parking Spaces	1 Bicycle Space/15 Auto Spaces
Office	1 Bicycle Space/20 Employee Parking Spaces	1 Bicycle Space/20 Auto Spaces
Community Resource Area	1 Bicycle Space/10 Employee Parking Spaces	20 Bicycle Spaces Minimum*
Parks	N/A	2 Bicycle Space/0.5 Acre

\*A greater number of bicycle spaces is required for the Community Resource Area because it serves as a staging area for the Alder Creek corridor.

### Policy 5.24 Location of Long-Term Bicycle Parking

Long-term bicycle parking shall be provided for all residential units that do not provide garages. Long-term parking must also be provided at all nonresidential uses, including office and commercial/retail uses, and within the Community Resource Area. The ratios for long-term parking are shown in Table 5.2, “Bicycle Parking Summary.”

### Policy 5.25 Location of Short-Term Bicycle Parking

Short-term (Class II) bicycle parking shall be provided for visitors to residential apartments and condominiums. A minimum of 50% of short-term parking provided at residential sites shall be covered parking.

Short-term parking shall also be provided at all nonresidential uses, including commercial and mixed use villages, the Community Resource Area, and within parks. The ratios for short-term parking are shown in Table 5.2, “Bicycle Parking Summary.”



*Short-term bicycle parking should be provided at all, commercial areas, schools, and civic buildings.*



## 5.8 ENTRANCES

### 5.8.1 Entrance Framework

The entrance concept for Glenborough at Easton establishes the community image through the use of simple and bold landscape forms and elements derived from the site's character, varied terrain, abundant open spaces, and rich cultural history. The entrance concept provides a hierarchy of entry experiences, orienting visitors and community residents to the community at large, as well as the individual neighborhoods (see Figure 5.15, "Entrance Concept Plan"). Easton gateways mark access to the entire Easton master-planned community, of which Glenborough at Easton is a part. Community entrances define access to the unique Glenborough at Easton community, while neighborhood entries define access to villages within the community. The entrance hierarchy is defined in more detail in the following sections.

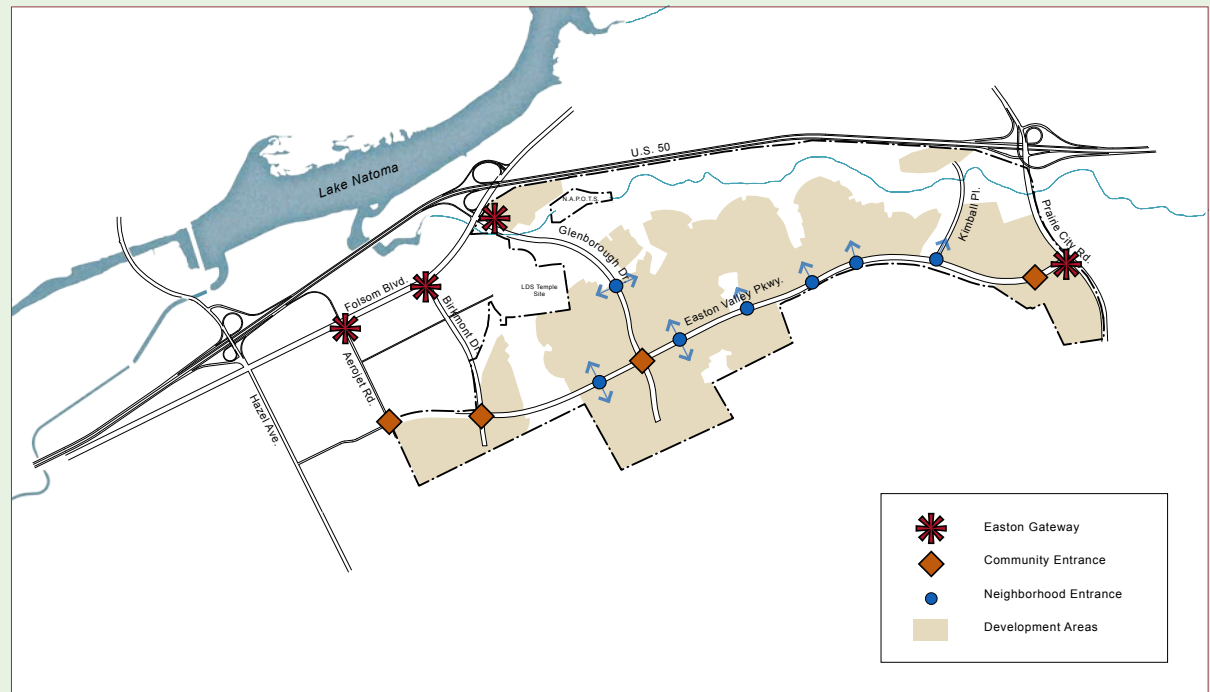


Figure 5.15, Entrance Concept Plan





## 5.8.2 Easton Gateway

Four enhanced gateway features identifying the Easton master-planned community will be located at the following intersections:

- Aerojet Road and Folsom Boulevard (also identified in the *Easton Place Land Use Master Plan*),
- Birkmont Drive and Folsom Boulevard,
- Glenborough Drive and Folsom Boulevard, and
- Easton Valley Parkway and Prairie City Road.

Figure 5.16, “Easton Gateway Concept,” displays the design features of these Easton gateways, with the following policies guiding the design.

### Policy 5.26 Coordination with Regional Transit on Folsom Boulevard

Easton gateway design shall be coordinated with Sacramento Regional Transit where it may affect Folsom Boulevard and Regional Transit facilities.

### Policy 5.27 Easton Gateway Design Features

Design of Easton gateways shall be coordinated with the overall entrance and monumentation program for the Easton master-planned community.

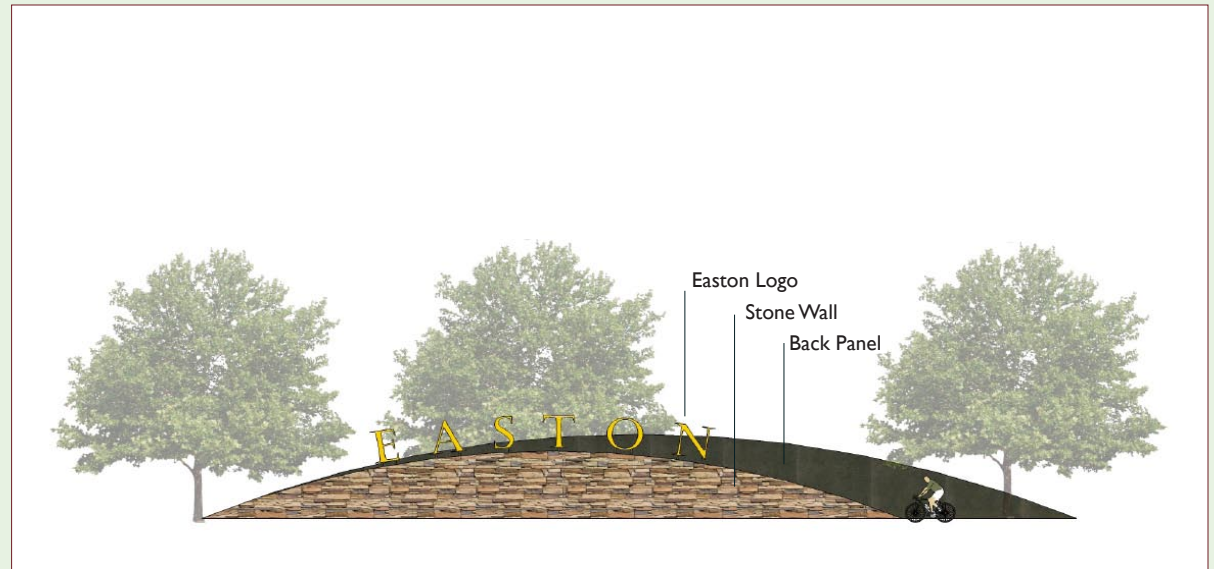


Figure 5.16, Easton Gateway Concept

### Policy 5.28 Easton Gateway Elements

Easton gateways shall emphasize community identity and branding. Entrance features should emphasize alternating wall elements of varying lengths combined with complementary signage and landscaping.

### Policy 5.29 Landscaping

Landscape plants and materials shall represent local vegetation and natural materials, combined with low water use ornamental plants where appropriate.



### 5.8.3 Community Entrance Features

Four community entrances will be located along Easton Valley Parkway at Aerojet Road, Birkmont Drive, Glenborough Drive, and near Prairie City Road. All the entrance features should be treated with complementary materials, colors, and forms. The entrance sign walls will include the name of the community and other appropriate identifiers, as shown in Figure 5.17, “Glenborough at Easton Community Entrance Concept.”

#### Policy 5.30 Community Character

Community entrances shall be designed to represent the character of Glenborough at Easton as a community that preserves and highlights the area’s scenic and recreational values.

#### Policy 5.31 Community Entrance Design Features

Entrances shall be treated with similar materials, colors, and forms to contribute to a consistent and recognizable community character. Glenborough at Easton’s community entrance design should incorporate materials that represent the area’s natural and historical character. Community entrance design will emphasize high-quality materials such as stone and metal. Vertical elements should be used to define each entrance by making them clearly visible.

#### Policy 5.32 Landscaping

Landscape plantings and materials shall be consistent with the local conditions, and shall incorporate native and low-water species whenever possible.

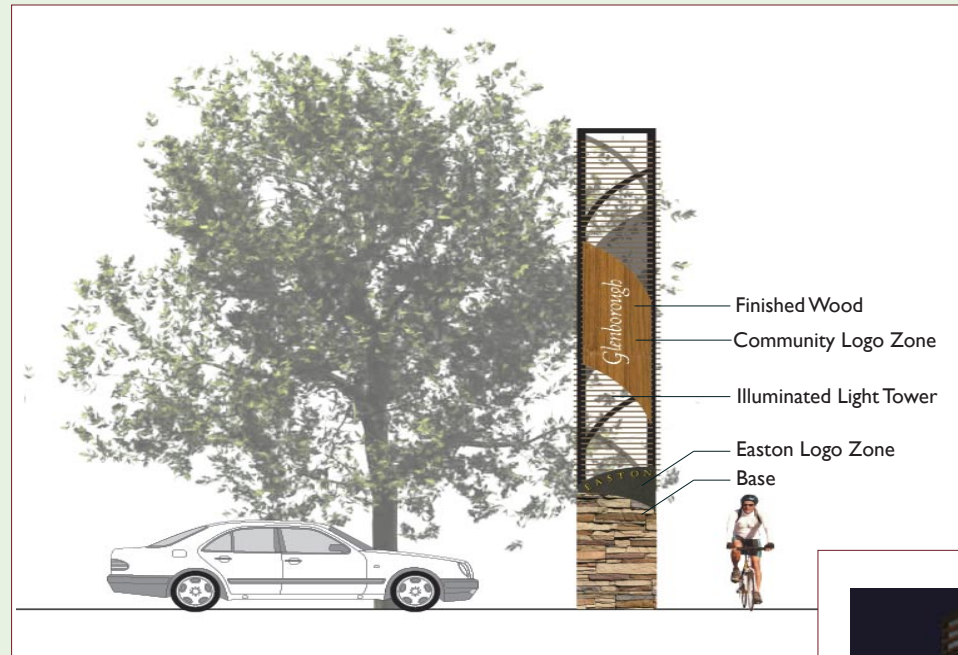


Figure 5.17, Glenborough at Easton Community Entrance Concept

#### Policy 5.33 Lighting

Lighting should be integrated into the signage and monumentation of entrance features. Uneven spotlight illumination may be used to create dramatic night views.

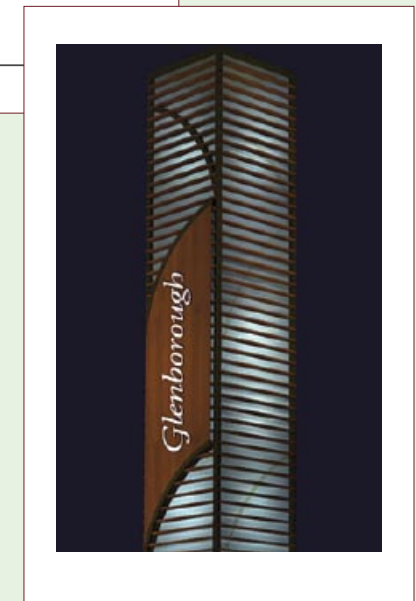


Figure 5.18, Glenborough Lighting Concept



### 5.8.4 Residential Entrance Features

Although smaller in scale than community entrances, each neighborhood entrance feature provides a distinctive gateway to the residential villages, creating a sense of place and identity while slowing traffic (see Figure 5.19, “Residential Entrance Concept.”)

#### Policy 5.34, Residential Entrance Design Consistency

The design of each entrance must include a materials palette and wall design that is consistent with other entrances in the community, but incorporates varied use of plantings and other elements to identify the unique characteristics of each residential village.



Figure 5.19, Residential Entrance Concept



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