

Circulation



4.0 CIRCULATION

4.1 VEHICULAR CIRCULATION PLAN

This chapter describes the circulation system in Easton Place and defines the policies that will allow for a variety of safe and efficient transportation options. Easton Place has been designed to accommodate automobile, light rail and bus transit, bicycle, and pedestrian routes that are interconnected and clearly defined.

The overall transportation and circulation framework for Easton Place is based on a street grid system extending south from the Hazel Avenue light rail transit station located on the Folsom Line of the Sacramento Regional Transit District. The light rail transit station provides direct access to the Main Street, which likewise provides access to a hierarchy of smaller, connecting streets. Figure 4.1, "Street Classification System," illustrates the hierarchy of streets in Easton Place and their relationship to adjacent communities.

Major thoroughfares and arterials on the periphery of Easton Place provide connections to U.S. 50 to the north, to Westborough to the west and Glenborough at Easton to the east, and ultimately to the cities of Folsom and Rancho Cordova. On- and off-street bicycle lanes will lead from the light rail transit station to Easton Place, Glenborough at Easton, and other regional destinations (see Figure 4.14, "Bicycle and Pedestrian Circulation System," on page 44).

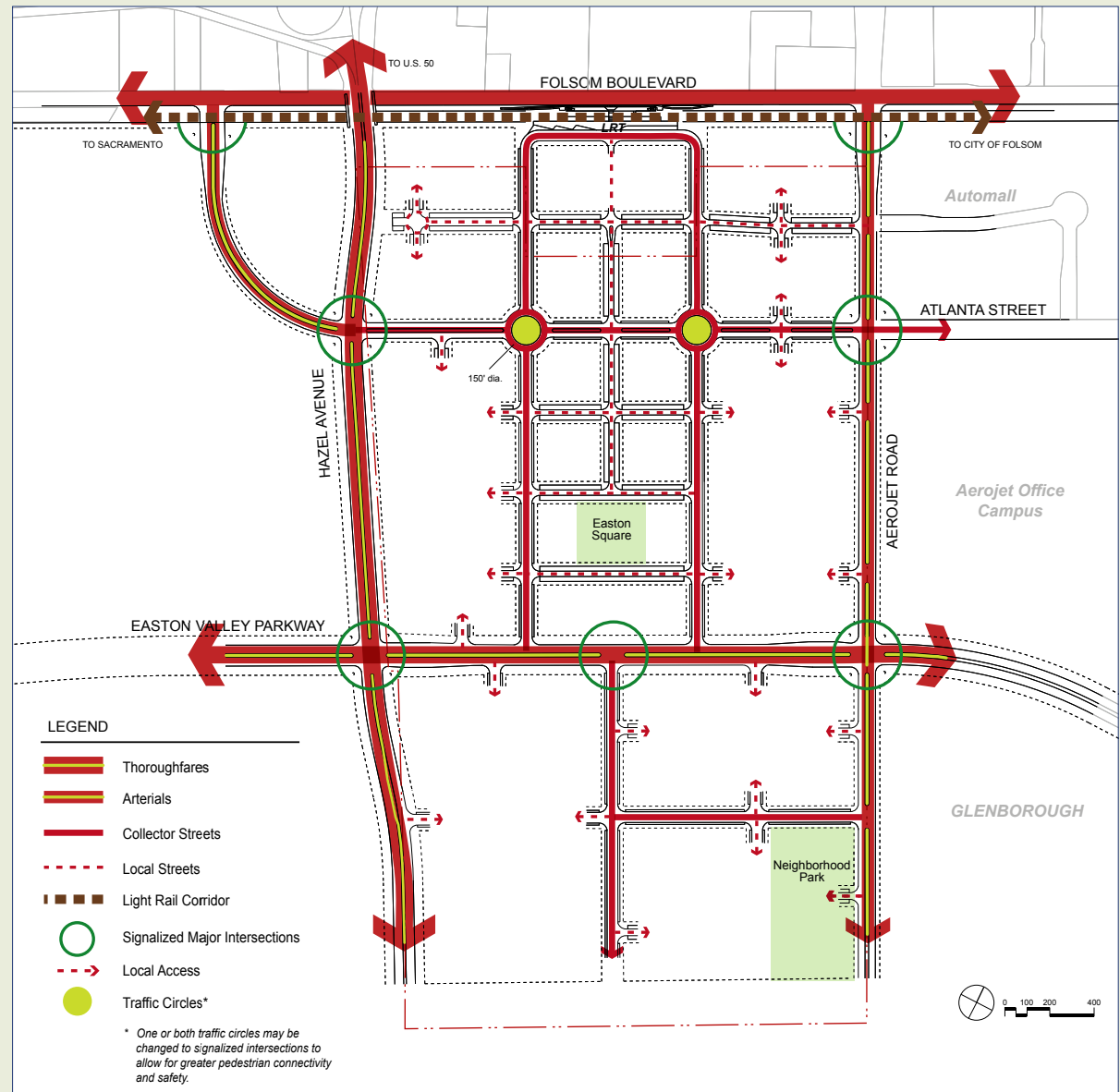


Figure 4.1, Street Classification System

4.2 TRANSPORTATION AND CIRCULATION GOALS

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

- Goal 4.1** Create and maintain a balanced, multi-modal transportation system that provides choices for the efficient and safe movement of people, goods, and services. Connect the various modes for continuous travel.
- Goal 4.2** Provide a complete network of street improvements, including arterial roads, collector roads, and local streets.
- Goal 4.3** Minimize street widths, orient buildings toward the front of lots facing the street, and implement traffic calming and landscaping on all streets to improve the streetscape environment for pedestrians.
- Goal 4.4** Provide on- and off-street parallel bicycle lanes and bicycle parking facilities to encourage bicycle use within the community and connect it to other locations and Easton boroughs.

- Goal 4.5** Coordinate with bus transit service providers to identify improvements and facilities for local and regional routes.
- Goal 4.6** Offer incentives to encourage public transit use and reduce single-occupant vehicle trips.
- Goal 4.7** Encourage the use of alternative fuel vehicles, based on market demand and technologies available at the time of implementation.
- Goal 4.8** Devise and implement a transportation management plan to guide transportation alternatives throughout the Easton master-planned community, to include Easton Place. 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 transportation management plan.



Goal 4.5: Logical destinations for bus transit includes high-density residential uses in Easton Place.



Goal 4.3: Orient buildings toward streets and incorporate pedestrian improvements..



4.3 TRANSPORTATION AND CIRCULATION POLICIES

4.3.1 Roadway System Policies and Concepts

Policy 4.1 Roadway System

The roadway system for Easton Place shall comply with Figure 4.1, “Street Classification System,” and the street sections in Figures 4.2 to 4.13. The descriptions on the following pages apply to each of the various street types within Easton Place, ranging from thoroughfares to minor residential streets.

Policy 4.2 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 4.3 Bus Transit Facilities

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

Policy 4.4 Parking Cash-out

Employers shall offer a parking cash-out program where warranted by the size and type of project. 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 4.5 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 4.6 Parking Meters

Parking meters shall be installed at appropriate locations in Easton Place to encourage walking, bicycle use, and transit use and to provide a source of funding for public improvements and maintenance.

Policy 4.7 Bicycle Lanes

Off-street (Class I) and on-street (Class II) parallel bicycle lanes shall be provided along Hazel Avenue and Easton Valley Parkway. On-street bike lanes shall be provided on Aerojet Road. Collector streets shall be designated as bicycle routes (Class III), with appropriate signage.

Policy 4.8 Bicycle Standards

All bicycle trails, lanes, and facilities 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 4.9 Refueling and Recharging Stations

Refueling and/or recharging stations for alternative fuel vehicles shall be provided, based on market demand, and as deemed appropriate for implementation by the transportation management association.

Policy 4.10 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 Easton Place. Transportation measures to be reviewed could include such topics as transit incentives, parking cash-out programs, carpooling and vanpooling, and parking facilities.



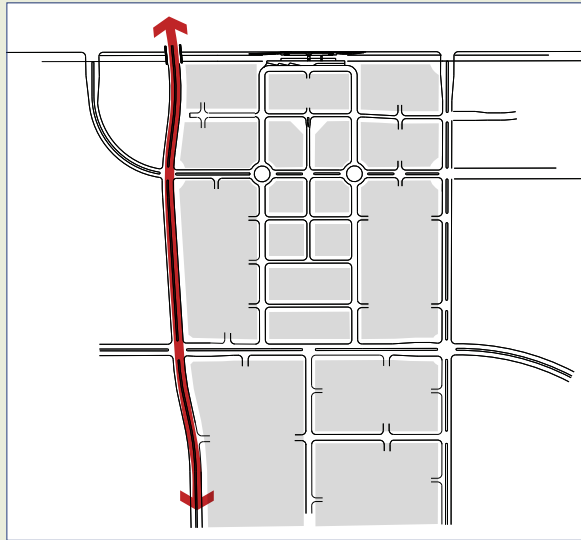


Figure 4.2, Hazel Avenue Location Map

Hazel Avenue

The extension of Hazel Avenue is designed as a major thoroughfare connecting Easton Place neighborhoods directly to U.S. 50 and destinations to the south of the community (see Figure 4.2, “Hazel Avenue Location Map”). Hazel Avenue is designed with three travel lanes in each direction, an on-street bike lane, a center median, and pedestrian and bicycle shared use paths within the landscape corridors (see Figure 4.3, “Hazel Avenue Street Concept”). The landscape corridor area is intended to provide an attractive landscape buffer between

the adjacent land uses and the high volume of traffic proposed on Hazel Avenue. Landscaped mounding or other techniques should be used to screen parking lots and structures, where applicable.

Access to Easton Place from Hazel Avenue is provided at controlled intersections at Atlanta Street and Easton Valley Parkway. Limited access may be provided to adjoining developments off Hazel Avenue through right-in and right-out drives. The final street section for Hazel Avenue will be determined at a later date.



Six-lane thoroughfare with on-street bike lane

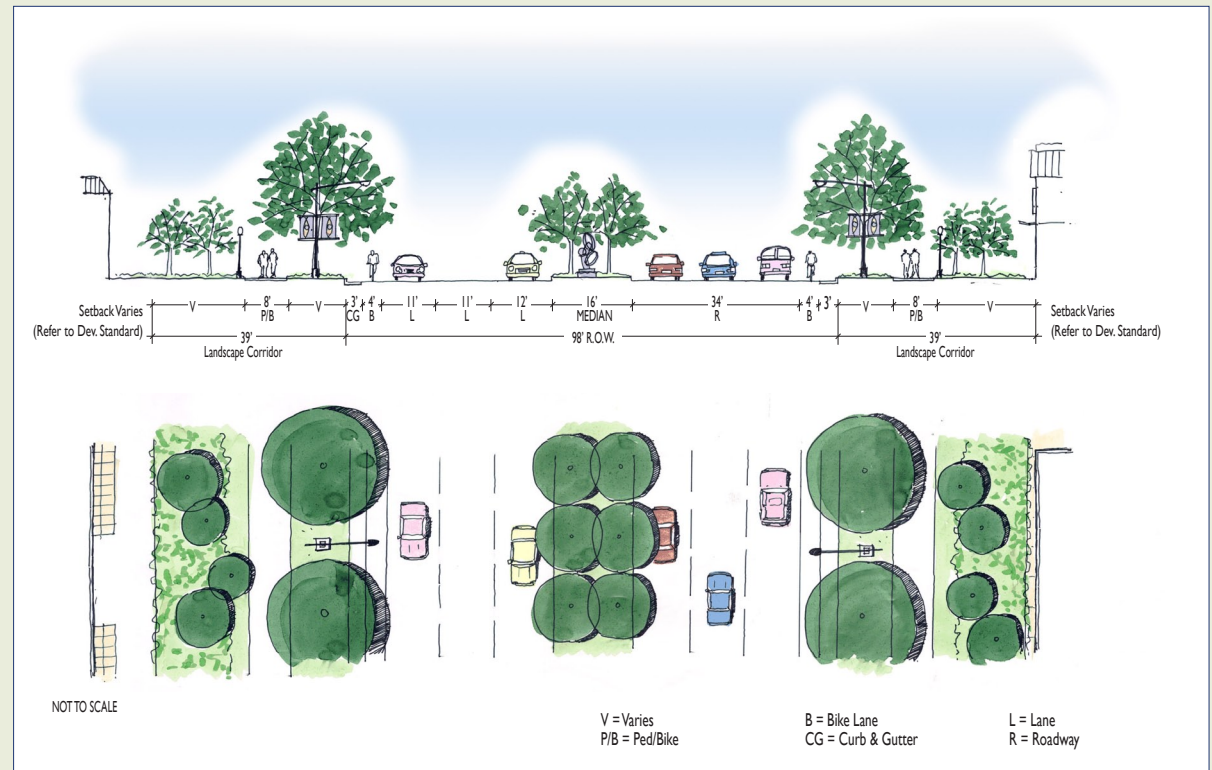


Figure 4.3, Hazel Avenue Street Concept



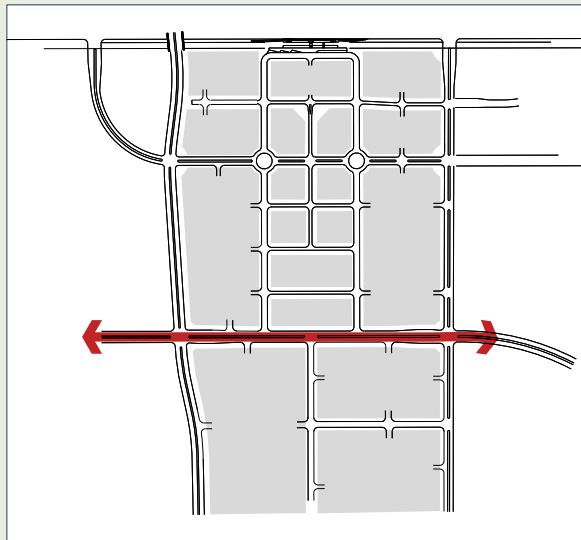


Figure 4.4, Easton Valley Parkway Location Map

Easton Valley Parkway

Easton Valley Parkway is a key east/west thoroughfare connecting Easton Place with Easton boroughs to the east and west (see Figure 4.4, “Easton Valley Parkway Location Map”). Easton Valley Parkway will provide additional capacity to U.S. 50 that will supplement east/west travel. The parkway will be a major thoroughfare providing access to the Central and Market Districts.

Easton Valley Parkway may initially be built with two travel lanes in each direction and a 38-foot landscaped median (Figure 4.5, “Easton Valley Parkway Concept, Four Lanes”). However,

recognizing Easton Valley Parkway’s importance as a major roadway that may have to provide for greater traffic volumes in the future, 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 4.6, “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 International Transportation System (ITS) improvements that facilitate the efficiency of bus rapid transit should be incorporated into the parkway’s design, as appropriate (see Appendix, “Definitions,” for an explanation of ITS).



Typical four-lane street with a central median



Figure 4.5, Easton Valley Parkway Concept, Four Lanes

December 6, 2007

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, and a multi-use (Class I) bicycle/pedestrian path. 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.



Typical six-lane road with a central median

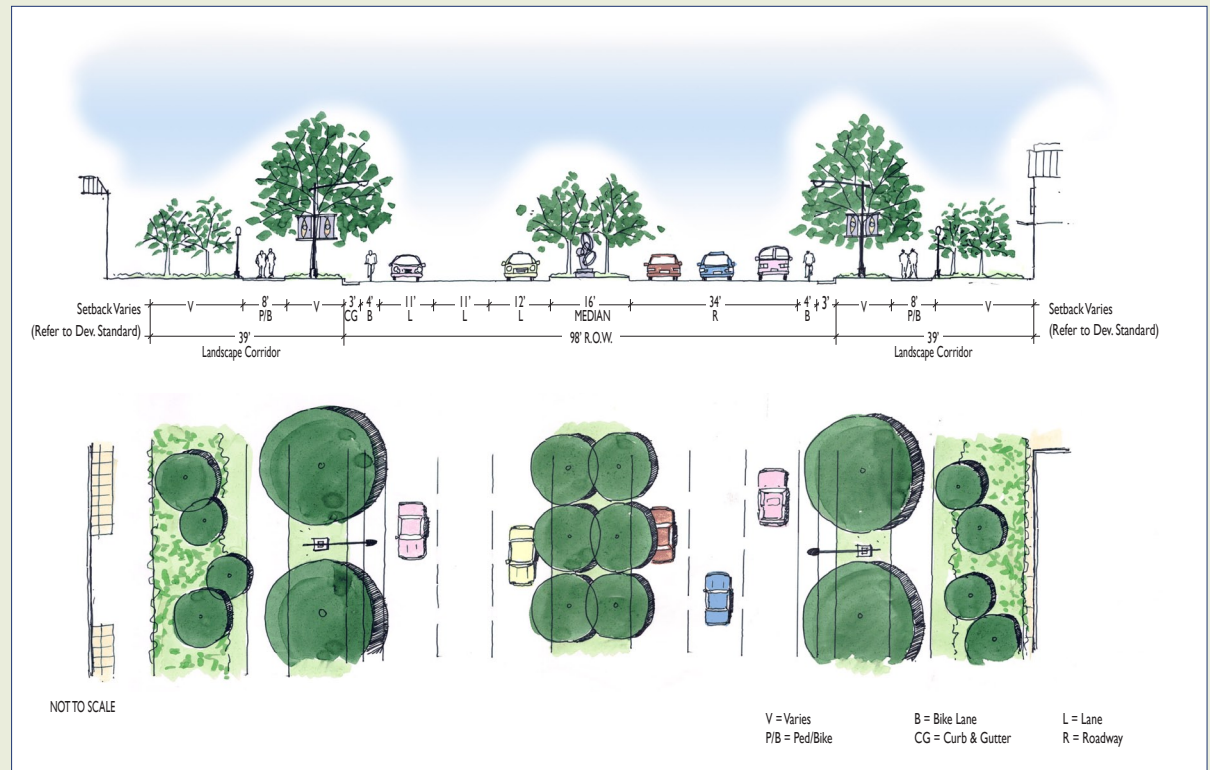


Figure 4.6, Easton Valley Parkway Street Concept, Six Lanes



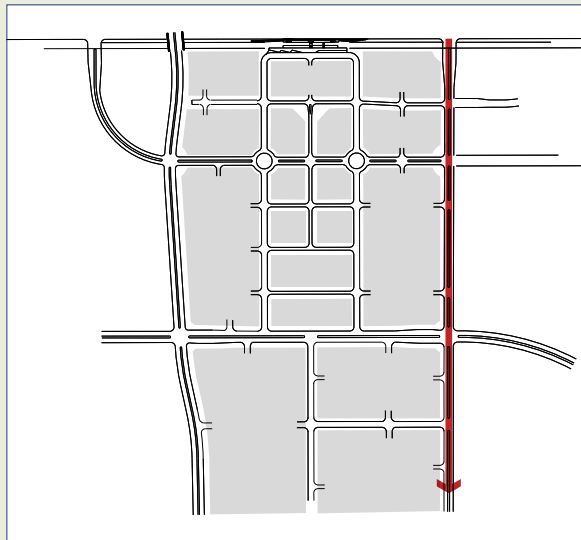
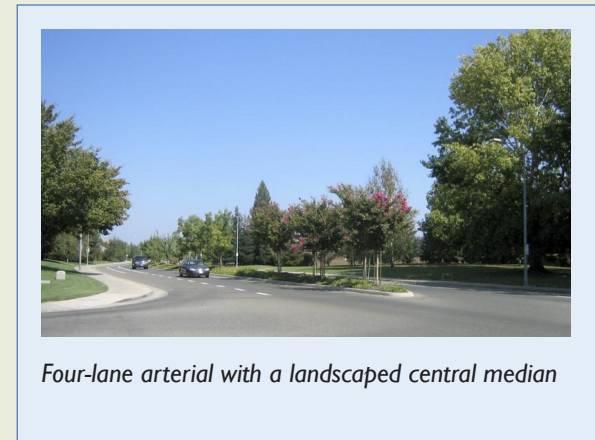


Figure 4.7, Aerojet Road Location Map

Aerojet Road

Aerojet Road provides access to Easton Place from U.S. 50 via Folsom Boulevard. Aerojet Road is an existing four-lane street to the entry gate of the Aerojet campus, after which it is privately owned and maintained (see Figure 4.7, “Aerojet Road Location Map”). This street will be upgraded and enhanced to a public four-lane arterial with landscaped pedestrian corridors, on-street bike lanes, and a 16-foot landscaped median (see Figure 4.8, “Aerojet Road Street Concept”). Like Hazel Avenue, Aerojet Road will provide access to Easton Valley Parkway and future development south of Easton Place.



Four-lane arterial with a landscaped central median

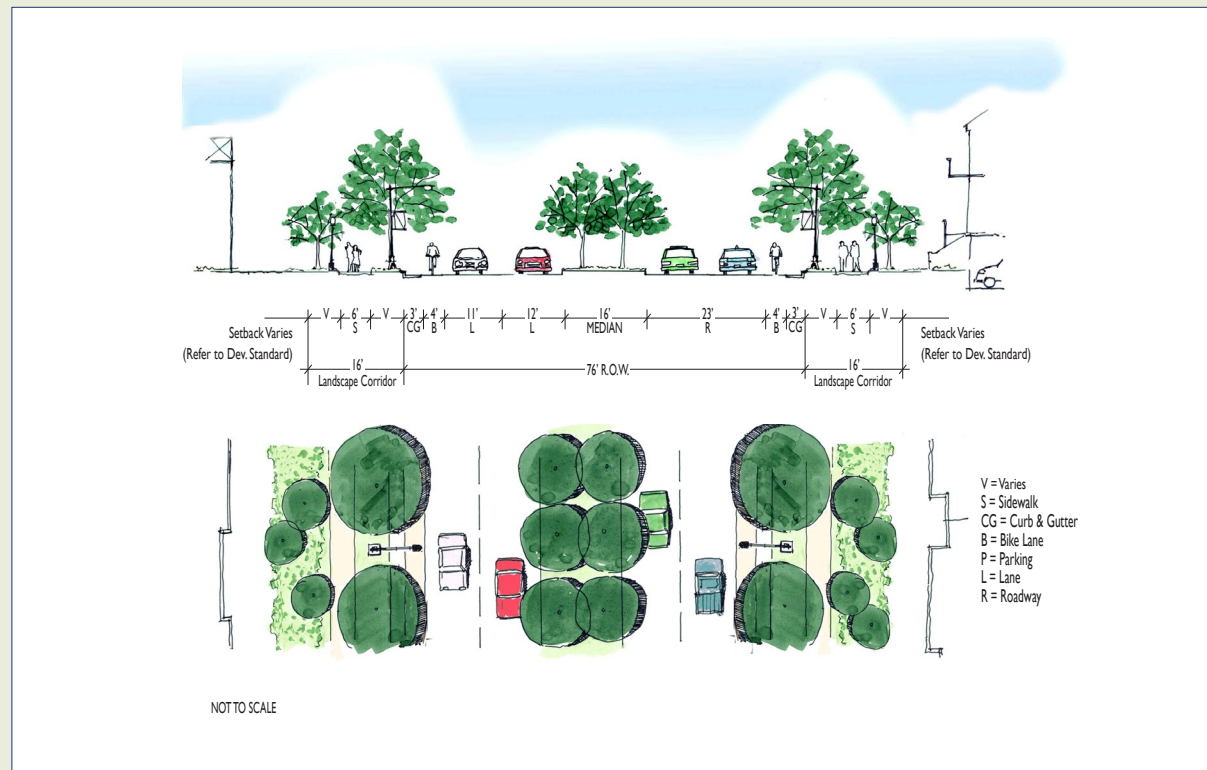


Figure 4.8, Aerojet Road Street Concept



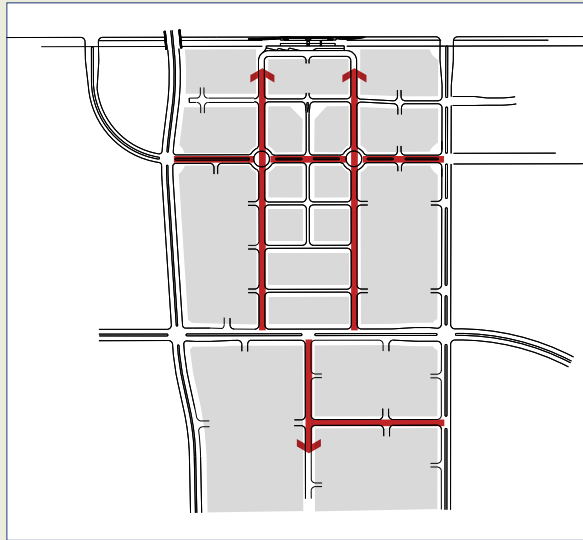
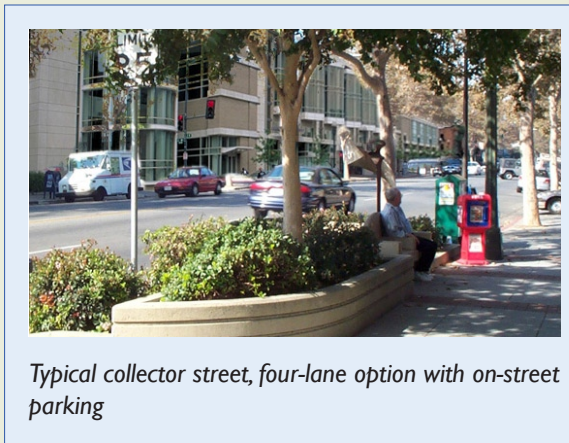


Figure 4.9, Collector Streets Location Map

Collector Streets

Collector streets provide an important transition from thoroughfares and arterials to local access roads and private entrances. Two north/south collector streets in the Transit and Central Districts provide direct access to the light rail transit station. Atlanta Street, between Hazel Avenue and Aerojet Road, will also serve to connect Easton Place with boroughs to the east and west, and may include enhanced road design elements (see Figure 4.9, “Collector Streets Location Map”).

Two alternate street sections are shown (see Figure 4.10, “Collector Streets Concept, Two-Lane and Four-Lane Alternatives”). The two-lane alternative is for anticipated traffic volumes with a four-lane alternative designed to accommodate possible increased traffic. Traffic studies will ultimately determine which street alternative is appropriate. Both sections have parallel parking on both sides of the street.



Typical collector street, four-lane option with on-street parking



Typical collector street, two-lane option with on-street parking

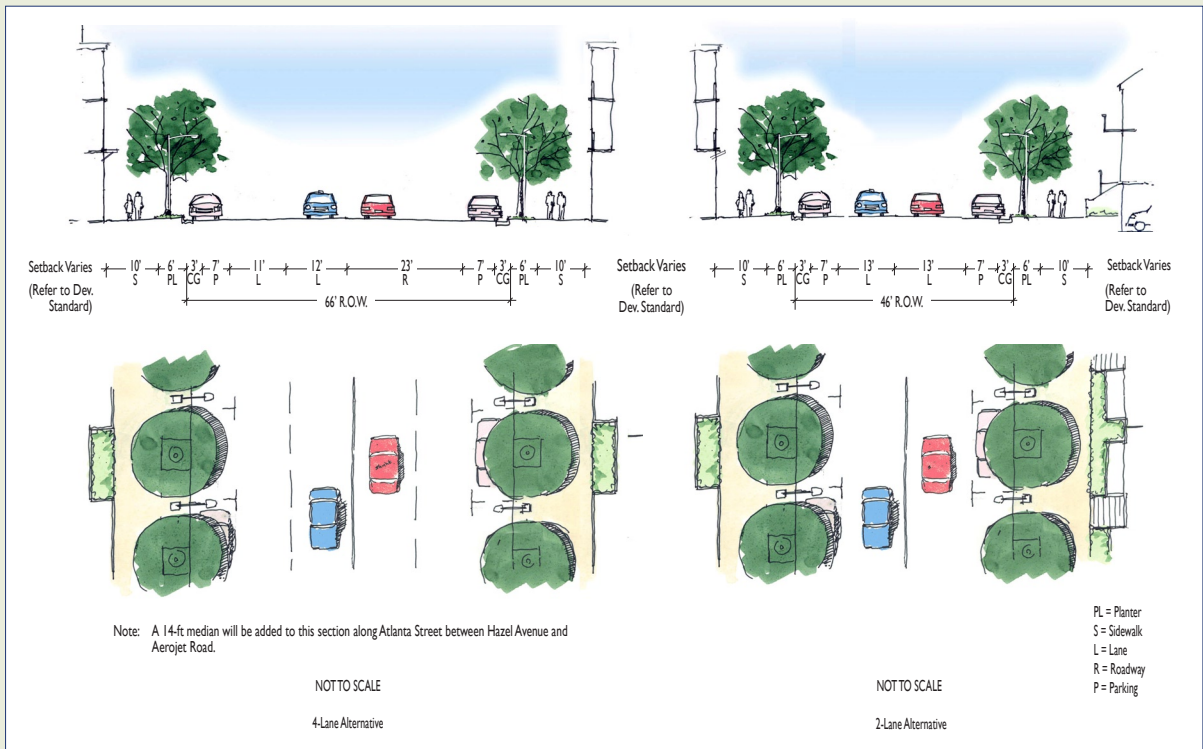


Figure 4.10, Collector Street Concept, Two-Lane and Four-Lane Alternatives



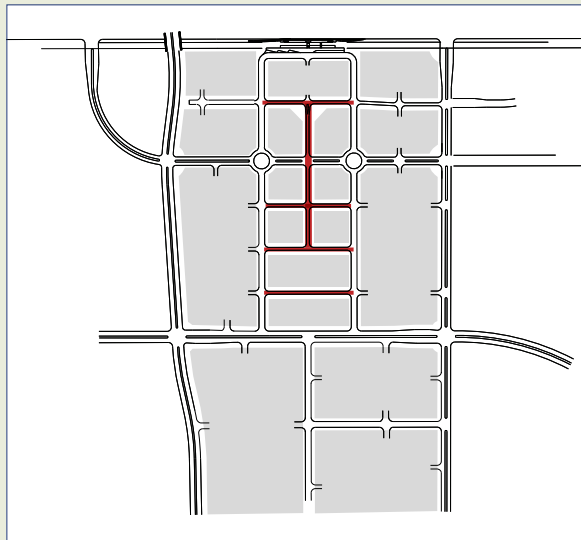


Figure 4.11, Main Street and Other Retail Streets Location Map

Main Street and Other Retail Streets

The Main Street is a pedestrian-oriented shopping street extending north/south through the center of Easton Place that links the light rail transit station to Easton Square (see Figure 4.11, “Main Street and Other Retail Streets Location Map”). The Main Street is intended as an active, mixed use retail street with minimal building setbacks. It will include one travel lane in each direction, on-street angled parking, and wide sidewalks (see Figure 4.12, “Main Street Concept”). Adjoining east/west retail streets may incorporate parallel parking rather than angled parking. These streets may not include continuous planter strips adjacent to the curb, but may provide for tree wells within the sidewalk.



An attractive street with mixed-use buildings fronting the sidewalks and bulb-outs at intersections

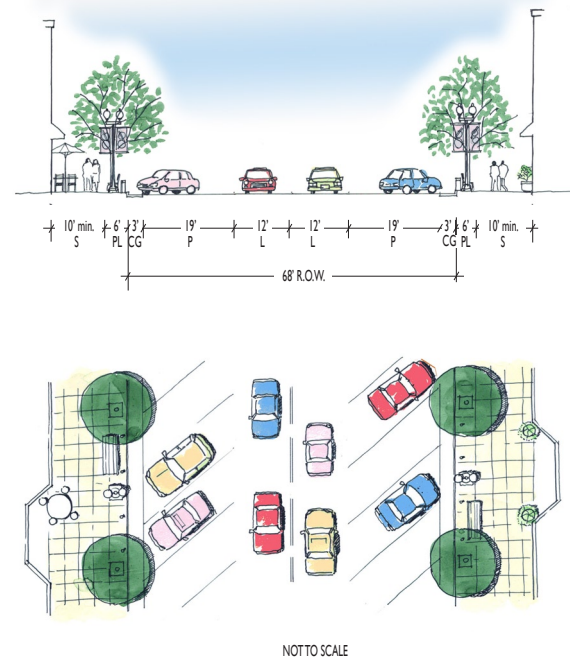


Figure 4.12, Main Street Concept

Neighborhood Minor Streets

Neighborhood minor streets provide access to local neighborhoods. They are designed for low traffic volumes, with one travel lane in each direction and a 6-foot landscape strip between the curb and sidewalk to provide shade and neighborhood appeal (see Figure 4.13, “Neighborhood Minor Street Concept”). Landscaped medians at intersections are allowed with additional right-of-way.

The 42-foot right-of-way required for neighborhood minor streets may exceed desirable street widths for private streets within individual projects. Narrower streets are encouraged for private streets to reduce traffic speeds and encourage bicycle and pedestrian use.

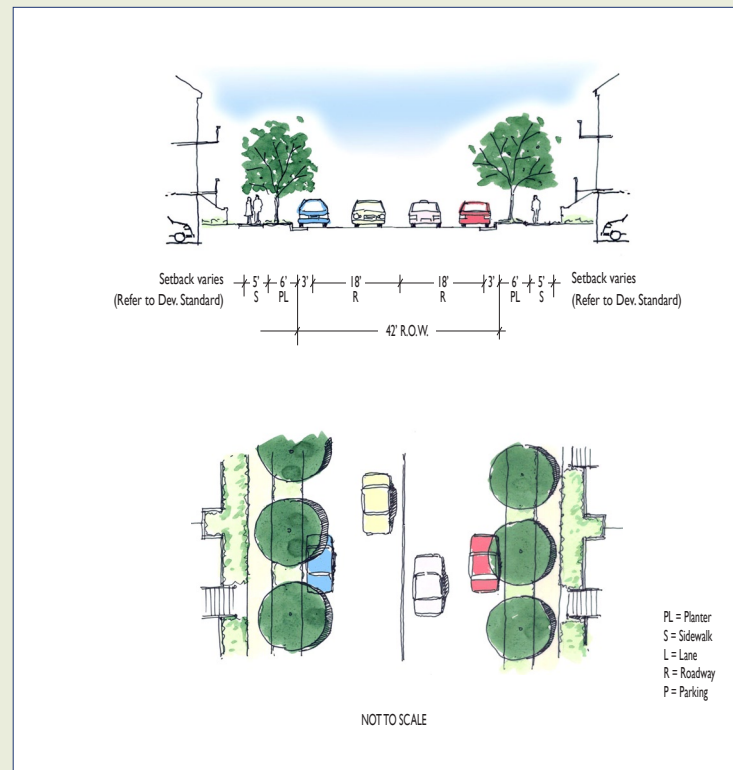
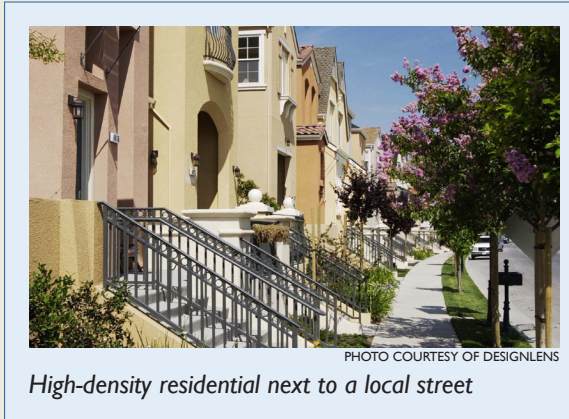


Figure 4.13, Neighborhood Minor Street Concept



4.3.2 Bicycle and Pedestrian Circulation System

On-street and off-street bikeways will be located along higher volume streets to accommodate alternative modes of travel (see Figure 4.14, "Bicycle and Pedestrian Circulation System"). Class I bikeways (separated, off-street) will serve as joint-use bike and pedestrian paths located in the landscape corridor along Hazel Avenue and Easton Valley Parkway, and on the south side of the Regional Transit light rail tracks parallel to Folsom Boulevard. Class II bikeways (on-street, with designated bike lanes) are provided on Hazel Avenue, Easton Valley Parkway, and Aerojet Road. Class III bikeways (on-street, with bike signage only) are located on north/south local collector streets, providing access to the Hazel Avenue light rail transit station.

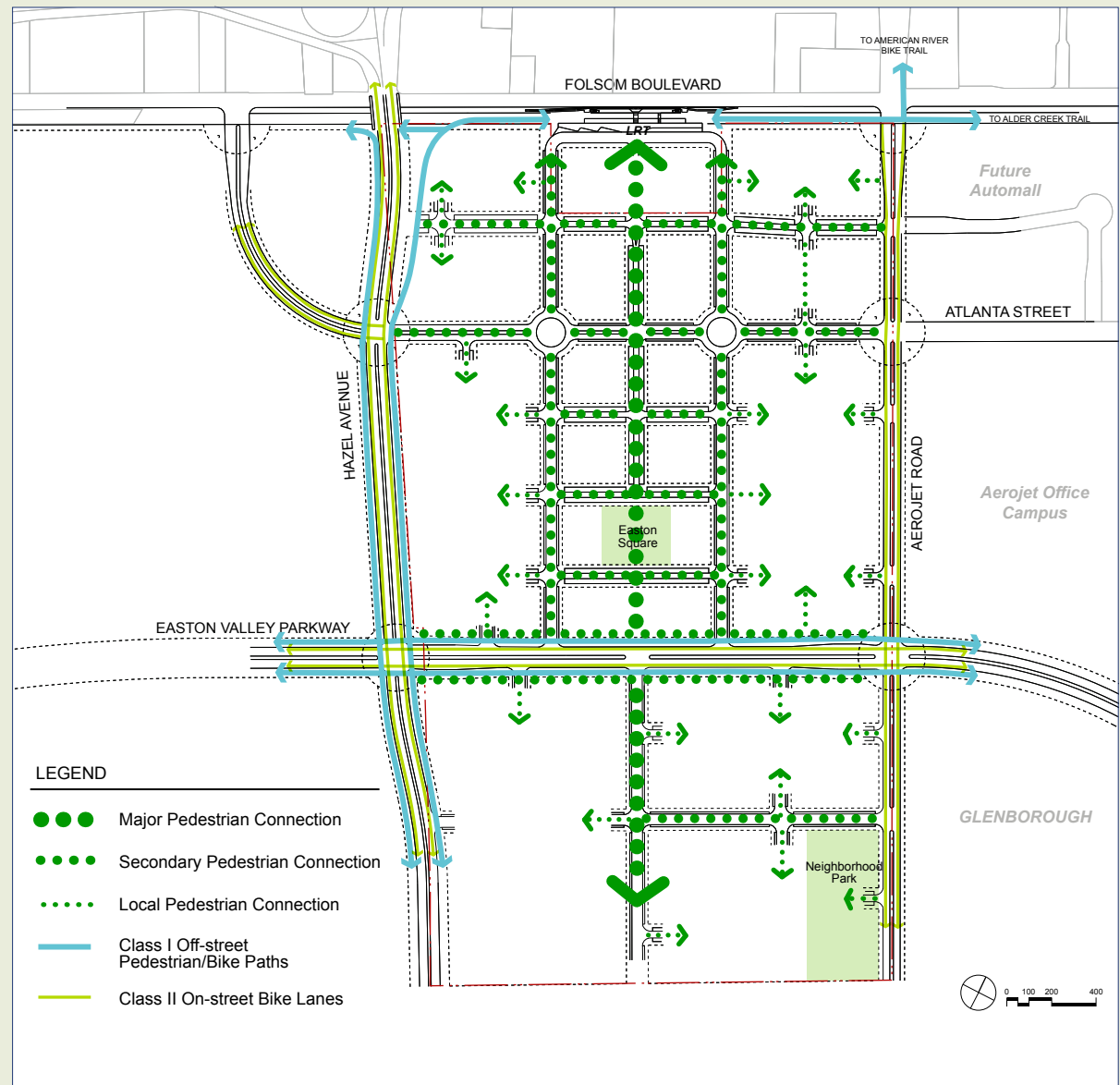


Figure 4.14, Bicycle and Pedestrian Circulation System

4.3.3 Street Tree Overview and Policies

Street trees are a major component of the streetscape environment for Easton Place. Trees provide shade, create an attractive setting for walking and bicycle use, and improve the air quality and overall environment of the neighborhood.

Street tree planting throughout Easton Place will vary depending on the type and size of each street and the desired character of the individual neighborhood. In general, street trees should be planted at regular intervals, no farther apart than 50 feet on center, to create a formal street canopy. Street tree selection and planting locations along Hazel Avenue and Easton Valley Parkway will be more varied and random to create a naturalistic appearance. Street tree planting could also be modified to incorporate existing trees and native oaks where appropriate. General street tree policies are as follows.

Policy 4.11 Street Character

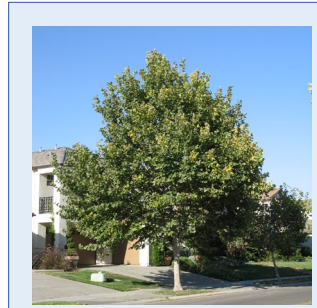
Tree species should be selected to create a unique street character and ensure the visual continuity of the street.

Policy 4.12 Street Tree Survivability

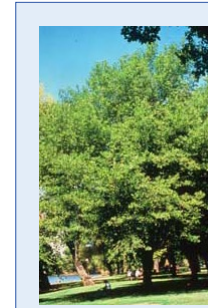
Only species recommended for urban conditions should be selected. The street trees in Easton Place should have the ability to thrive in urban conditions where tree roots are often affected by sidewalks and other obstacles, such as utility lines and vaults.



Little-Leaf Linden

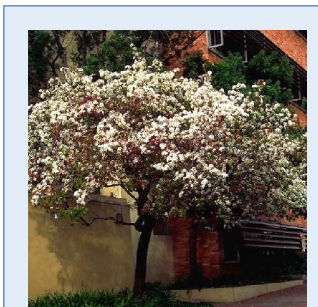


Plane Tree

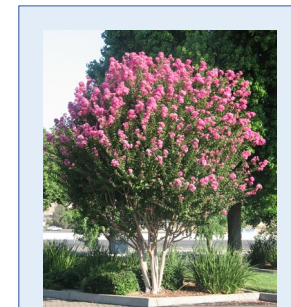


Willow Oak

Street Tree Examples



Evergreen Pear



Crape Myrtle



Trident Maple

Accent Tree Examples



Policy 4.13 Street Tree Selection

The species of street trees used should reflect the environmental characteristics of the region. Low-maintenance and drought-tolerant species are recommended.

Policy 4.14 Canopy Species

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

Policy 4.15 Accent Trees

Accent trees, planted in clusters and exhibiting seasonal interest, should be used to mark intersections or important destinations.

Policy 4.16 Accepted Street Tree List

Street tree species should be chosen to provide shade, seasonal color, and variety in form. Street trees should be chosen from the list shown in Table 4.1, "Street Tree List." Additional tree species may be added, provided they are acceptable to the County.

Table 4.1, Street Tree List

Botanical Name	Common Name	Cultivars	Botanical Name	Common Name	Cultivars
Deciduous Street Trees			Deciduous Small/Medium Accent Trees		
<i>Acer macrophyllum</i>	Bigleaf Maple		<i>Acer buergeranum</i>	Trident Maple	
<i>Acer rubrum</i>	Red Maple	"Red Sunset" "October Glory"	<i>Cercis occidentalis</i>	Western Redbud	
<i>Carpinus betulus</i>	European Hornbeam		<i>Crataegus phaenopyrum</i>	Washington Hawthorn	
<i>Celtis australis</i>	European Hackberry		<i>Lagerstroemia indica</i>	Crape Myrtle	
<i>Celtis occidentalis</i>	Common Hackberry		<i>Malus ioensis</i>	Bechtel Crabapple	"Plena"
<i>Celtis sinensis</i>	Chinese Hackberry		<i>Nyssa sylvatica</i>	Sour Gum	
<i>Ginkgo biloba</i>	Maidenhair Tree		<i>Osmanthus fragrans</i>	Sweet Olive	
<i>Pistacia chinensis</i>	Chinese Pistache		Evergreen Small/Medium Accent Trees		
<i>Platanus acerifolia</i>	Plane Tree	"Bloodgood" "Yarwood" "Columbia"	<i>Heteromeles arbutifolia</i>	Toyon	
<i>Quercus coccinea</i>	Scarlet Oak		<i>Prunus ilicifolia</i>	Holly Leaf Cherry	
<i>Quercus douglasii</i>	Blue Oak		<i>Pyrus calleryana</i>	Ornamental Pear	"Capital" "Chanticleer" "Redspire"
<i>Quercus lobata</i>	Valley Oak		<i>Pyrus kawakamii</i>	Evergreen Pear	
<i>Quercus phellos</i>	Willow Oak		<i>Umbellularia californica</i>	California Bay	
<i>Quercus rubra</i>	Red Oak		<i>Xylosma congestum</i>	Shiny Xylosma	
<i>Tilia cordata</i>	Little-Leaf Linden				
<i>Zelkova serrata</i>	Saw-Leaf Zelkova	"Green Vase"			
Evergreen Street Trees					
<i>Grevillea robusta</i>	Silk Oak				
<i>Magnolia grandiflora</i>	Southern Magnolia	"Majestic Beauty"			
<i>Maytenus boaria</i>	Mayten Tree				
<i>Podocarpus gracillior</i>	Fern Pine				
<i>Quercus ilex</i>	Holly Oak				
<i>Quercus suber</i>	Cork Oak				



4.3.4 Streetscape Overview and Policies

Each streetscape within Easton Place should have a unified design that supports an active mixed use community. Street furniture should be comfortable, durable, and located in natural gathering places and along primary pedestrian ways. The sidewalk should be designed to support the pedestrian environment with adequate width and curb ramps for strollers and wheelchairs. Sidewalk and parkway design should provide sufficient space for pedestrian movement, street furniture, lighting, signage, and vegetation.

Key intersections on arterials, thoroughfares, and collector streets without parking should incorporate textured or colored pavement to highlight the pedestrian ways across traffic lanes. Collector, retail, and neighborhood minor streets with on-street parking can also incorporate traffic calming measures such as bulb-outs at key intersections to promote pedestrian safety by narrowing the pedestrian route and slowing automobile traffic (see Figure 4.15, “Pedestrian Improvements, Collector, Retail, and Neighborhood Minor Streets”).

Streetscapes along the major thoroughfares and arterials (Easton Valley Parkway, Hazel Avenue, and Aerojet Road) should be designed to appear more spacious in character. These roadways are intended for through traffic and connections to the regional highway network. The pedestrian environments along these streets are located within wide landscaped parkways that include street trees, ground cover, and flowering accent plantings.

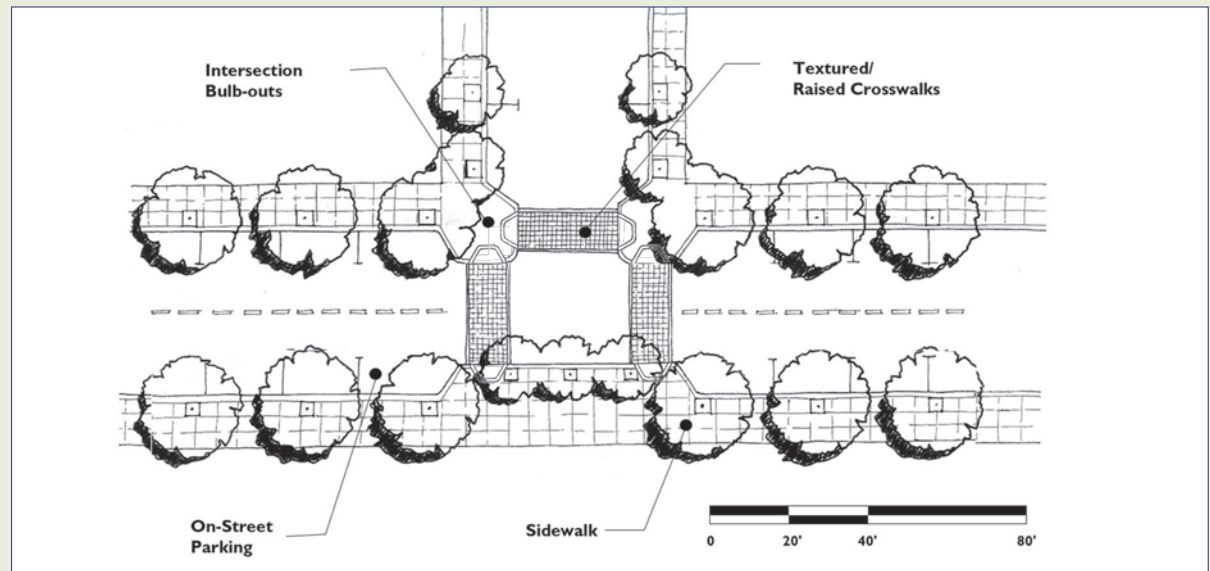


Figure 4.15, Pedestrian Improvements, Collector, Retail, and Neighborhood Minor Streets.

Policy 4.17 Crosswalk Visibility

A sufficient number of highly visible crosswalks shall be placed throughout Easton Place.

Policy 4.18 Crosswalk Safety

Crosswalks shall be a direct continuation of the pedestrian path of travel and should cross streets safely at the shortest distance possible. See Figure 4.15 for a typical crosswalk design.

Policy 4.19 Minimum Sidewalk Width

All sidewalks shall have a minimum clear path of 5 feet for pedestrian travel. See the street sections for individual streets to determine appropriate sidewalk widths.



Crosswalk improvements should be designed for universal access.



Policy 4.20 Streetscape Elements

Streetscape elements, including signage, fire hydrants, bus shelters, lighting, traffic signal equipment poles, trees, and utility boxes, should be located in the parkway strips or curb zone. Bike and news racks should be located in common areas. These elements should be clustered, when feasible, and must not intrude into walkways.



A variety of seating, including benches and low walls, should be provided for pedestrian comfort.

Policy 4.21 Lighting

Sufficient pedestrian scale lighting shall be provided on all streets, including those with off-street, multi-use paths. Adequate street lighting shall be designed for safe vehicular and pedestrian travel.

Policy 4.22 Coordination of Privately Maintained Areas

Materials used for walls, fences, and pavement in privately maintained areas adjacent to sidewalks should be coordinated with and complement the overall streetscape design.

Policy 4.23 Emergency Access

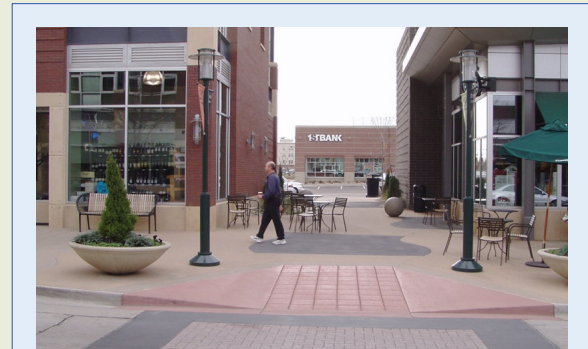
All buildings, parking areas, and service/utility areas shall be served by a 20-foot emergency access lane surfaced per the requirements of the Sacramento Metropolitan Fire District.

Policy 4.24 Pavement Materials

Pavement materials should be of high quality to minimize maintenance. A change of materials, color, or surface patterns enhances pedestrian safety and contributes to a positive pedestrian experience.

Policy 4.25 Curb Design

Curb design shall be vertical curbs, rather than rolled curbs, to promote greater pedestrian safety.



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

4.4 ENTRANCES

4.4.1 Entrance Framework

Easton Place is designed with a series of community, district, and neighborhood entry points (see Figure 4.16, "Entrance Features"). The entrance concept provides a hierarchy of entrance types coordinated with the street system to promote orientation and wayfinding by directing visitors and residents to key destinations within the community. Entrance design establishes, reinforces, and complements the overall image and style of Easton Place with the use of simple and bold landscape forms and signage elements.

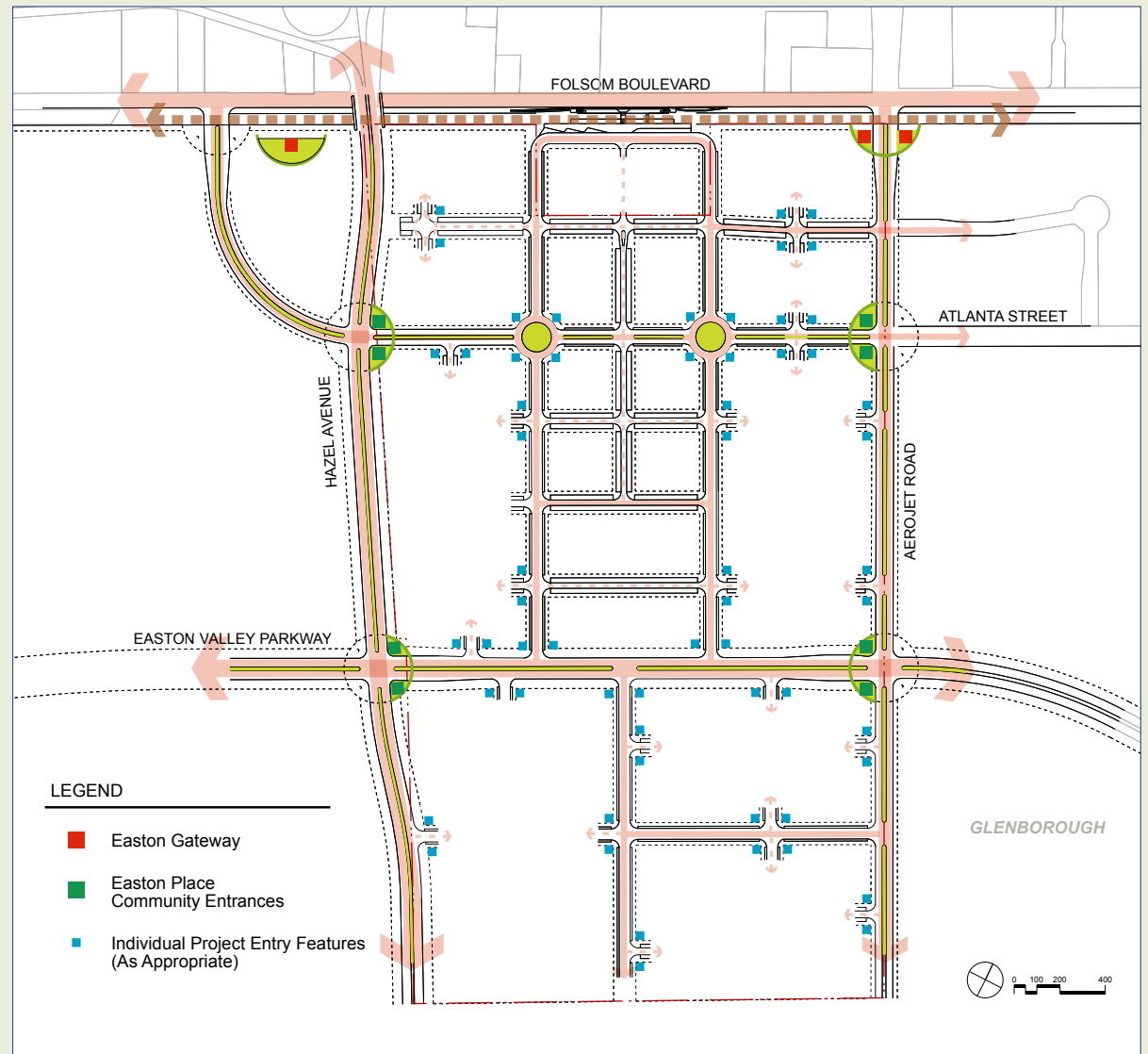


Figure 4.16, Entrance Features



4.4.2 Easton Gateway

Enhanced gateway features identifying the Easton master-planned community will be located at or near two intersections in Easton Place (see Figure 4.16, “Easton Entrances” on page 49):

- west of the intersection of Folsom Boulevard and Hazel Avenue, and
- at the intersection of Folsom Boulevard and Aerojet Road.

Easton gateways will be designed with the features shown in Figure 4.17, “Easton Gateway Concept.” The following policies will also guide the placement and design of the Easton Gateways.

Policy 4.26 Coordination with Regional Transit on Folsom Boulevard

Easton gateway design shall be coordinated with Sacramento Regional Transit. Design of the entrance should address right-of-way conditions, railroad crossing arms, bike path location and access, and coordination with signalized control devices on Folsom Boulevard.

Policy 4.27 Design Features

Easton gateway design shall be coordinated with the overall entrance and monumentation program for the Easton master-planned community.

Policy 4.28 Entrance Elements

Easton gateway design shall emphasize community identity and branding.

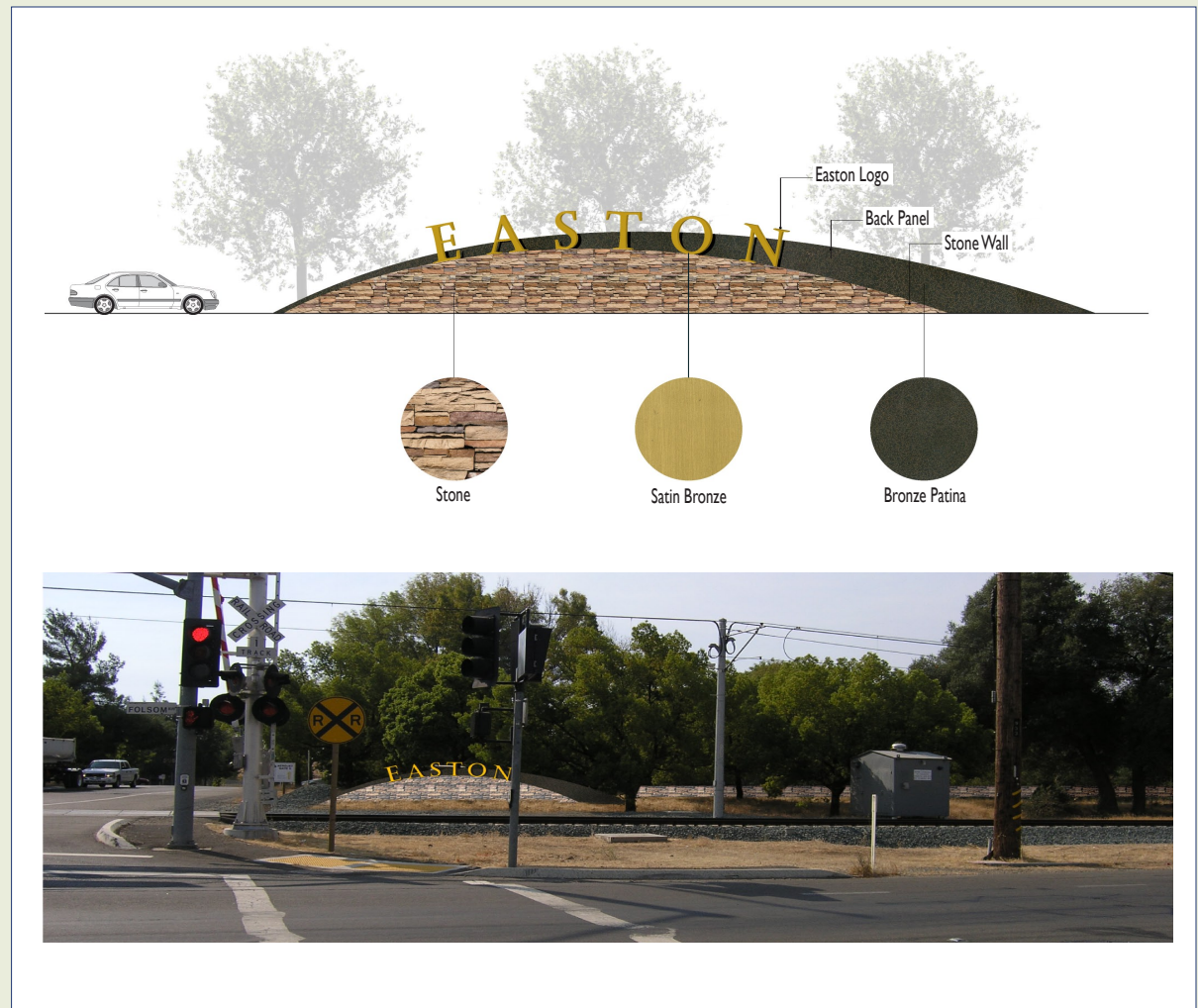


Figure 4.17, Easton Gateway Concept

4.4.3 Easton Place Community Entrances

Community entrances identifying Easton Place as a unique borough within the larger Easton master-planned community should be located at key intersections on Hazel Avenue, Easton Valley Parkway, and Aerojet Road (See Figure 4.18, “Easton Place Community Entrance Concept”). The following points illustrate the design intent of the Easton Place community entrances.

Policy 4.29 Community Character

Community entrances should be designed to represent the character of Easton Place as a high-intensity and active transit community.

Policy 4.30 General Entrance Design Features

Entrances should be treated with similar materials, colors, and forms to contribute to a consistent and recognizable community character. Easton Place community entrance design should incorporate pedestrian streetscape elements and landscape materials that represent the area’s urban, mixed-use character. Use of vertical elements such as public art and taller landscape elements can help to define each entrance by making them clearly visible. Surface textures and colored paving materials should be incorporated at the ground level at community entrances.

Policy 4.31 Transition from Hazel Avenue Light Rail Transit Station

Pedestrian routes between the Hazel Avenue light rail transit station and Easton Place should be highlighted with colored and textured paving to increase visual continuity and pedestrian safety.

Policy 4.32 Landscaping

Landscape materials and plantings should be arranged in formal groupings to reinforce the signage and entry features.

Policy 4.33 Lighting

Lighting should be integrated into the signage and monumentation of entrance features.

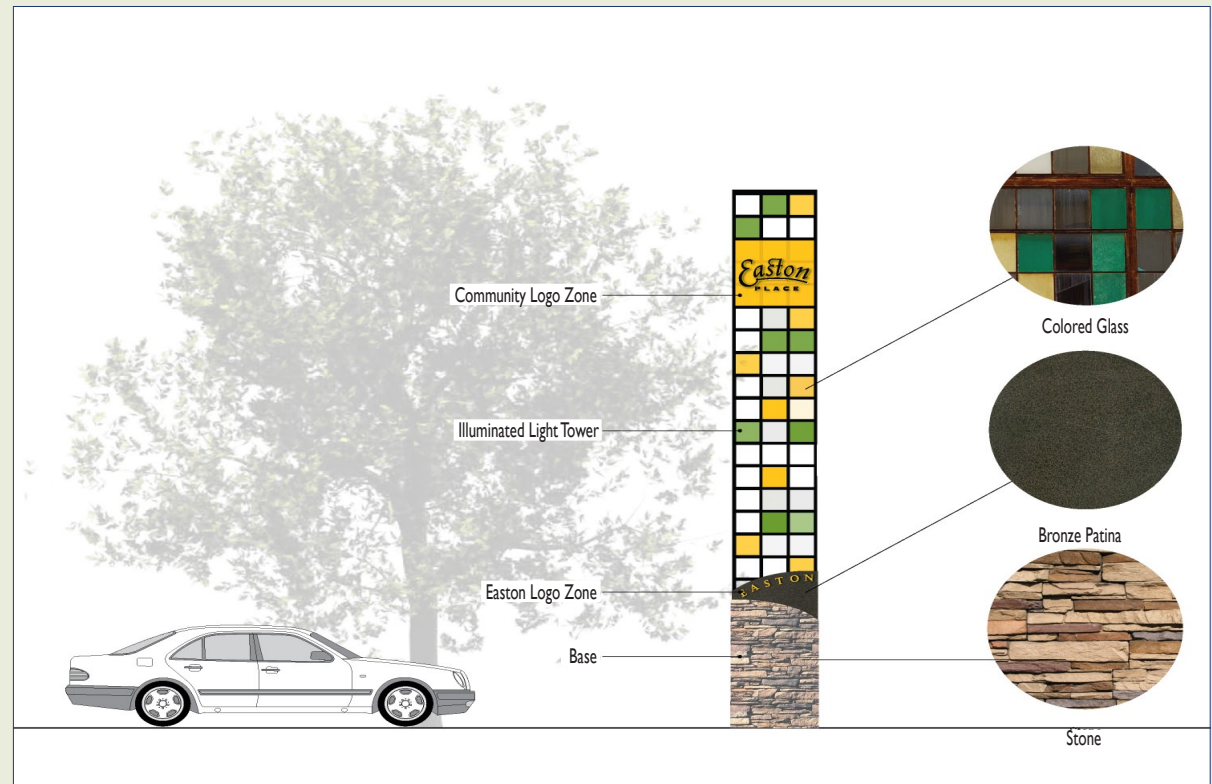


Figure 4.18, Easton Place Community Entrance Concept



4.4.4 Individual Project Entrances

Individual project entrances may be located at various points to indicate transitions to residential neighborhoods, shopping, and employment areas. These project entrances should include signage, landscaping, and lighting, and should typically be located at street corners (see Figure 4.19, “Individual Project Entrance Concept”).

Policy 4.34 Design Consistency

Individual project entrances shall conform to a consistent signage, monumentation, and lighting program for Easton Place.

Policy 4.35 Design of Corner Buildings

Entrance features at corner buildings should be designed to help create a unique character for each residential block and may include special lighting, a flowering tree palette, and public art.

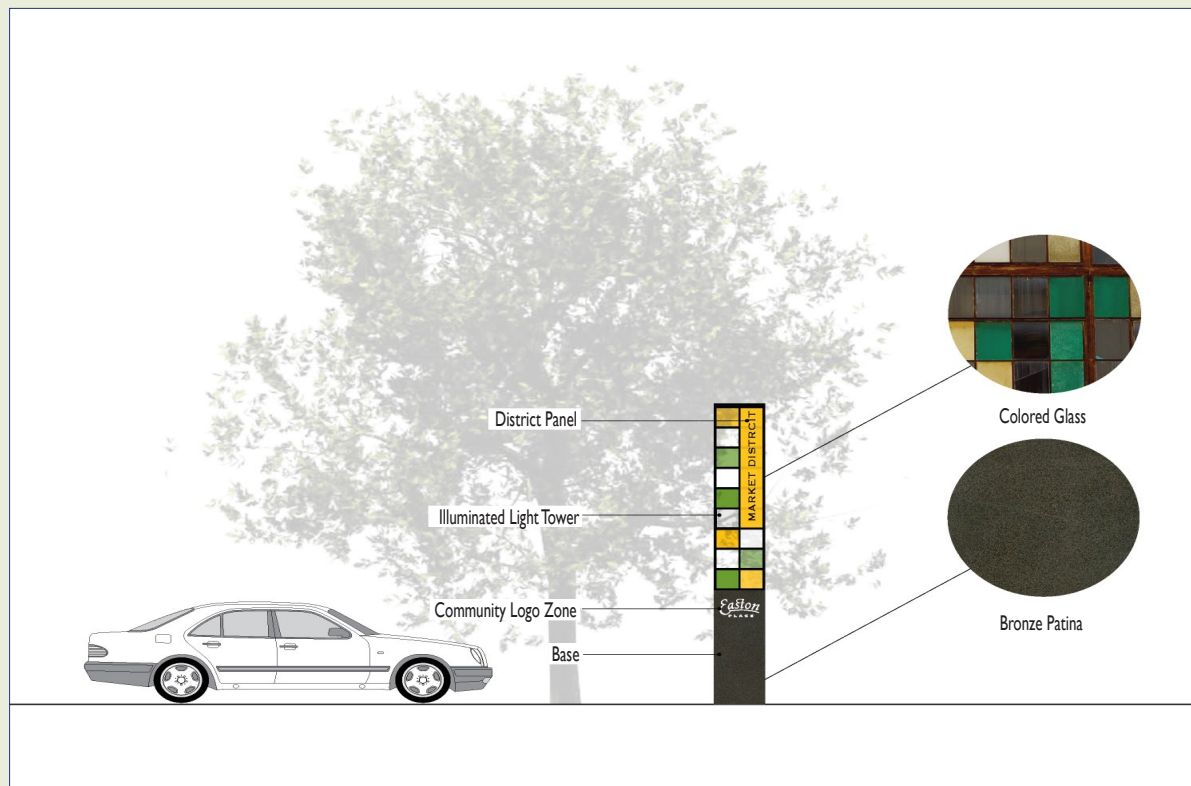


Figure 4.19, Individual Project Entrance Concept