

SECTION 3.0 TRANSPORTATION AND AIR QUALITY

3.1 INTRODUCTION

This section provides a summary of the information contained in the *Transportation Analysis for the East Franklin Specific Plan*, dated March 14, 1997 by Fehr and Peers Associates. The complete text is contained in the Appendix.

This section describes all transportation-related issues affecting the Plan, including issues associated with roadways, bicycle and pedestrian facilities, public transit, and air quality. The following information is included:

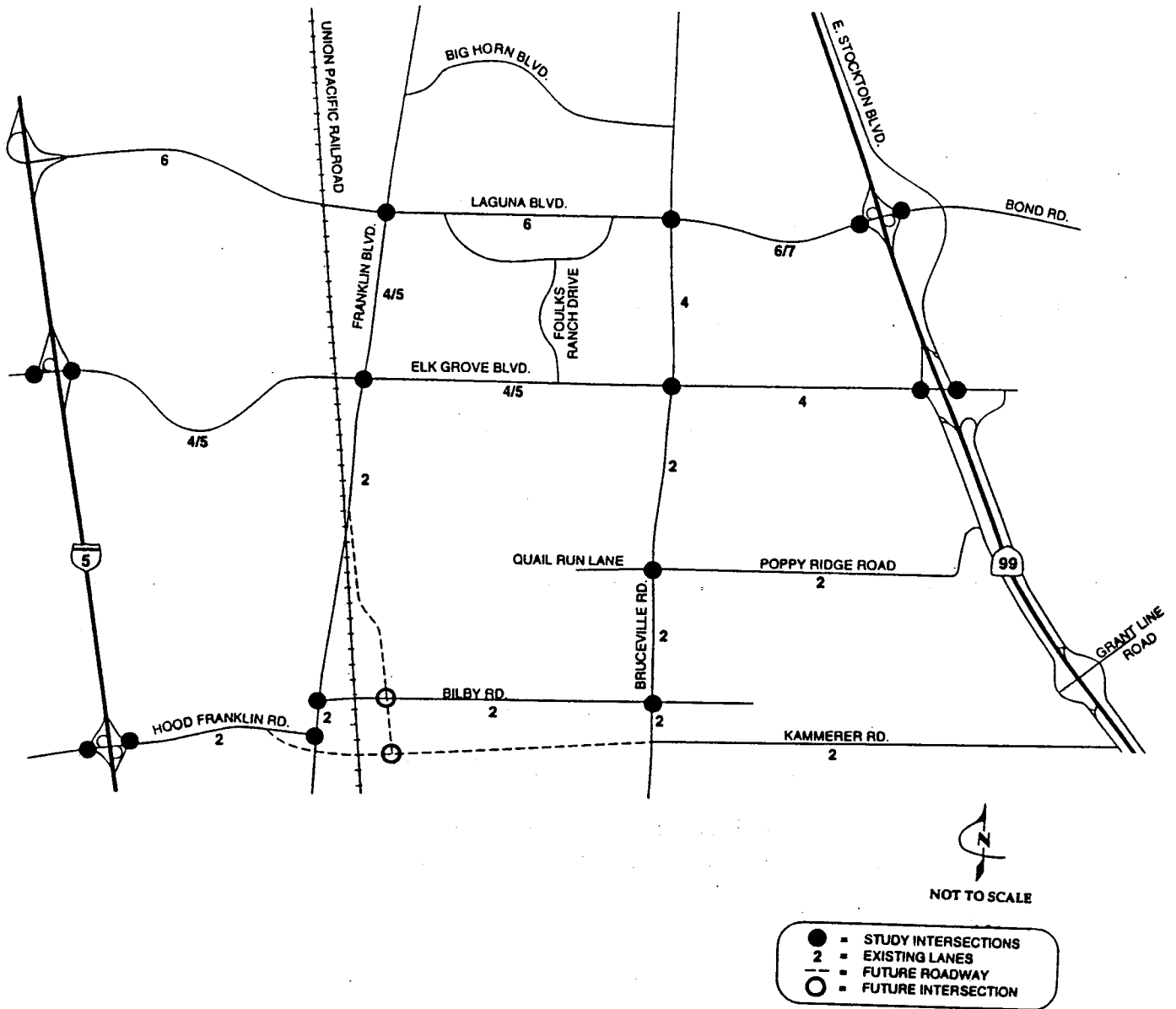
- Descriptions of all existing transportation facilities;
- Service standards used in analyzing existing and projected conditions, and in developing the Plan circulation system;
- Detailed descriptions of the major on- and off-site transportation components provided by the Plan;
- A listing of travel demand reduction measures incorporated into the Plan for the purpose of reducing vehicle traffic and air quality impacts; and
- Policies and design guidelines applicable to all transportation components.

The study area for the East Franklin Specific Plan includes major circulation facilities within the boundaries of the following roadways, as depicted in Figure 3-1:

- Interstate 5 (I-5), on the west
- State Route 99 (SR 99), on the east
- Laguna Boulevard, on the north
- Kammerer Road and Bilby Road, on the south

Figure 3.1 also describes existing lane configurations for all major roads in the study area.

Figure 3-1 Study Area Intersections and Roadways



3.2 SERVICE STANDARDS

3.2.1 Roadway Standards

Intersection Level of Service (LOS) Standards

The following County General Plan policies are applicable to transportation systems within and beyond the Plan area. The degree to which the Plan is consistent with these policies is addressed in Section 3.4.1 Development Impacts/Improvements (On-site Facilities) and Section 3.4.2 Development Impacts/Improvements (Off-site Facilities).

Policy CI-22. Sacramento County shall apply the following Level of Service (LOS) standards for planning roads in the unincorporated area:

- 1. Rural collectors: LOS "D"*
- 2. Urban area roads: LOS "E"*

and may proceed with additional capacity projects within the scope of the adopted Transportation Plan when the Board of Supervisors has determined that the implementation of all feasible measures which will reduce travel demand in the affected corridor will not provide the target level of service.

Policy CI-23. New development which results in levels of service which are worse than those standards in CI-20 or the 1993 LOS, whichever is worse, shall not be approved unless traffic impacts are mitigated. Such mitigation may be in the form of:

- 1. Capacity improvements to either the roadway system, the transit system, or both, or demand reduction measures included in the project design, or operation, or both.*

Level of service (LOS) is a term which qualitatively describes operating conditions for intersections. There are six levels of service, "A" through "F", which represent driving conditions from best to worst, respectively. In general, LOS "A" represents free-flow conditions with no congestion, and LOS "F" represents severe congestion or delay under stop-and-go conditions.

The Sacramento County General Plan and the Congestion Management Plan both define the level of service standard for urban area roadways to be LOS "E" (i.e., LOS "F" is considered unacceptable). For intersections of rural collector roadways, the minimum acceptable LOS is "D". These standards have been set forth in Policy CI-22 of the County's General Plan Circulation Element. As set forth in Policy CI-23, if implementation of a project results in a level of service worse than those specified in Policy CI-22, traffic impacts must be mitigated by enhancing the capacity of the roadway and transit system or reducing the demand generated by the project.

Signalized Intersections. Level of service criteria for signalized intersections are shown in Table 3-1. Corresponding to each LOS is a volume-to-capacity (V/C) ratio, which is the

ratio of the existing or projected volume to the theoretical capacity of the intersection. An intersection is defined to be "at capacity" at LOS "E" when the V/C ratio is 1.00. LOS "E" is the lowest acceptable service standard.

Table 3-1
Signalized Intersection Level of Service

Level of Service	Interpretation	Volume to Capacity Ratio
A	Uncongested operations; all queues clear in a single cycle.	Less than 0.61
B	Very light congestion; an occasional phase is fully utilized.	0.61 - 0.70
C	Light congestion; occasional queues on approaches.	0.71 - 0.80
D	Significant congestion on critical approaches, but intersection is functional. Cars required to wait through more than one cycle during short peaks. No long standing queues formed.	0.81 - 0.90
E	Severe congestion with some long standing queues on critical approaches. Traffic queue may block nearby intersection(s) upstream of critical approach(es).	0.91 - 1.00
F	Total breakdown; stop-and-go operation.	Greater than 1.00

Source: Interim Materials on Highway Capacity (Circular 212, Transportation Research Board, 1980).

Unsignalized Intersections. For unsignalized intersections, two methodologies were used to analyze operating conditions. The criteria for level of service at two-way stop sign-controlled intersections are shown in Table 3-2, and level of service criteria for all-way stop-controlled intersections are shown in Table 3-3. As with signalized intersections, the County standards define LOS "F" as unacceptable.

Table 3-2
Level of Service for Unsignalized Intersections
with Two-way Stop Control

Level of Service	Interpretation	Reserve Capacity
A	Little or no delay	≥ 400
B	Short traffic delay	300 - 399
C	Average traffic delays	200 - 299
D	Long traffic delays	100 - 199
E	Very long traffic delays	0 - 99
F	Stop-and-go conditions	< 0

Source: Highway Capacity Manual (Special Report 209, Transportation Research Board, 1985).

**Table 3-3
Level of Service Characteristics for an
Unsignalized Intersection with All-way Stop Control**

LOS	Interpretation	Average Delay (seconds)
A	Little or no delay	≤ 5
B	Short traffic delays	$> 5, \leq 10$
C	Average traffic delays	$> 10, \leq 20$
D	Long traffic delays	$> 20, \leq 30$
E	Very long traffic delays	$> 30, \leq 45$
F	Stop and go conditions	> 45

Source: Interim Materials on Unsignalized Intersection Capacity (Circular No. 373, Transportation Research Board, 1991).

Right-of-Way Width

Sacramento County Improvement Standards specify the following right-of-way widths for internal roadways (non-arterials) based on anticipated traffic levels and adjacent land use:

- Less than 1,000 daily trips 40-foot width
- 1,000 to 4,000 daily trips 50-foot width
- More than 4,000 daily trips 60-foot width

3.2.2 Bikeway Standards

The *2010 Sacramento City/County Bikeway Master Plan* identifies planned bicycle facilities within the study area. Circulation improvements for bicyclists must conform to the guidelines of the Master Plan, which includes design standards and a description of facilities in the Plan area. An excerpt of the Master Plan, as it affects the Plan area, is shown in Figure 3-2.

Following are descriptions of the three classes of bikeways, as described in the Bikeway Master Plan:

Class I Bikeways (Bike Path)

This is the most popular type of facility. Prime locations are powerline easements, utility easements, canal banks, river levees, drainage easements, abandoned railroad or highway rights-of-way, or regional community parks. Class I bikeways are intended for exclusive use of bicycles and pedestrians. However, if significant pedestrian use is anticipated, separate facilities for pedestrians are preferable in order to minimize conflicts. The minimum width for a two-way bike path is ten feet and the minimum width for a one-way path is five feet. A minimum two-foot wide graded shoulder is required on both sides of the pavement.

Where heavy bike and/or significant pedestrian traffic is likely, a minimum width of more than eight feet (preferably 12 feet) is recommended.

Class II Bikeways (Bike Lane)

These facilities are located on arterial and collector roadways, but are separated from vehicle traffic by pavement striping and are identified by signs. Bike lanes are always one-way facilities with a minimum width of 11 to 12 feet where parking is permitted.

Class III Bikeways (Bike Route)

These facilities are shared with vehicle traffic and are provided to connect discontinuous segments of Class I or II bike routes. Also, these facilities may be located on residential streets and rural roads. Class III routes are identified with a sign, but no striping or legends are provided.

A complete description of the bikeway design standards is available in the *2010 Sacramento City/County Bikeway Master Plan*.

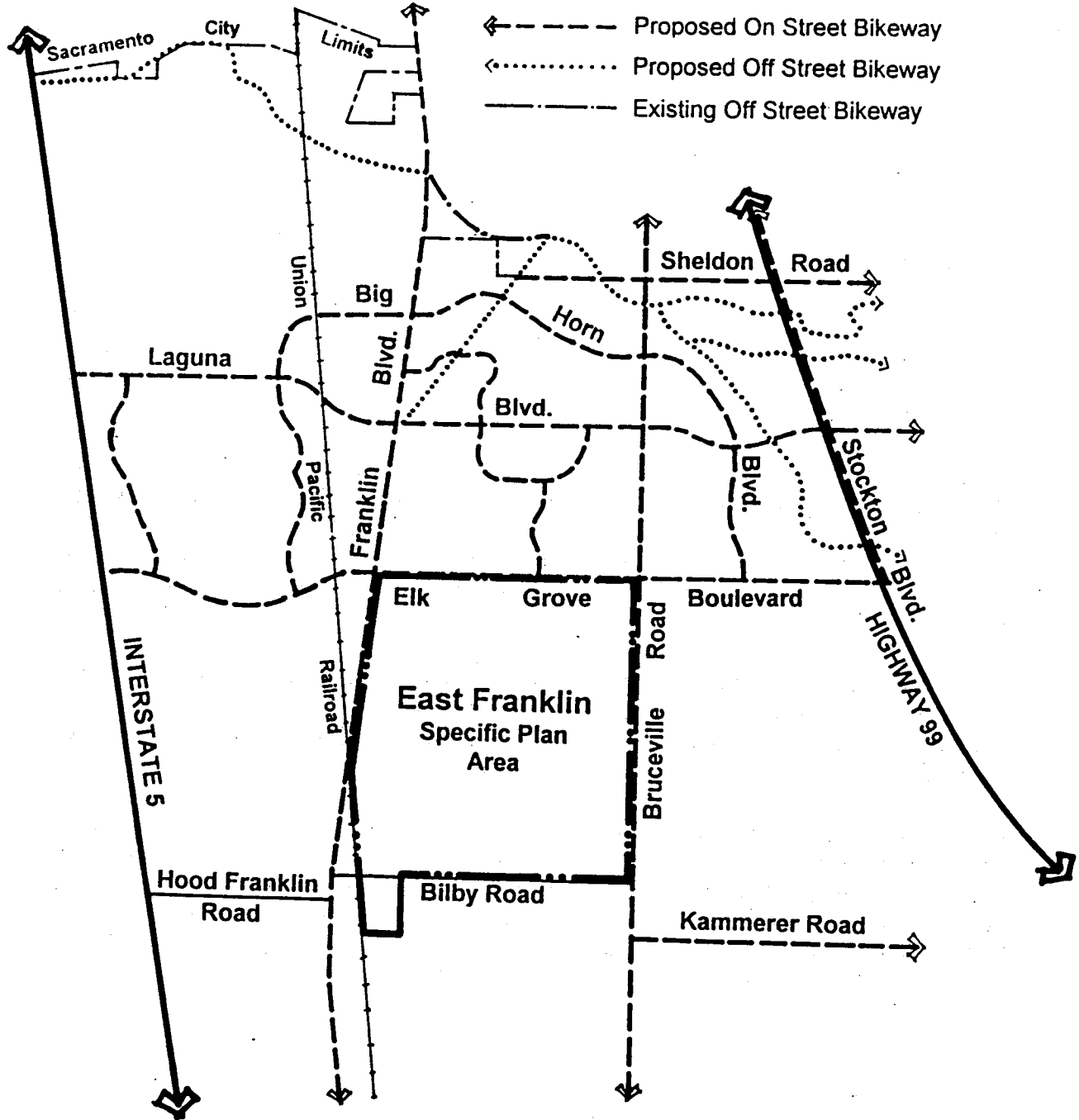
3.2.3 Transit Standards

The General Plan designates Elk Grove Boulevard (between the Union Pacific railroad tracks and SR 99) and Bruceville Road as "Feeder Line Network-Express Service to Trunk lines". The Union Pacific railroad corridor is designated "Trunkline Network-High Frequency Service within Urban Area".

RT guidelines specify bus stops at one-quarter mile intervals in suburban areas and turnouts when traffic volumes, traffic speeds, and service frequency warrant them. Both RT and County Improvement standards recommend locating bus stops beyond, rather than before, intersections for each direction of travel.

Although RT has yet to develop a bus service schedule for the Plan area, bus stops have been designated in this Plan in accordance with RT design criteria to facilitate future scheduling.

Figure 3-2
Bikeway Master Plan



3.3 EXISTING FACILITIES

This section provides a description of each circulation feature that currently exists in the study area, including roadways, bicycle and pedestrian facilities, public transit facilities, and rail facilities.

3.3.1 Existing Roadway Network

Streets and Highways

The existing transportation system in the vicinity of the Plan area is heavily dependent on the road system for the movement of people and goods. Automobiles are the primary travel mode for most trips in the area, although bus transit currently is provided along the northern Plan area boundary.

Table 3-4 describes the numbers of lanes and existing average daily traffic volumes for major roadways on the boundary of the Plan area. This information is graphically depicted in Figure 3-3. Since most trips in the study area are made using automobiles, the road system is the primary focus of this analysis.

Although significant development and subsequent road widenings have occurred north of and along Elk Grove Boulevard, most of the existing roads serving the site are two-lane, arterial roadways. These facilities, which have narrow shoulders and speed limits of 35 to 55 miles per hour, provide access to the agricultural and residential uses currently in the Plan area and adjacent properties through driveways and collector streets with stop sign control.

According to 1995 Sacramento County data, all arterial roadway segments in the study area are operating at acceptable levels of service, even though many of these roadways are substandard relative to County improvement standards. Specifically, many lack 12-foot wide travel lanes and 6-foot wide useable shoulders.

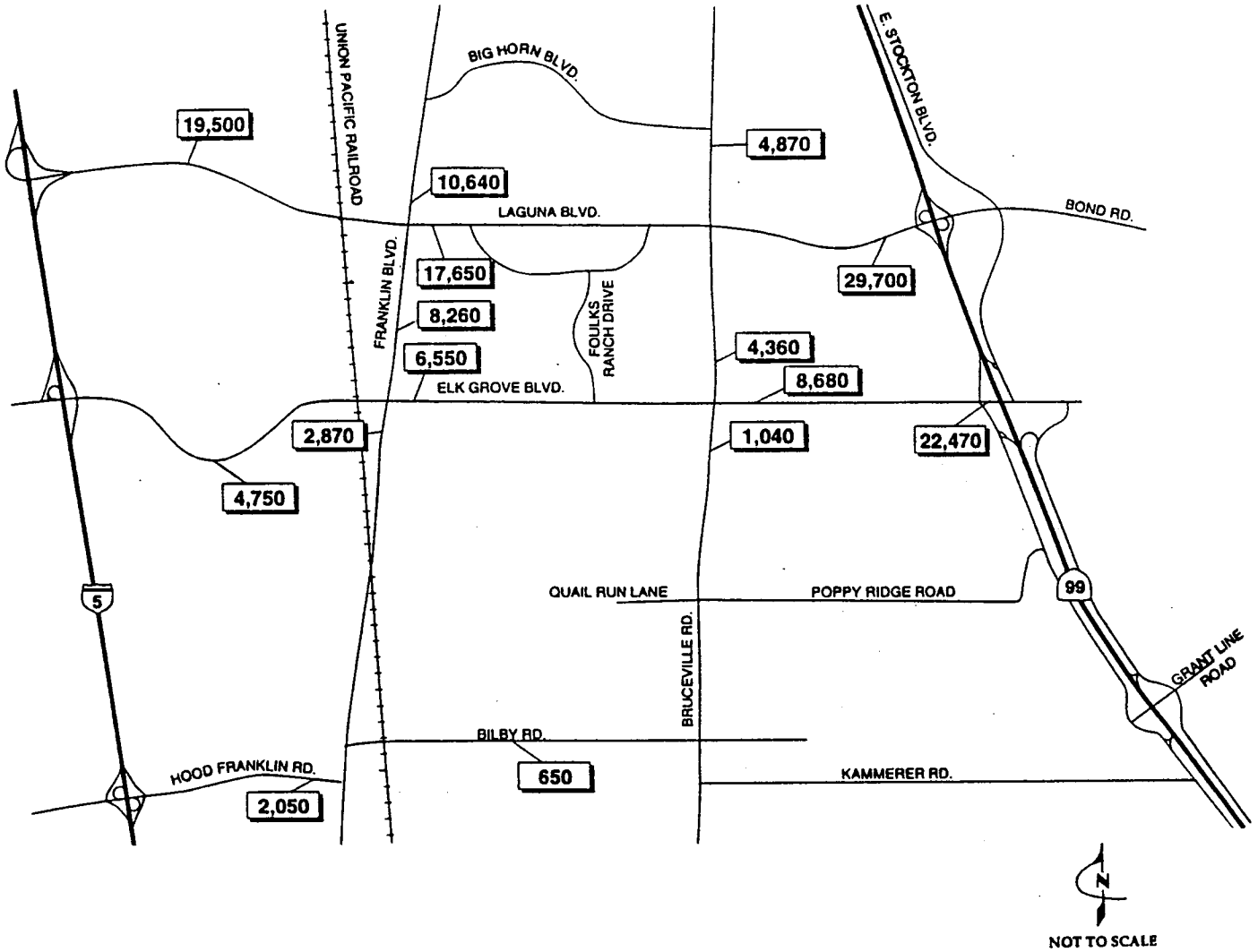
According to 1995 Caltrans data, all sections of SR 99 and I-5 within the study area are operating at acceptable Caltrans and County levels of service (i.e., LOS "C" or better). The one exception is SR 99 immediately north of Laguna Boulevard, which operates at LOS "D" on a daily basis. Also, all freeway ramps within the study area operate at LOS "D" or better for both a.m. and p.m. peak periods under existing conditions. In general, all ramp facilities are operating well below hourly capacity levels.

**Table 3-4
Major Roadway Characteristics**

Roadway/Location	Number of Lanes	Avg. Daily Traffic
Elk Grove Boulevard (east of Franklin Blvd.)	4/5	6,550
Elk Grove Boulevard (east of Bruceville Rd.)	4	8,680
Elk Grove Boulevard (west of Franklin Blvd.)	4/5	4,750
Bruceville Road (south of Elk Grove Blvd.)	2	1,040
Bruceville Road (north of Elk Grove Blvd.)	4	4,360
Bilby Road	2	650
Franklin Boulevard (south of Elk Grove Blvd.)	2	2,870
Franklin Boulevard (north of Elk Grove Blvd.)	4/5	8,260

Source: Data obtained from Sacramento County 1994 Traffic Volume Flow Map and Caltrans 1995 Traffic Volume Book.

Figure 3-3
Existing Daily Traffic Volumes



Signalized Intersections

As shown in Table 3-5, under existing conditions all of the signalized study area intersections operate at acceptable levels during both a.m. and p.m. peak hours. Moreover, all study area intersections operate at LOS "A", except as follows:

- Laguna Blvd./Franklin Blvd. - LOS "C" (a.m. peak)
- Laguna Blvd./SR 99 - (SB ramp) - LOS "B" (p.m. peak)

**Table 3-5
Existing Signalized Intersection Level of Service**

Intersection	<u>A.M. Peak Hour</u>		<u>P.M. Peak Hour</u>	
	V/C Ratio ^{1/}	LOS ^{2/}	V/C Ratio	LOS
Laguna Blvd./Franklin Blvd.	0.75	C	0.57	A
Laguna Blvd./Bruceville Rd.	0.32	A	0.39	A
Laguna Blvd./SR 99 SB Ramps	0.37	A	0.69	B
Laguna Blvd./SR 99 NB Ramps	0.33	A	0.48	A
Elk Grove Blvd./Franklin Blvd.	0.22	A	0.21	A
Elk Grove Blvd./Foulks Ranch Dr.	0.23	A	0.19	A
Elk Grove Blvd./Bruceville Rd.	0.26	A	0.24	A
Elk Grove Blvd./SR 99 SB Ramps	0.32	A	0.43	A

1/ V/C Ratio = Volume-to-capacity ratio.

2/ LOS = Level of Service.

Unsignalized Intersections

As shown in Table 3-6, all unsignalized study area intersections operate at LOS "A". Since none operate at worse than LOS "C", signal warrant analyses were not conducted at these intersections.

Table 3-6
Existing Unsignalized Intersection Level of Service

Intersection	<u>A.M. Peak Hour</u>		<u>P.M. Peak Hour</u>	
	V/C Ratio¹	LOS²	V/C Ratio	LOS
Elk Grove Blvd./I-5 SB Off-ramp ³	2.2s	A	2.7s	A
Elk Grove Blvd./I-5 NB Ramps	0.7s	A	1.9s	A
Bruceville Rd./Poppy Ridge Rd.	0.2s	A	0.5s	A
Bruceville Rd./Bilby Rd.	1.1s	A	0.9s	A
Hood Franklin Blvd./I-5 SB Ramps	1.3s	A	1.2s	A
Hood Franklin Blvd./I-5 NB Off-ramp	0.2s	A	0.7s	A
Franklin Blvd./Hood Franklin Rd..	2.2s	A	1.9s	A
Franklin Blvd./Bilby Rd.	0.1s	A	0.4s	A

1/ V/C Ratio = Volume-to-capacity ratio. S = Delay in seconds.

2/ LOS = Level of Service

3/ Off-ramp traffic does not stop. Vehicles on Elk Grove Blvd. stop and yield right-of-way.

3.3.2 Existing Transit System

Presently, there are no transit services within the Plan area. The Plan area lies on the outskirts of the urbanized Sacramento area, where existing transit service is limited. Currently, only one regular, fixed route (Route 56) travels on roadways adjacent to the Plan area: Foulks Ranch Road and Elk Grove Boulevard. This route operates on headways of 30 minutes during peak periods and 60 minutes during off-peak periods, providing service between Elk Grove and Downtown Sacramento. No evening or weekend service is provided.

Route 52 is the only other route in the study area, and provides peak period “express” service between the Sheldon Road/SR 99 interchange and Downtown Sacramento. This route operates three trips each during the a.m. and p.m. peak periods, where buses use I-5 between Laguna Boulevard and Downtown.

3.3.3 Existing Pedestrian and Bicycle Facilities

Currently, there are no pedestrian or bicycle facilities within or on the perimeter of the Plan area; all of the existing bicycle and pedestrian facilities in the study area are located north of the Plan area. Class II bike lanes are located on Franklin Boulevard, north of Elk Grove Boulevard, and on Laguna Boulevard, between SR 99 and I-5. Along Franklin Boulevard, Bruceville Road, and sections of Elk Grove Boulevard, sidewalks are discontinuous due to undeveloped parcels along each street. Although bicycles can legally travel on all of the study roadways, cyclists and motorists must share the travel lanes on the two-lane roads adjacent to the Plan area. Since these roads typically have narrow

travel lanes, narrow, unpaved shoulders, and vehicles traveling at relatively high speeds, bicycle travel is presently not a well-utilized travel mode within the study area.

The Sacramento County Bikeway Plan (Figure 3-2) depicts bicycle facilities proposed in the vicinity of the Plan area. As shown, proposed facilities in the vicinity of the Plan area are limited. The Plan depicts proposed on-street (Class II Bike Lane) bikeways on Franklin and Elk Grove boulevards. No off-street routes are shown in the Plan area or nearby. The Bikeway Plan calls for a grid bikeway system; one-mile spacing is considered ideal for bikeway placement. In some cases, more closely spaced routes may serve residential areas.

3.3.4 Existing Rail Facilities

A rail line operated and maintained by Union Pacific Railroad is located along the western edge of the southern half of the Plan area. There are existing at-grade crossings on Franklin Boulevard and Bilby Road, and crossings at Laguna Boulevard and Elk Grove Boulevard are grade-separated. There are no existing public passenger or freight terminals in the immediate vicinity of the Plan area.

3.4 PLANNED TRANSPORTATION FACILITIES

The East Franklin Specific Plan provides a comprehensive transportation network designed in accordance with anticipated traffic volumes and travel demands of Plan land uses, as well as the regional system envisioned in the County General Plan. The system will provide for the safe and efficient movement of people and goods within and beyond the Plan area. The circulation system has been designed to adhere to the County's LOS standards, as described in Policy CI-22 and CI-23 (see Section 3.2.1).

This section describes proposed transportation improvements required to accommodate development within the Plan area and cumulative demands beyond the Plan area. Roadways within and beyond the Plan area have been planned to accommodate ultimate, cumulative development in the area. The projected average daily traffic volumes and travel lane configurations for study area roadways at projected cumulative build-out are summarized in Table 3-7 Summary of Planned Major Street Improvements.

As shown, most major streets will retain right-of-way at 6-lanes but will be built at four lanes. These roadways are graphically depicted in Figure 3-4. Figure 3-4 also indicates projected average daily traffic (ADT) for those roadway segments shown in Table 3-7.

3.4.1 Development Impacts/Improvements (On-site Facilities)

This section describes the new and upgraded transportation facilities within the Plan area. Each transportation component is individually described and illustrated. Detailed information concerning Plan area roadways is graphically depicted in the Circulation Plan, Figure 3-5.

Thoroughfare and Arterial Streets

The Plan includes both new Arterial and Thoroughfare streets and upgrades to existing streets on the Plan area perimeter, including Elk Grove Boulevard, Bruceville Road, Bilby Road, Franklin Boulevard, and Hood-Franklin Road.

Following is a summary listing of planned Thoroughfare and Arterial roadway improvements to existing roadways on the boundary of the Plan area:

- Elk Grove Boulevard - upgrade to 6 lanes within 96-foot right-of-way.
- Bruceville Road - r.o.w. to 6 lanes within 112-foot right-of-way, build at 4 lanes
- Bilby Road - upgrade to 72-foot right-of-way.
- Franklin Road - r.o.w. to 6 lanes within 96-right-of-way, build at 4 lanes.
- Hood-Franklin Road - r.o.w. to 6 lanes within 108-foot right-of-way, build at 4 lanes.

In accordance with General Plan Policy CI-22, all major roadways in the Plan are designated as urban area roads and have been designed to adhere to level of service (LOS) "E" or better. In accordance with Policy CI-23, this Plan includes a listing of proposed roadway improvements and travel demand reduction measures necessary to mitigate potential impacts and maintain consistency with adopted level of service (LOS) standards. (Referenced General Plan policies are contained in the Section 3.2.1.)

**Table 3-7
Summary of Planned Major Street Improvements**

Roadway/Location	Existing ^{1/}		Projected ^{2/}	
	Lanes	ADT	Lanes	ADT
Elk Grove Boulevard (east of Franklin Blvd.)	4/5	6,550	6	34,800
Elk Grove Boulevard (east of Bruceville Rd.)	4	8,680	6	38,400
Elk Grove Boulevard (west of Franklin Blvd.)	4/5	4,750	6	43,700
Bruceville Road (south of Elk Grove Blvd.)	2	1,040	4	32,000 ^{3/}
Bruceville Road (north of Elk Grove Blvd.)	4	4,360	4	33,000
Bilby Road	2	650	2	12,800
Franklin Boulevard (south of Elk Grove Blvd.)	2	2,870	4	36,700 ^{4/}
Franklin Boulevard (north of Elk Grove Blvd.)	4/5	8,260	6	36,500

1/ Data obtained from Sacramento County 1994 Traffic Volume Flow Map and Caltrans 1995 Traffic Volume Book.

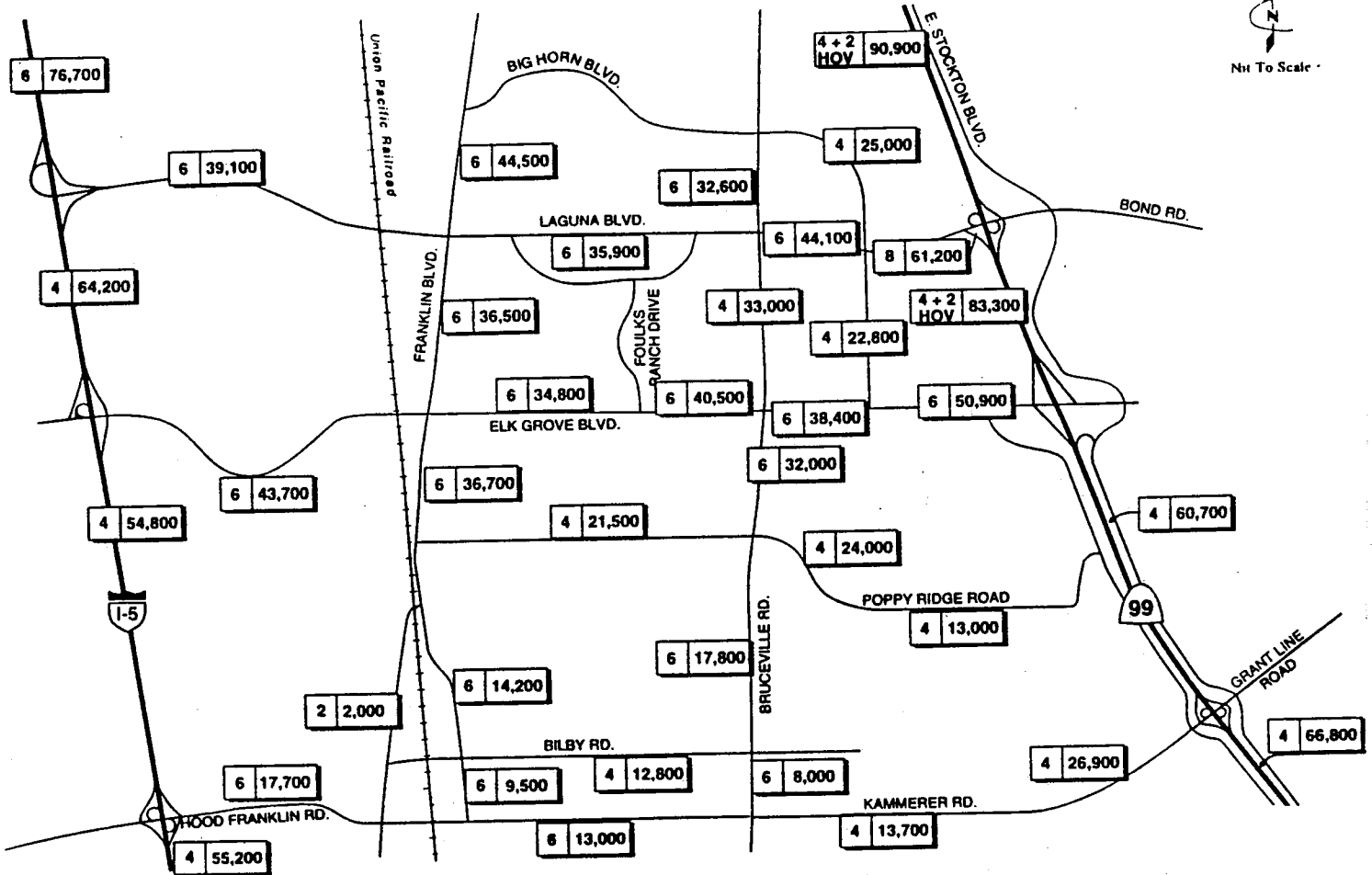
2/ Projected traffic based on existing plus project traffic volumes (Fehr and Peers, March 14, 1997).

3/ right-of way to 6 lanes within 96-foot right-of-way, build at 4-lanes

4/ right-of way to 6 lanes within 96-foot right-of-way, build at 4-lanes

Kammerer Road/Hood Franklin Road will retain 108-foot right-of-way but will be constructed with 4-travel lanes and a 36-foot median for potential future transit facilities on HOV/mixed flow travel lanes

Figure 3-4 Major Street Locations



LEGEND:









4 60,700 = NUMBER LANES/CUM+PROJECT VOLUMES

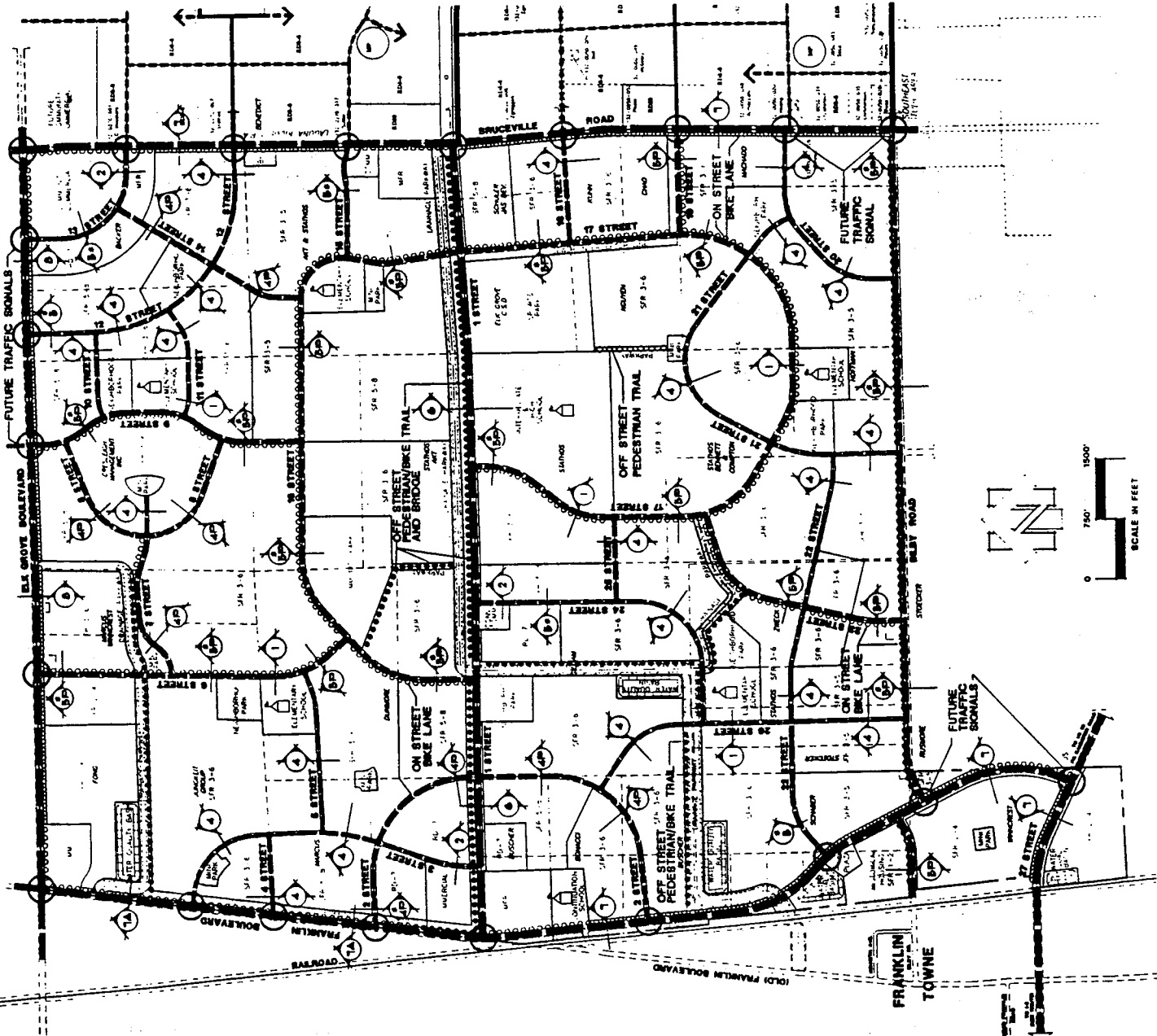
HOV = HIGH OCCUPANCY VEHICLE LANES (SHOWN WHERE APPLICABLE)

NOTE. NUMBER OF LANES SHOWN ARE PER THE SACRAMENTO COUNTY GENERAL PLAN CIRCULATION ELEMENT

Figure 3-5
Circulation Plan

LEGEND

-  Future Traffic Signal
 -  Prohibits Front On Lots
 -  On Street Bike Lanes
 -  Off Street Ped/Bike Trail
 -  Off Street Pedestrian Trail
 -  Major Street
 -  Minor Street
 -  Land Uses
- SFR 3-6



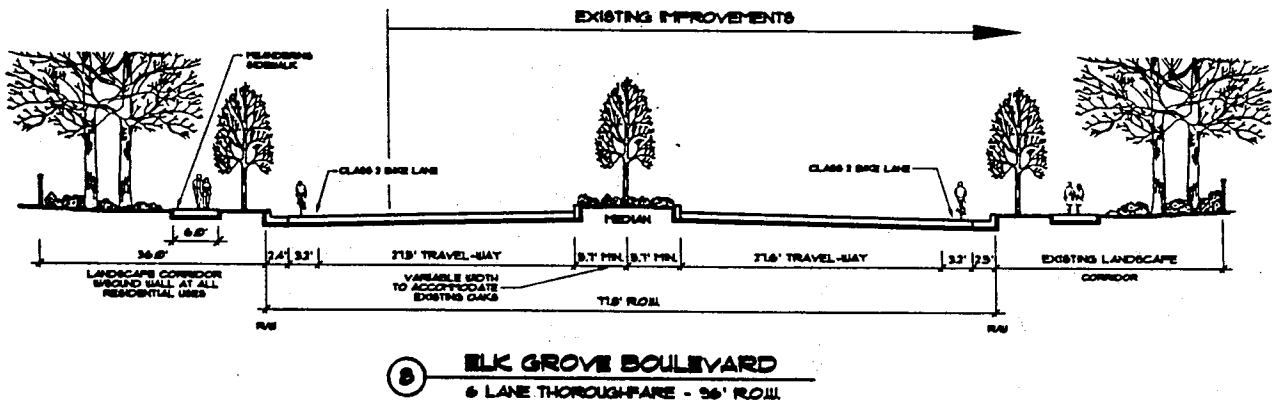
CIRCULATION PLAN
SACRAMENTO COUNTY, CALIFORNIA
APRIL 28, 2000

Typical Thoroughfare Streets. As depicted in Figure 3-6, Thoroughfare Streets (i.e. Elk Grove Boulevard) include the following features within a 96-foot wide right-of-way:

- 68-foot travel way (6 lanes)
- 14-foot landscaped median
- 4-foot Class II bicycle lane
- 3-foot curb and gutter
- On-street parking is not permitted.

A 36 foot wide landscape corridor is provided on each side of the right-of-way. Additional information concerning the Landscape Corridor is contained in this section.

Figure 3-6 Thoroughfare Street Section

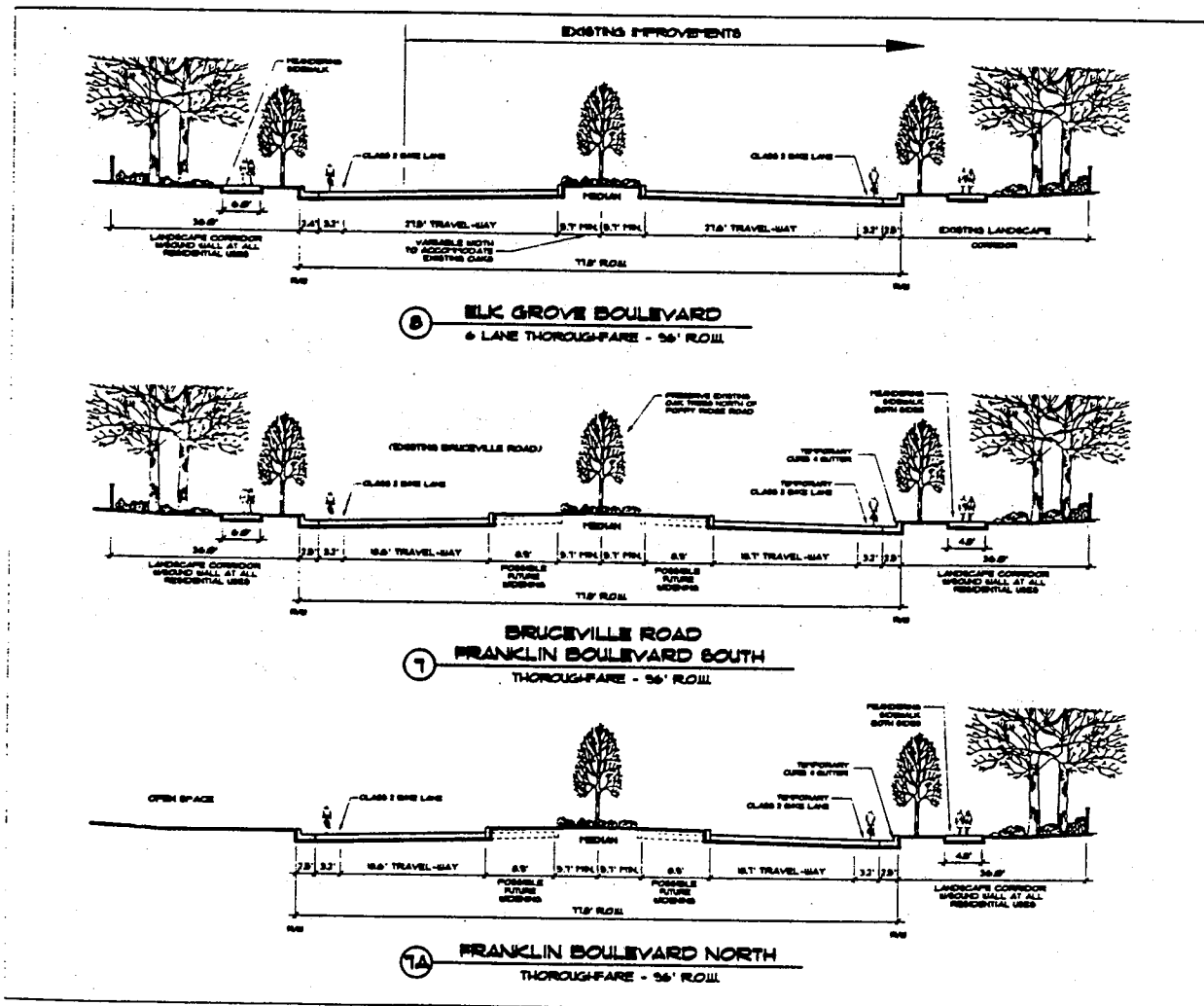


Modified Thoroughfare Streets. As depicted in Figure 3-7, Thoroughfare Streets (i.e., Franklin Boulevard and Bruceville Road) include the following features within a 96-foot and 112-foot wide right-of-way:

- 46-foot travel way (4 lanes)
- 36-foot landscaped median
- 4-foot Class II bicycle lane
- 3-foot curb and gutter
- On-street parking is not permitted.

A 36 foot wide landscape corridor is provided on each side of the right-of-way. Additional information concerning the Landscape Corridor is contained in this section.

Figure 3-7 Modified Thoroughfare Street Section

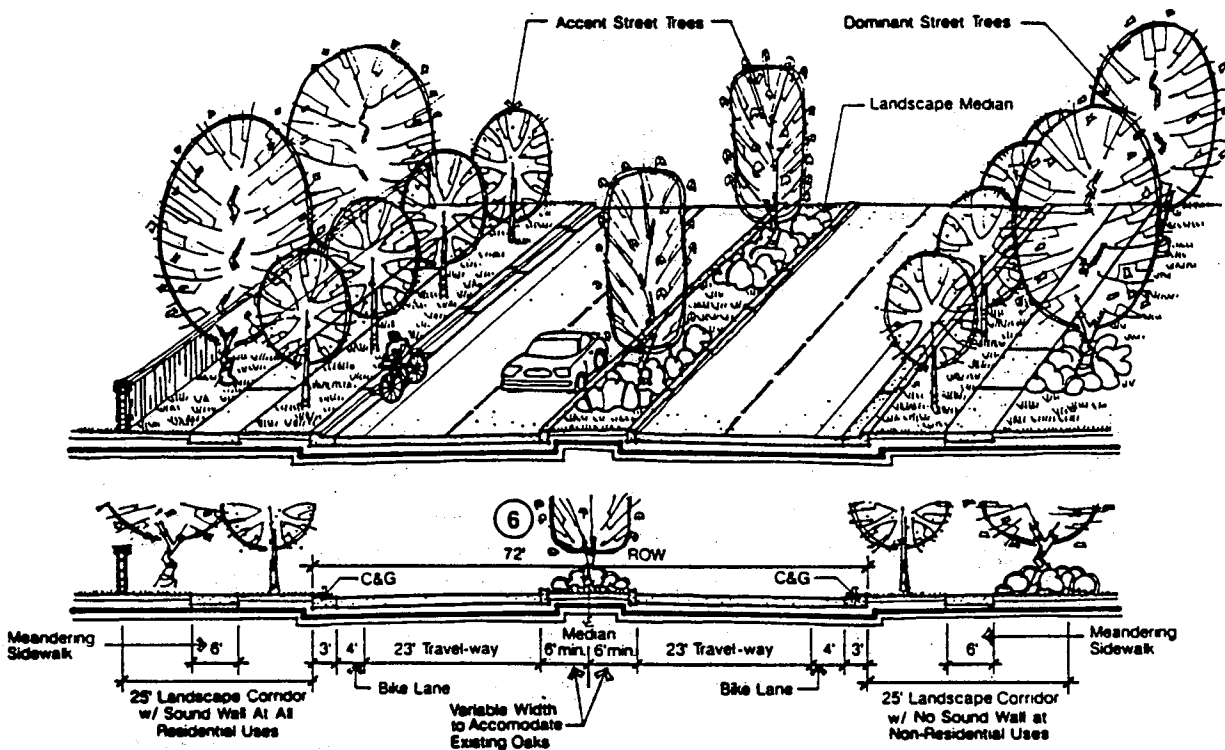


Arterial Streets. As shown in Figure 3-8 Arterial Streets have the following features within a 72-foot right-of-way:

- 46-foot travel way (4 lanes)
- 12-foot landscaped median
- 4-foot Class II bicycle lane
- 3-foot curb and gutter
- On-street parking is not permitted.

Adjoining the right-of-way on both sides of the street is a 25-foot wide landscape corridor. Additional information concerning the Landscape Corridor is contained in this section.

Figure 3-8 Arterial Street Section



Traffic Signals. The Circulation Plan identifies traffic signal locations at various locations in order to maintain the adopted level of service (LOS) standards on major roadways. As shown, signals are provided on the perimeter of the Plan area at proposed major street intersections with Franklin Boulevard, Elk Grove Boulevard, Bilby Road, and Bruceville Road at intervals of no closer than one-quarter mile.

Franklin Township Area Protection. The Plan area major street system is designed to prevent excessive traffic from entering the Historical area and adversely affecting the quality of life of area residents. Specifically, Bilby Road has been offset at Franklin Boulevard to minimize flow of higher traffic volumes from Bilby Road east of Franklin Boulevard. The circulation pattern in this area is illustrated in Figure 2-9 of Section 2.0 Land Use.

Concerns regarding the improvement of Franklin Boulevard and impacts to the Town of Franklin, particularly from owners of commercial properties, were also raised through the planning process. Commercial owners were concerned regarding the loss of pass-by-traffic to commercial uses in the historic town area. Several ideas were developed to encourage the survival of the commercial components of the Town of Franklin while retaining the alignment of Franklin Boulevard. Those ideas include:

1. Identification of signage to the "Historic Town of Franklin" at several key intersections.
2. Design of the intersection of New Franklin Blvd. and Old Franklin Blvd. to include a "free" southbound right-turn lane (such as at Folsom Blvd & Highway 16).
3. Reconsider locating a traffic signal to make northbound travel easier at either Old Franklin/New Franklin or a Bilby/New Franklin.
4. Direct County staff to examine mechanisms for designing the roadway frontage in the Town of Franklin to support shopping (angled parking, slow roadway speeds).
5. Clarify and/or improve pedestrian and bikeway routes from the new residential area into the Town of Franklin (such as along Bilby Road and connection to bikeways along the drainage corridors).
6. Encourage the property owners to create a "downtown business association" such as in Old Town Elk Grove.

Collector Streets

Collector Streets have been designed and located within the Plan area to connect Residential Streets with Thoroughfare/Arterial Streets. Collector streets are designed with 56-foot and 68-foot wide rights-of-way. The larger right-of-way allows for a landscape planter between the curb and the sidewalk. As depicted in Figure 3-9, Collector Streets with a 56-foot right-of-way include the following features:

- 30-foot travel way (2 lanes)
- 6-foot parking lane
- 3-foot curb and gutter
- 4-foot sidewalk

Where Collector Streets abut the rear lot line of residential lots, a 15-foot wide landscape corridor may be used. Collector Streets with a 68-foot wide right-of-way include the above-listed features, plus a 6-foot wide landscape planter between the street improvements and adjoining Landscape Corridor. Where homes back onto Collector Streets, a 6-foot high masonry wall will be provided. Additional information concerning the Landscape Corridor is contained in this section.

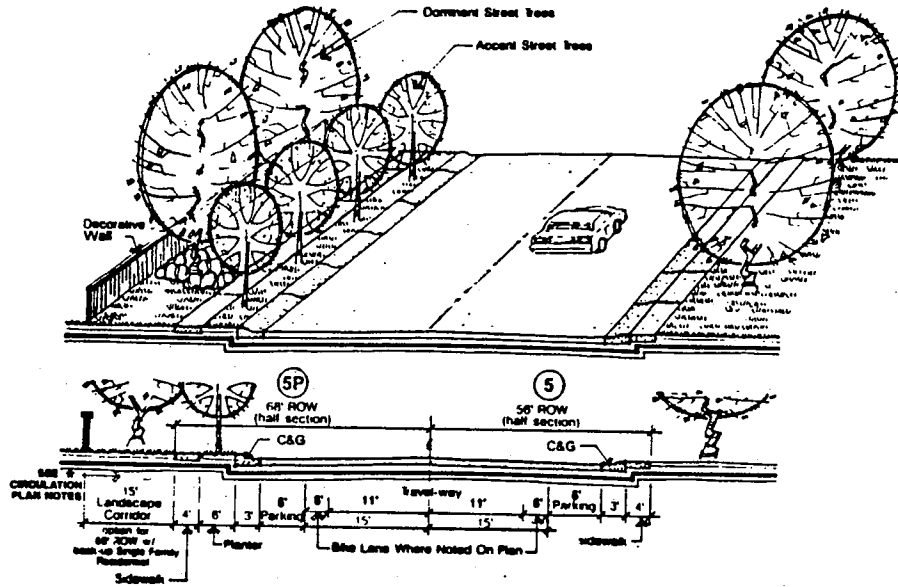
Residential Street intersections with Collector Streets are not constrained by this Plan, but are subject to County street standards.

Collector Street Frontage Provisions. In order to facilitate the flow of vehicle traffic and promote traffic safety on Collector streets, the Plan establishes the following special requirements that must be met in order for single family residential lots to have driveway access to Collector streets.

Single family dwellings will be able to have frontage on and driveway access to Collector Streets only under the following average daily traffic (ADT) conditions:

0 to 2500 ADT	No limitations or controls required.
2500 to 3500 ADT	Additional 10-foot front yard setback required from back of curb or 5-foot setback from sidewalk.
3500 to 4500 ADT	Frontage allowed only where driveway designs permit front out egress (i.e., hammerhead driveways). Figure 3-11 provides examples of possible driveways designs.
Over 4500 ADT	No driveway access to Collector Streets.

Figure 3-9 Collector Street Section



Half Streets Adjacent to Schools. Where Collector Streets are adjacent to public Schools identified in the Land Use Diagram, the right-of-way includes a 9-foot wide parking lane and the sidewalk width is increased to 8 feet, as depicted in Figure 3-10.

Figure 3-10 Half-Street Adjacent to Schools

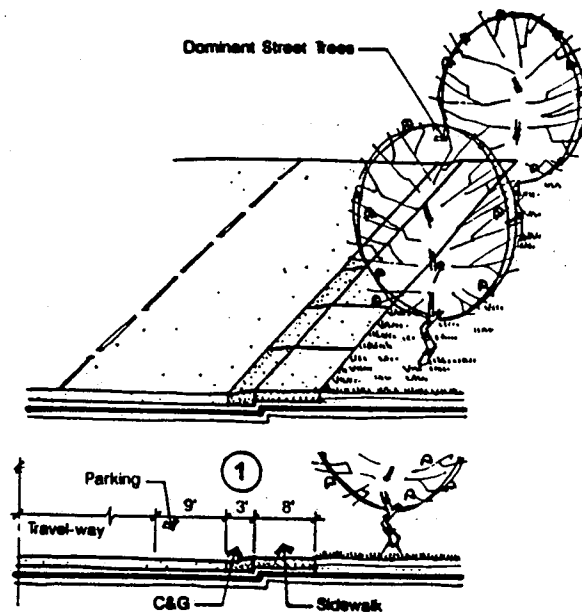
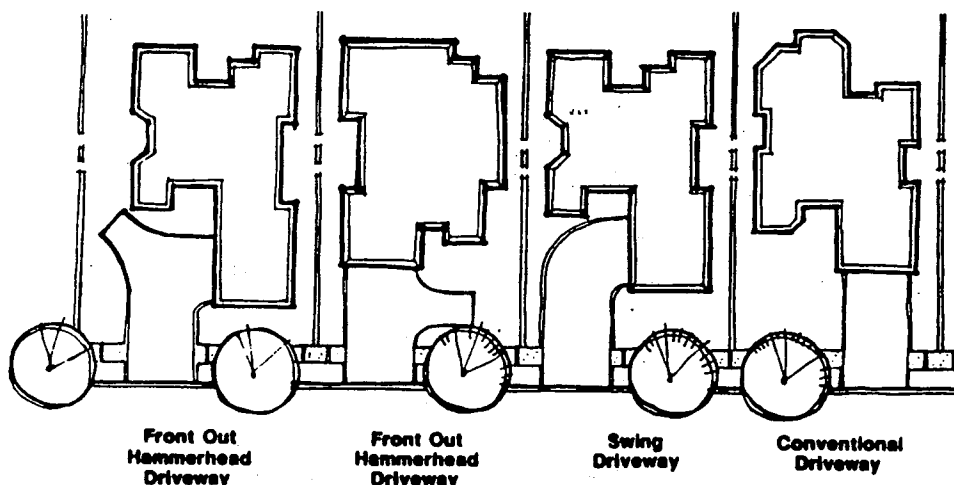


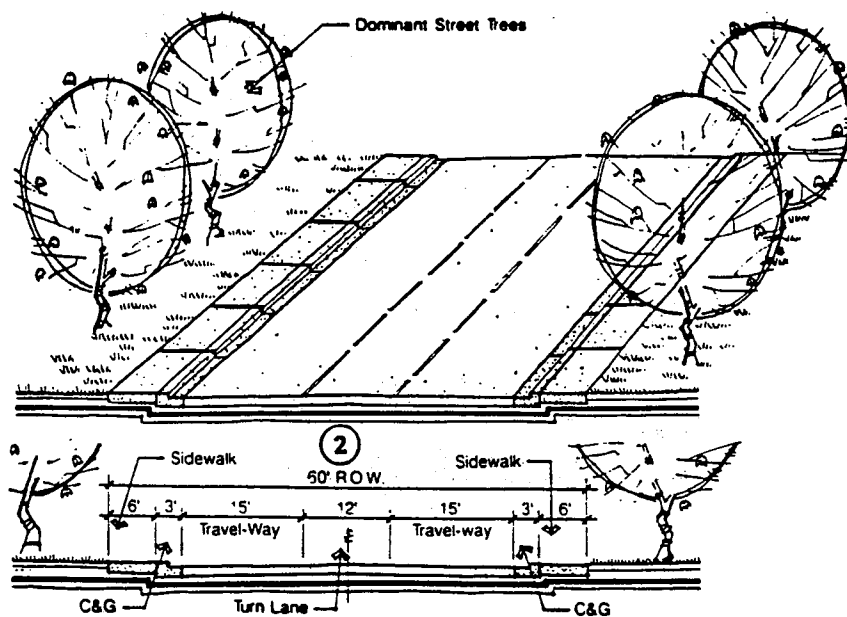
Figure 3-11 Illustrative Driveway Variations



Commercial Streets. The special Commercial street design depicted in Figure 3-12 is used on both sides of streets that have Commercial land use street frontage on at least one side. Commercial streets are designed with the following features within a 60-foot wide right-of-way:

- 30-foot wide travel way (2 lanes)
- 12-foot wide center left turn lane
- 3-foot curb and gutter
- 6-foot sidewalk

Figure 3-12 Commercial Street Section



Residential Streets

The locations of residential streets are not identified on the Circulation Plan. Rather, such streets will be designated on individual development plans (particularly tentative subdivision maps) submitted concurrent with and following Specific Plan adoption. All residential streets will be designed in accordance with provisions set forth in this Plan.

Residential streets shall comply with the following General Plan policy:

Policy SA-18. Watercourse crossings shall be minimized. Creation of lots that require watercourse crossings for single lots, or that will likely encourage watercourse crossings to be built by property owners (lots with usable area on both sides of a watercourse) will not be allowed.

Watercourses within the Plan area are contained in Drainage Parkways, the locations of which are depicted on the Specific Plan Land Use Diagram. Further Drainage Parkway crossings by major streets and minor are prohibited by policies contained in this Plan. The Land Use Diagram depicts the only proposed street crossings of the Drainage Parkways, all of which are major streets. This limitation does not apply to pedestrian watercourse crossings.

Primary Residential Streets. As illustrated in Figure 3-13, Primary Residential Streets may be constructed within either a 50- or 62-foot right-of-way. The wider right-of-way width is intended to allow for a planter strip between the curb and sidewalk. The following features are included within a 50-foot right-of-way:

- 24-foot travel way
- 6-foot parking lane
- 3-foot curb and gutter
- 4-foot sidewalk (adjacent to the curb, except as noted herein)

The 62-foot right-of-way design includes an option for a 15-foot wide Landscape Corridor adjacent to the right-of-way where the street backs up to single family residential development. The 62-foot right-of-way includes the features listed above, plus a 6-foot wide planter between the street pavement and the sidewalk on the Landscape Corridor side. Information concerning the Landscape Corridor is contained in this section.

Minor Residential Streets. Although locations have not been designated in the Circulation Plan, the Minor Residential street is the predominant street design within residential areas. As illustrated in Figure 3-14 Minor Residential Streets are designed with the following features with a 40-foot right-of-way:

- 26-foot travel way
- 4-foot sidewalk adjacent to the curb
- 3-foot curb and gutter

Figure 3-13 Primary Residential Street Section

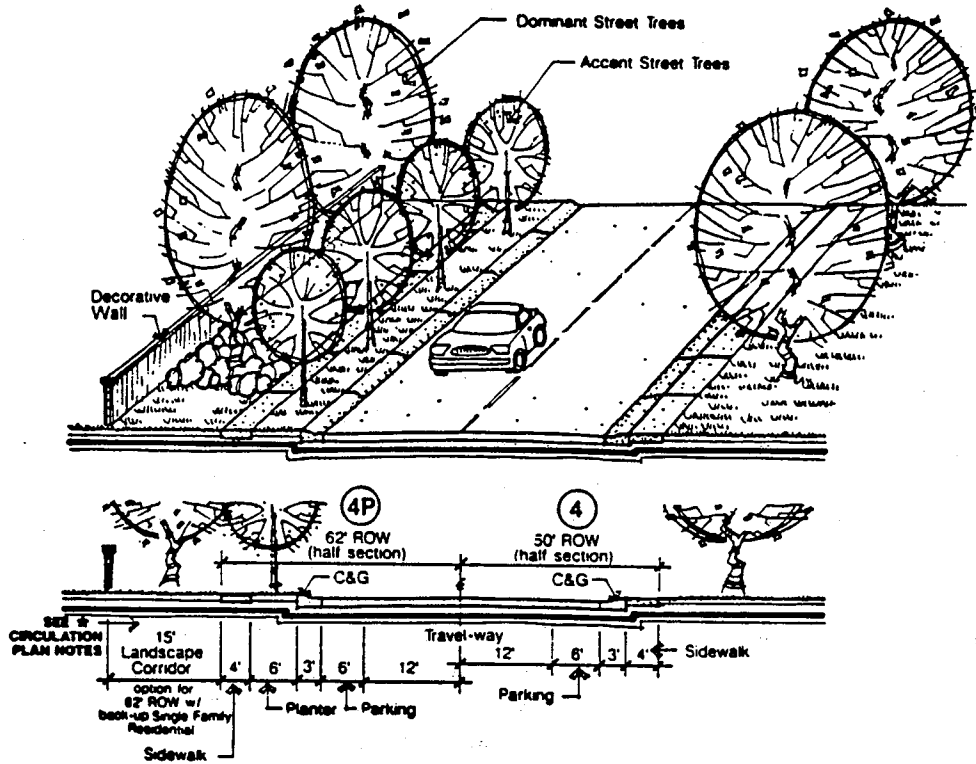
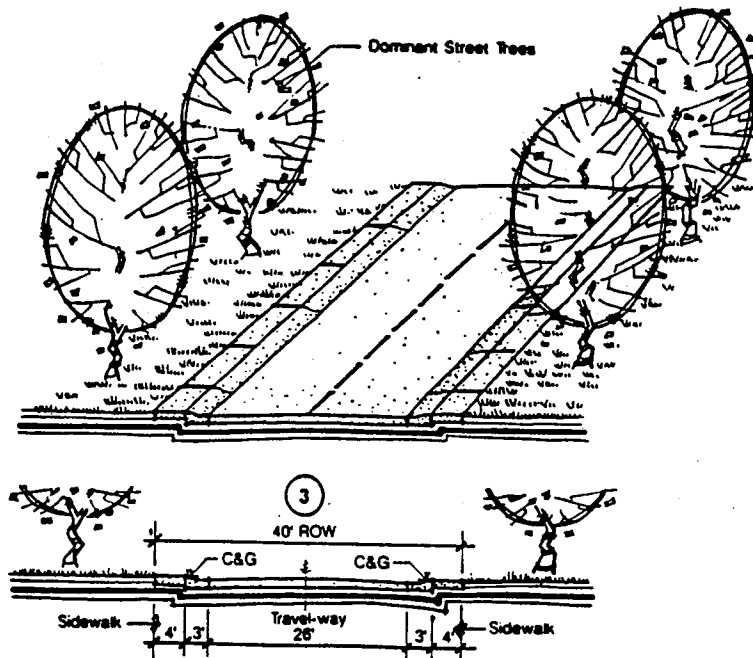


Figure 3-14 Minor Residential Street Section



Pedestrian and Bicycle Facilities

The Plan includes an extensive on- and off-road pedestrian and bicycle circulation system, in accordance with the following General Plan policies:

Policy LU-13. Community Plans, Specific Plans, and development projects shall be designed to promote pedestrian movement through direct, safe, and pleasant routes that connect destinations inside and outside the plan or project area.

Policy AQ-25. Require that new development be designed to promote pedestrian and bicycle access and circulation.

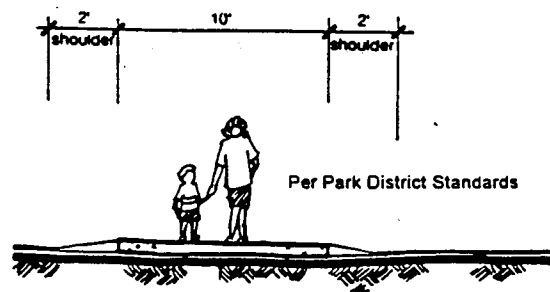
Pedestrian and bicycle facilities depicted on the Circulation Plan include sidewalks, pedestrian pathways, Class I Bicycle/Pedestrian Paths, and Class II Bicycle Lanes. As shown, a combination of pathways within the street rights-of-way and in off-street, open space locations will enable non-vehicular travel throughout the Plan area.

Pedestrian pathways are provided along all streets, and include 6-foot wide pedestrian pathways within Landscape Corridors of Arterial and Thoroughfare streets and 4-foot wide sidewalks within the right-of-way of all other streets. In certain instances, pedestrian facilities on Primary Residential and Collector Streets are separated from the curb by a 6-foot wide planter.

As shown in Figure 3-15, Class I facilities in Open Space areas consist of a 10-foot wide paved pathway with a 2-foot wide shoulder on both sides for use by both pedestrians and bicyclists. Where Class I pathways are included in Drainage Parkways, the 10-foot wide pedestrian/bicycle facility is also used as a maintenance road. As noted elsewhere in this Plan, the storm drainage system within the Plan area is part of a larger, comprehensive system being developed by the County. When that system is fully developed, linkages with the Plan area off-road pathway system will allow pedestrian and bicycle travel well beyond the Plan area.

The pedestrian system has been designed to allow safe and convenient access to key destinations, such as schools, parks, and commercial areas. Pedestrian connections to destinations beyond the Plan area will occur both within street-rights-of-way and in Drainage Parkways. All development projects within the Plan will be required to adhere to Specific Plan policies that further encourage pedestrian circulation.

Figure 3-15 Pedestrian/Bike Trail Section



Park-and-Ride Lots

As indicated in Section 2.0 Land Use, all commercial sites include joint-use park-and-ride facilities as permitted uses. The largest commercial sites are located in close proximity to possible future bus and Light Rail facilities. This is consistent with the following General Plan policy:

Policy AQ-28. Require that large new developments dedicate land for use as park-and-ride lots if suitably located.

Public Transit Facilities

Provision of public transit is guided by the following General Plan policy:

Policy CI-4. Require full and accurate analysis of all alternatives for public transit, including expanded bus service, private carrier operations, road capacity improvements, and rail transit, prior to committing funds for construction. Evaluation shall specifically include full social and economic costs and benefits, as well as net system effects and per-new-rider costs.

The General Plan designates Elk Grove Boulevard (between the Union Pacific Railroad tracks and SR 99) and Bruceville Road as "Feeder Line Network-Express Service to Trunk lines", and the railroad corridor is designated "Trunkline Network-High Frequency Service within Urban Area". The Plan has been designed to capitalize upon designated bus transit routes. Specifically, higher density residential development and commercial uses have been provided at major intersections along transit routes.

Roadways within the Specific Plan area will be designed to accommodate transit facilities such as turnouts, bus stops, and shelters should individual routes be designated on major Collector streets. Transit facilities can be expected to follow development of the area in response to demand for services. Thus, implementation of the proposed project will not disrupt or interfere with existing or planned transit operations in the area, and no operational deficiencies have been identified.

Landscape Corridor

Landscape Corridors are included adjacent to the right-of-way on both sides of all Thoroughfare and Arterial streets and on one or both sides of many of the Collector and Primary Residential streets. The Landscape Corridors will include the following features:

- 36-foot width on both sides of Thoroughfare streets.
- 25-foot width on both sides of Arterial streets.

- 15-foot width on Collector and Primary Residential streets, only where single family residential lots back onto the street. (In this instance, pedestrian facilities are located outside the Landscape Corridor, in the street right-of-way.)
- Dense landscaping, fences and soundwalls. (Refer to the Design Guidelines in this section for noise attenuation criteria.)
- Pedestrian facilities on Thoroughfare and Arterial Streets consist of a 6-foot wide bicycle/pedestrian pathway, separated from the curb by a variable width planter. The pathway meanders within the Corridor to the extent possible.

Landscape Corridors will be designed as set forth in the Design Guidelines. It is anticipated that Landscape Corridors will be dedicated to, and maintained by, the Elk Grove Community Services District.

Railroad Corridor

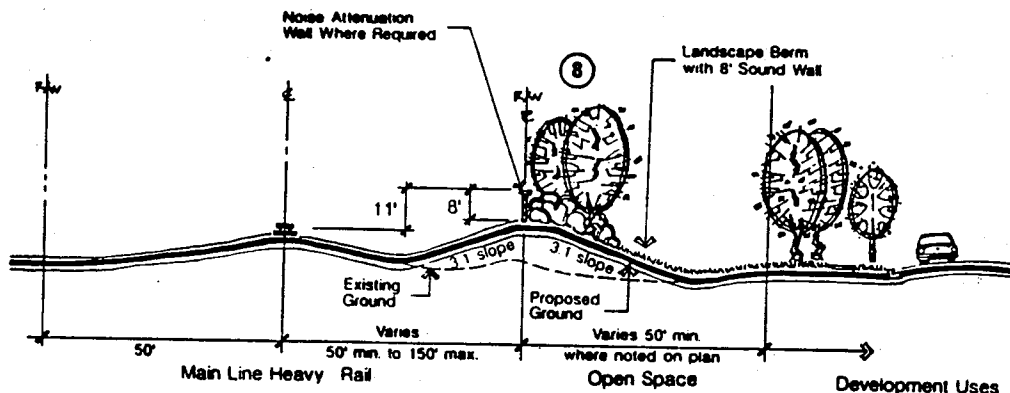
Where the existing railroad right-of-way adjoins areas designated for Residential development and the Continuation School, a landscape buffer and soundwall will be provided, as illustrated in Figure 3-16. As shown, noise attenuation to County standards will be accomplished by a combination of earthen berm, 8-foot high masonry wall, dense landscaping, and a minimum setback of 100 feet from the railroad tracks.

The Railroad Corridor and tracks are crossed at three places, as follows:

- The existing, at-grade Franklin Boulevard crossing has been shifted southward.
- The existing Bilby Road at-grade crossing is unchanged.
- A new, grade-separated crossing occurs at "27" (i.e., Hood Franklin/Kammerer Road) Street.

Refer to the Design Guidelines in this section for noise attenuation criteria.

Figure 3-16 Railroad/Open Space Section



3.4.2 Development Impacts/Improvements (Off-site Facilities)

The Transportation Analysis prepared for the Plan has determined the extent of circulation improvements required beyond the Plan area in order to maintain consistency with adopted County transportation policies. The following provides separate descriptions of proposed improvements required solely to address project-related demands and those required to address projected cumulative development of the study area.

The extent to which Plan area property owners will participate in the funding of these improvements is described in Section 6.0 Capital Improvement Program and Financing Strategy.

Additional information concerning off-site circulation improvements is contained in the *Transportation Analysis for the East Franklin Specific Plan*, dated March 14, 1997 by Fehr and Peers Associates.

Improvements for Project-related Impacts

The following improvements are proposed to eliminate the projected impacts resulting from Plan build-out and maintain the adopted levels of service (LOS) "E", in accordance with General Plan Policy CI-22.

- Widen the section of Franklin Boulevard between Elk Grove Boulevard and Poppy Ridge Road from two to four lanes and relocate it to the east side of the railroad.
- Widen the section of Bruceville Road between Elk Grove Boulevard and Poppy Ridge Road from two to four lanes.
- Improve the section of Bruceville Road between Poppy Ridge Road and Kammerer Road to include 12-foot wide travel lanes and either 6-foot wide usable shoulders or curb and gutter.
- Improve the section of Bilby Road between Franklin Boulevard and Bruceville Road to include 12-foot wide travel lanes and either 6-foot wide usable shoulders or curb and gutter.
- Improve the section of Hood Franklin Road between Franklin Boulevard and I-5 to include 12-foot wide travel lanes and either 6-foot wide usable shoulders or curb and gutter.
- Improve the section of Kammerer Road between Bruceville Road and SR 99 to include 12-foot wide travel lanes and either 6-foot wide usable shoulders or curb and gutter. The segment of West Stockton Boulevard would also need to be improved.
- Modify the Elk Grove Boulevard/Franklin Boulevard intersection to include two left-turn lanes, two through lanes, and a separate right turn lane on the northbound,

westbound, and eastbound approaches. The southbound approach would require two left turn lanes, one through lane, and one shared through/right-turn lane.

- Construct the following lane configurations at the Elk Grove Boulevard/ Bruceville Road intersection:
 - Two left turn lanes, three through lanes and a separate right turn lane on the eastbound approach;
 - Two left turn lanes, one through lane and a shared through/right-turn lane on the westbound approach;
 - Two left turn lanes, two through lanes and a separate right turn lane on the southbound approach; and
 - One left-turn lane, two through lanes, and a separate right turn lane on the northbound approach.
- Install a traffic signal at the intersection of Bruceville Road and Poppy Ridge Road. In addition, modify the intersection to accommodate the following lane configurations:
 - One left-turn lane and a shared through-right turn lane on the westbound approach;
 - One left turn lane, one through lane, and a shared through-right turn lane on the northbound approach;
 - One left turn lane, one through lane, and a separate right turn lane on the southbound approach; and
 - Two left turn lanes, and a shared through-right turn lane on the eastbound approach.
- Install a traffic signal at the Franklin Boulevard/Poppy Ridge Road intersection. The intersection should include the following lane configurations:
 - Two left-turn lanes and one through lane on the southbound approach;
 - Two through lanes and a separate right-turn lane on the northbound approach; and
 - Separate left-turn and right-turn lanes on the westbound approach.
- Provide fair share funding for construction of a High Occupancy Vehicle (HOV) lane on SR 99 between Sheldon Road and Laguna Boulevard according to Caltrans standards.

Improvements for Cumulative Development

The following improvements are proposed to eliminate the projected impacts resulting from Plan build-out and cumulative development, maintaining the adopted level of service (LOS) "E", in accordance with General Plan Policy CI-22. The only exception occurs at the Elk Grove Boulevard/SR 99 southbound ramp, which is projected to function at LOS "F".

- Modify the Elk Grove Boulevard/Franklin Boulevard intersection to include a "free" right turn lane on the eastbound approach.
- Widen the southbound approach at the Elk Grove Boulevard/SR 99 southbound ramp intersection to provide two left-turn lanes and two right-turn lanes.
- Widen the northbound SR 99 on-ramp from Elk Grove Boulevard to two lanes.
- Widen the southbound SR 99 off-ramp from Elk Grove Boulevard to two lanes.
- Modify the Laguna Boulevard/SR 99 Southbound Ramp intersection to include a "free" right turn lane from the southbound off-ramp to westbound Laguna Boulevard.

3.5 AQ-15 IMPLEMENTATION PLAN & TSM PLAN

This section describes the AQ-15 Plan and Transportation Systems Management (TSM) Plan prepared for the East Franklin Specific Plan area.

The County of Sacramento's *Zoning Code* (revised January, 1995) contains trip reduction requirements for a TSM plan intended to reduce peak hour single occupant vehicle (SOV) employee commute trips for new development. In addition, the County's General Plan Policy AQ-15 requires "a 15% reduction in emissions from the level that would be produced by a base-case project assuming full trip generation per the current ITE Trip Generation Handbook."

The East Franklin Specific Plan is a mixed-use community planned for 2,474-acres in southern Sacramento County, bounded by Elk Grove Boulevard to the north, Bilby Road to the south, Bruceville Road to the east and Franklin Road to the west. The East Franklin Specific Plan includes single-family, multi-family, and historical housing totaling 10,103 dwelling units. In addition, East Franklin will include 50-acres of commercial development, five elementary schools, one high school, one continuation school, and numerous park sites located adjacent to schools and within residential neighborhoods.

Per the County's ordinance, the TSM plan applies only to the non-residential portion of the project; however, the AQ-15 portion is applicable to the entire project.

A total of 18 trip and emission reduction measures are proposed for the project and are identified in Table 3.8 on the following page. Collectively, these measures will reduce peak hour vehicle trips by employees and reduce emissions from both mobile and direct sources.

3.5.1 Introduction

Sacramento County's General Plan Policy AQ-15 requires a 15% reduction in emissions for all new major developments compared to base-case levels. In addition, the Sacramento County Zoning Code requires preparation of a Transportation System Management (TSM) Plan for major development projects to identify measures that reduce employee-generated single-occupant commute trips.

The purpose of this document is to describe the design features and other mechanisms that will achieve the required AQ-15 and TSM standards. The East Franklin Specific Plan will reduce impacts to traffic and air quality through the following means:

- Reduce total vehicle emissions in Sacramento County by reducing the number of vehicular trips that might otherwise be generated by home-to-work commuting and by utilizing building materials and machinery that will reduce emissions;

**TABLE 3.8
EAST FRANKLIN AQ-15/TSM PLAN – SUMMARY OF PROPOSED MEASURES**

Measure	Description
BICYCLE/PEDESTRIAN/TRANSIT	
1 – Bicycle Lockers and Racks	Non-residential projects provide bicycle lockers and/or racks
2 – Bicycle Parking Facilities	Provide 20 percent above required Class I and Class II bicycle parking facilities
3 – Shower and Locker Facilities (TSM)	Non-residential projects provide personal showers and lockers
4 – Bicycle Storage	Provide bicycle storage (Class I) at apartment complexes or condominiums without garages
5 – Class I and II Bicycle Facilities	Applies to projects located within ½ mile of an existing Class I or Class II bike lane that provide a comparable bikeway connection to existing facilities
8 – Transportation Information	Provide a display case or kiosk, which displays transportation information in a prominent area accessible to employees and residents
PARKING	
15 – Parking Lot Shading	Increase parking lot shading by 20% over code
17 – Preferred Carpool/Vanpool Parking (TSM)	Provide preferential parking for carpool/vanpools
19 – Passenger Loading Facilities (TSM)	Provide loading and unloading areas for transit and carpool/vanpool users
RESIDENTIAL DEVELOPMENT	
27 – Direct Street Routing	Applies to projects that utilize “grid-style” street routing
MIXED-USE	
30 – Mixed-Use Development	Mixed use – Applies to projects that have at least 3 of the following on-site and/or within ¼ mile: residential development, retail development, open space, and office.
31 – Neighborhood Design	Applies to projects that have neighborhoods that serve as focal point with parks, school and civic uses within ¼ mile
32 – Bicycle and Pedestrian Paths	Applies to projects that provide separate, safe and convenient bicycle and pedestrian paths connecting residential, commercial, and office uses
33 – Elimination of Barriers (Attachment C)	Applies to projects that provide a development pattern that eliminates physical barriers such as walls, berms, landscaping, and slopes between residential and non-residential uses that impede bicycle or pedestrian circulation
BUILDING COMPONENT MEASURES	
43 – Ozone Destruction Catalyst	Install ozone destruction catalyst on residential and non-residential air conditioning systems
TDM AND MISCELLANEOUS MEASURES	
51 – TMA Membership	Funding to be provided by County Services Area or other non-revocable finding mechanism
62 – Telework Terminals	Provide free-access telework terminals in multi-family projects (1 terminal per 100 apartments)
Transit Waiting Shelter (TSM)	Provide transit waiting shelters adjacent to commercial/retail developments to facilitate employee commute by transit
Source: Recommended SMAQMD Guidelines for AQ-15/NNCP Implementation	

- Encourage alternative modes of travel by providing safe, convenient, and efficient bicycle and pedestrian facilities, which connect residential uses with recreational uses, schools and commercial development throughout the plan area;
- Increase the efficiency of the existing transportation network and achieve the highest possible level of service at existing critical intersections.

To facilitate the development of air quality plans, the Sacramento Metropolitan Air Quality Management District (SMAQMD), in coordination with the Sacramento County Planning Department, developed a menu of potential emission reduction measures. Each emission reduction measure is assigned a point value, which is "...approximately equivalent to the percentage reduction in emissions from the level that would be produced by a base-case project assuming full trip generation per the current ITE Trip Generation Handbook..." The emission reduction measures are organized into the following categories:

- Bicycle, Pedestrian and Transit;
- Parking;
- Commercial Building Design;
- Residential Development;
- Mixed Use;
- Convenience Services; and
- TDM and Miscellaneous.

Section 3.5.2 of the plan describes the proposed project and the current transportation setting. Section 3.5.3 describes every measure that will be implemented with the project to reduce emissions from both direct and mobile sources and employee-generated single-occupant commute trips during peak hours. Section 3.5.4 summarizes the proposed measures and identifies the credits for each measure towards the AQ-15 requirements.

Implementation of the measures identified in this report will be required as a condition of approval for the proposed project. The plan identifies both required and optional TSM measures as outlined in the TSM requirements in the Sacramento County Zoning Code. The precise location or quantity of some measures will be identified for individual projects within the Specific Plan with project-specific approval.

3.5.2 Project Description & Transportation Setting

The East Franklin Specific Plan is a mixed-use community planned for 2,474-acres in southern Sacramento County, bounded by Elk Grove Boulevard to the north, Bilby Road to the south, Bruceville Road to the east and Franklin Road to the west, as shown on Figure 3.17. The preferred East Franklin Specific Plan Land Use Plan includes single-family, multi-family, and historical housing totaling 10,103 dwelling units. In addition, East Franklin will include 56.2-acres of commercial development, five elementary schools, one high school, one continuation school, and numerous park sites located adjacent to schools and within residential neighborhoods.

Access and Circulation Characteristics

Access to the project will be primarily from Franklin Boulevard, Elk Grove Boulevard, and Bruceville Road. The on-site circulation system consists of a modified-grid street system that provides convenient access to a mix of land uses within the Specific Plan. The modified-grid reduces trip length by providing multiple access points to on-site roadway and major off-site arterial roadways.

Bicycle Facilities

The 2010 Sacramento City/County Bikeway Master Plan calls for on-street Class II bicycle lanes on adjacent (off-site) roadways as shown on Figure 3.18 and listed below:

- Kammerer Road
- Grant Line Road
- Elk Grove Boulevard
- Franklin Road
- East Stockton Boulevard
- Elk Grove-Florin Road
- Waterman Road

The project is located within the 1/4 mile of Class II bicycle lanes planned on Elk Grove Boulevard, Franklin Road and Bruceville Road. In addition, the majority of roadways planned in East Franklin will include either Class II or III bicycle facilities. These facilities will connect to planned bikeways (outlined above) and integrate with on- and off-street bicycle facilities planned in the Laguna Ridge Specific Plan Area (located east of Bruceville Road). Figure 3.5 contains the circulation plan for the East Franklin Specific Plan, which shows the location of both on- and off-street bicycle facilities.

As shown on Figure 3.5, several drainage corridors are located within the plan area. These corridors are sized to accommodate Class I (off-street) bikeways. In addition, park sites have been located adjacent to the drainage parkway and linked with neighborhoods by bicycle/pedestrian parkways, creating a network of off-street bicycle facilities that connect neighborhoods, parks, and schools. Because the drainage parkway bisects the project, a bicycle/pedestrian bridge (located near the high school) is planned. In addition, the potential exists for a Class I bicycle/pedestrian under-crossing of Bruceville Road (connecting East Franklin and Laguna Ridge), utilizing the drainage parkway that connects the plan areas. Although this connection would be subject to inundation during major storm events, it would provide a safe and convenient connection a great majority of the time.

Transit Service and Facilities

Existing and planned transit service is shown on Figure 3-19. The project is located within 1/4 mile of an existing transit stop at Elk Grove Boulevard and Foulks Ranch

Drive. The bus stop is within 1/4 walking distance of the northern portion of the project. Sacramento Regional Transit provides service to the area via the following route:

Route 56 – provides all-day service between Elk Grove (Elk Grove Blvd/Elk Grove-Florin Road) and Downtown Sacramento. This route includes a stop at Elk Grove Boulevard and Foulks Ranch Drive.

No light rail facilities are planned within one-quarter mile of the project. The Sacramento County General Plan identifies Elk Grove Boulevard (east of Highway 99) and Bruceville Road as future transit feeder lines.

Figure 3.17 Plan Boundaries

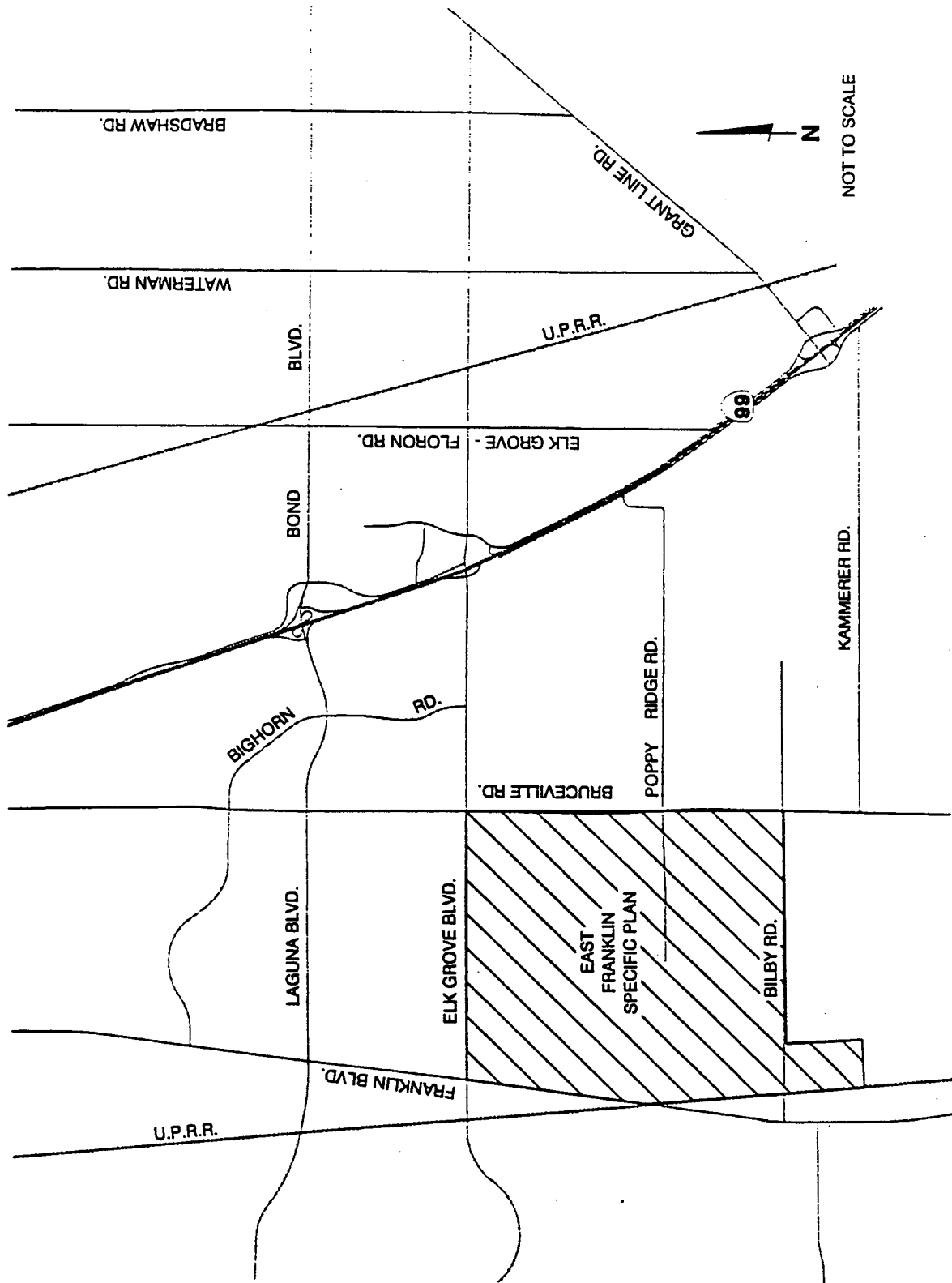


Figure 3-18 Existing & Planned Bikeways

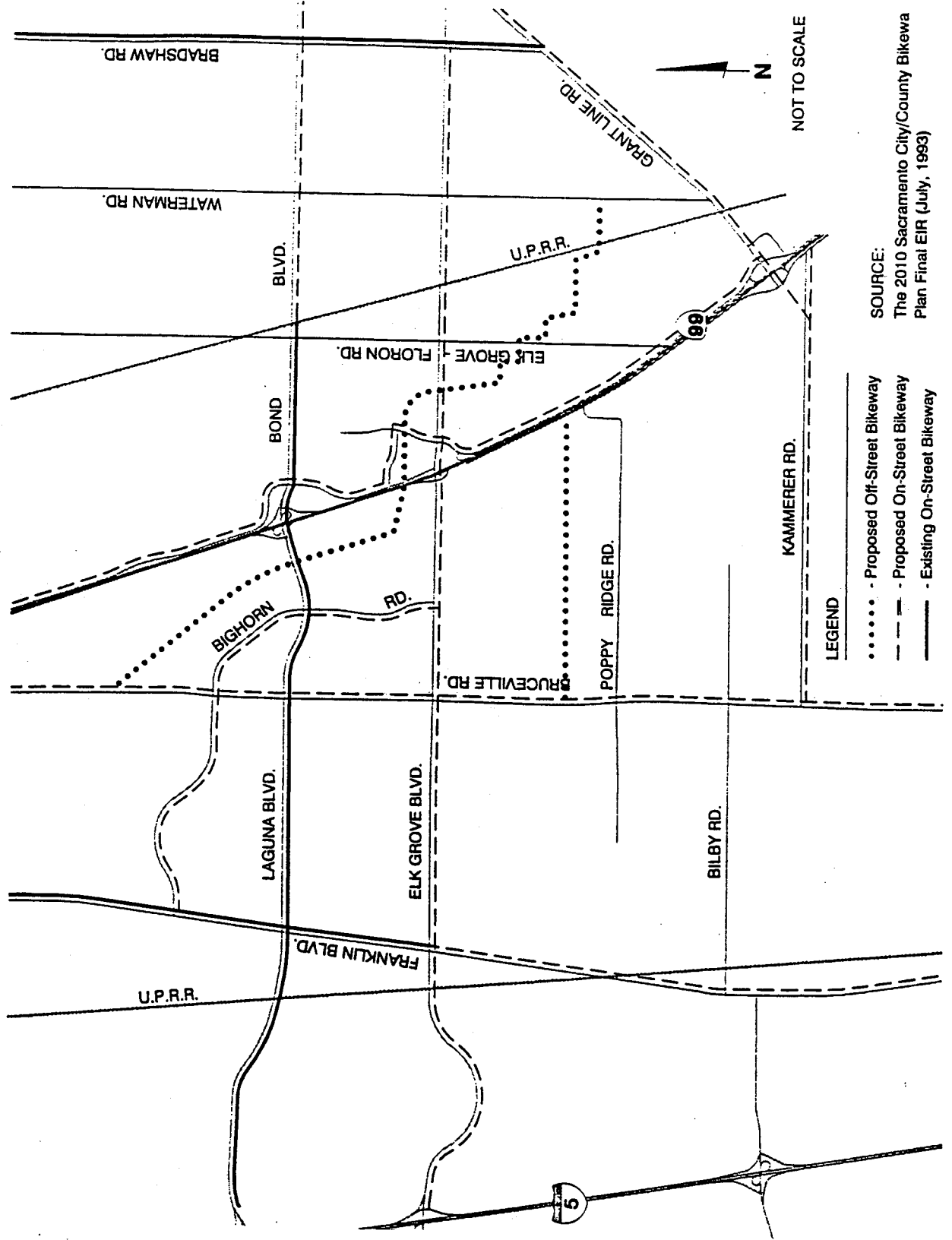
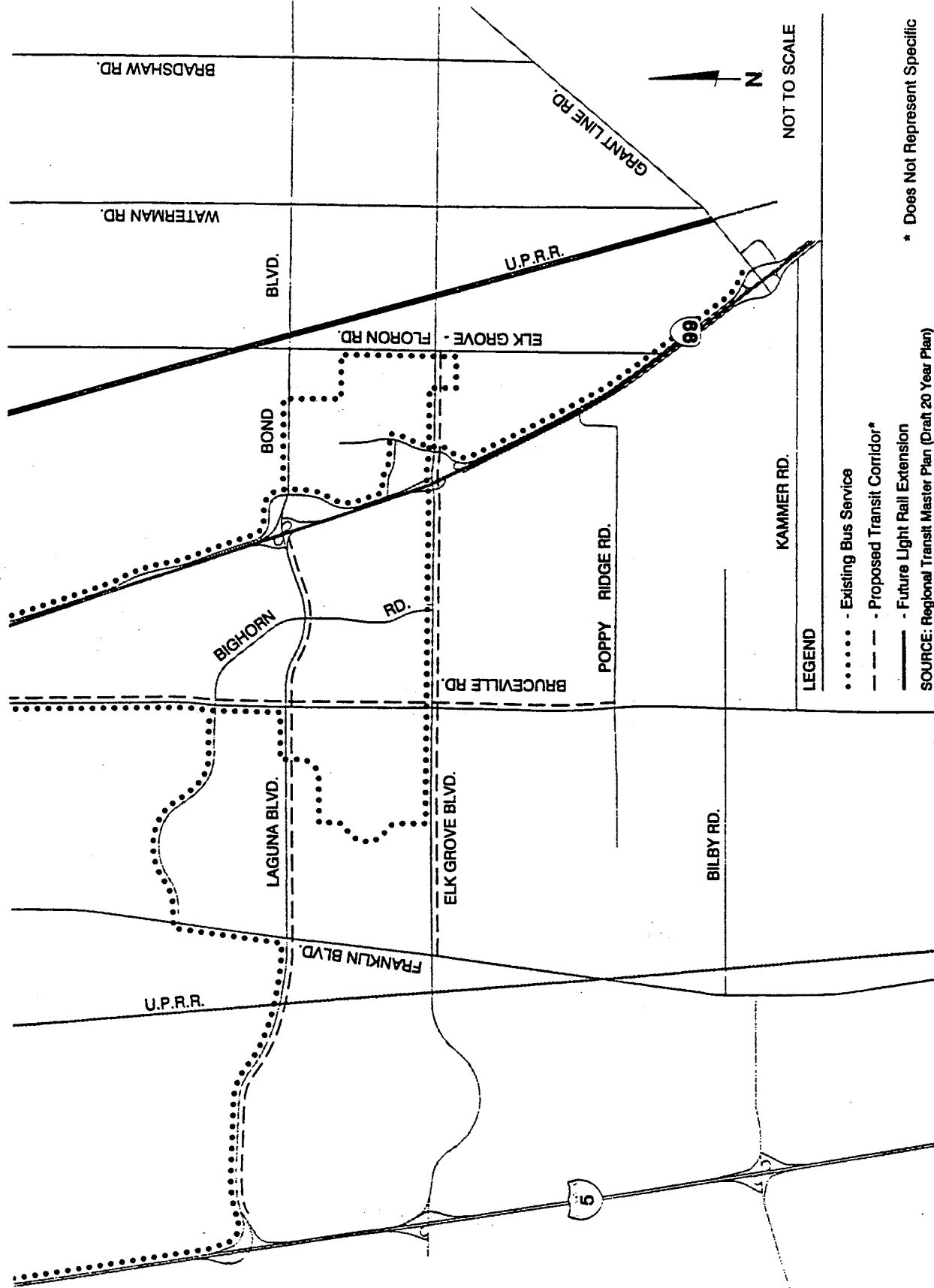


Figure 3-19 Existing & Planned Transit Service



3.5.3 Proposed Measures

This section presents the measures to reduce mobile and direct emissions (per AQ-15) and peak hour commute trips (per the TSM ordinance). Each measure is consistent (in scope and numbering) with the menu of recommended measures developed by SMAQMD. However, we have identified new measures (i.e., not identified by SMAQMD) that address unique attributes of the East Franklin Specific Plan. These measures are included under the miscellaneous category.

Bicycle/Pedestrian/Transit Measures

Measure 1 – Bicycle Lockers and Racks: Non-residential projects within East Franklin will install bicycle lockers and/or racks, which will provide employees with safe and convenient bicycle storage. County zoning code requires one Class I or Class II bicycle storage space for every 25-employee vehicle parking spaces and one Class II bicycle storage space for every 33-patron vehicle parking spaces. This measure is intended to reduce vehicle trips and associated emissions by encouraging employees to ride bicycles to work. This measure is also an optional TSM measure as identified in Section 330-148 of the Sacramento County Zoning Code. Bicycle storage facilities will be located within 50 ft. of “major” building entrances and will be clearly identified on individual development plans within the plan area.

Measure 2 – Bicycle Parking Facilities: Non-residential projects within East Franklin will provide 20-percent more than the required Class I and Class II bicycle parking facilities. County zoning code requires one Class I or Class II bicycle storage space for every 25-employee vehicle parking spaces and one Class II bicycle storage space for every 33-patron vehicle parking spaces. An additional 20-percent would result in one Class I or Class II bicycle storage space for every 20 employee vehicle parking spaces and one Class II bicycle storage space for every 26 patron vehicle parking spaces. This measure is intended to reduce vehicle trips and associated emissions by encouraging employees to ride bicycles to work. This measure is also an optional TSM measure as identified in Section 330-148 of the Sacramento County Zoning Code. Locations of bicycle storage facilities will be clearly identified on individual development plans within the plan area.

Measure 3 – Shower and Locker Facilities: Non-residential projects within East Franklin will install one shower and eight lockers for every 200 employees (County Zoning Code, Section 330-145). This measure is intended to reduce vehicle trips and associated emissions by encouraging employees to ride bicycles to work. This measure is a mandatory TSM measure as identified in Section 330-145 of the Sacramento County Zoning Code. Locations of shower and locker facilities will be clearly identified on individual development plans within the plan area. These facilities will be accessible to both male and female employees of all tenants on the site.

Measure 4 – Bicycle Storage (Residential): Developers of multi-family projects within East Franklin will provide one Class I bicycle storage locker for every five units (Zoning Code of Sacramento County) at apartment complexes or condominiums that do not

provide parking garages. This measure will provide safe and convenient bicycle storage and encourages bicycle trips; thus, reducing vehicle trips and vehicle emissions.

Measure 5 – Class I and II Bicycle Facilities: The East Franklin Specific Plan is located within ½ mile of the existing Class II bike lane on Franklin Boulevard. In addition, the East Franklin Specific Plan will construct Class II or Class III bike lanes on the majority of major internal roadways, which will connect to the existing Class II bike lane on Franklin Boulevard and other planned bike lanes shown on Figure 3-18. The on-site bicycle facilities will be constructed to County standards and will include all appropriate signage and striping. In addition, Class I bikeways are included within the drainage parkways and parkways. The circulation diagram shows the location of both on- and off-street bicycle facilities.

Measure 8 – Transportation Information: The East Franklin Specific Plan will provide a display case or kiosk displaying transportation information in a prominent area accessible to employees and residents. Information will be placed at the following locations, which will be identified in the Specific Plan text:

- The community commercial site located on the southwest corner of the Bruceville Road/Elk Grove Boulevard intersection;
- The multi-family site located on the southeast corner of the Franklin Boulevard/1 Street intersection; and
- The neighborhood commercial site located on the northeast corner of the Franklin Boulevard/1 Street intersection.

The following is a summary of potential information that could be displayed:

- Regional Transit services (i.e., lines and timetables);
- Park and ride information;
- Carpool/ridesharing matching information;
- Air quality information (i.e., spare-the-air notices);
- TMA meeting schedule (when formed);
- Educational information on alternative forms of transportation; and
- Work schedule management information.

Parking Measures

Measure 15 – Parking Lot Shading: The East Franklin Specific Plan will include 20-percent more parking lot shading than is required by Sacramento County Zoning Code. This measure will apply to both commercial and residential (i.e., multi-family) development and will help reduce direct-source pollution.

Measure 17 – Preferred Carpool/Vanpool Parking: The East Franklin Specific Plan will comply with Section 330-144 of the Sacramento County Zoning Code, which requires a minimum of 10-percent of employee parking spaces will be for carpool/vanpool purposes. Designated carpool/vanpool spaces will be located as close to employee

entrances as possible. The locations of carpool/vanpool parking shall be identified on improvement plans, to the satisfaction of County Transportation Staff, for individual commercial projects and shall be clearly marked when built. All carpool/vanpool spaces will be located near building entrances, covered, shaded, or in some other obvious way, designated as preferential. This measure is a mandatory TSM measure as identified in Section 330-144 of the Sacramento County Zoning Code.

Measure 19 – Passenger Loading Facilities: Consistent with Section 330-143 of the Sacramento County Zoning Code, passenger-loading areas shall accommodate the number of vehicles equivalent to 0.5 percent (one half of one percent) of the required parking for the project. Precise locations of passenger-loading facilities will be identified during the approval of future individual development plans.

To encourage ridesharing to the project site, these passenger-loading areas will be located near employee entrances to commercial projects. These loading areas shall be designed such that stopped vehicles do not impede circulation within the parking areas and passengers may efficiently access a vehicle.

This measure is a mandatory TSM measure as identified in Section 330-143 of the Sacramento County Zoning Code.

Residential Development Standards

Measure 27 – Direct Street Routing: The “direct street routing” credit is applied to developments that provide a “grid style” street system. The on-site circulation system of the Plan consists of a “modified-grid” street system, which provides convenient access to a mix of land uses and reduces trip length by providing multiple access points to on-site roadway and major off-site arterial roadways.

Mixed Use Development Measures

Measure 30 – Mix of Uses: The “mix of uses” credit is applied to locations where any three of the following uses are located within ¼ mile of each other: residential development, retail development, open space, and office. A mix of land use reduces dependency on the automobile by providing shopping, work, and recreational opportunities within walking or biking distance to homes; thereby, reducing vehicle trips. As shown on the land use plan, the East Franklin Specific Plan provides the required mix of uses throughout the project.

Measure 31 – Neighborhood Design: The “neighborhood design” credit is applied to developments that have neighborhoods serving as focal points with parks, schools, and civic uses within ¼ mile. As shown on the circulation diagram, schools and parks are located within walking or bicycling distance of residential development. Furthermore, the collector street system is designed to improve access to the neighborhood parks, mini-parks, and schools. Exhibit 2-14 shows the Tentative Maps of several residential developments, which are being processed concurrently with the Specific Plan.

Measure 32 – Bicycle and Pedestrian Paths: The “bicycle and pedestrian paths” credit is applied to developments that have separate, safe, and convenient bicycle and pedestrian paths connecting residential, commercial, and office uses. As shown on the circulation diagram and outlined in Section 3.5.2, the East Franklin Specific Plan will construct Class I and Class II bike lanes, which will connect these uses. These connections will reduce trip distance, increasing the likelihood that more trips will be made by modes other than automobile (i.e., bicycle or pedestrian trips).

Measure 33 – Elimination of Barriers: The “elimination of barriers” credit is applied to projects that provide a development pattern that eliminates physical barriers such as walls, berms, landscaping and slopes between residential and non-residential uses that impede bicycle and pedestrian circulation. The East Franklin Specific Plan will construct Class I and II bike lanes on the majority of internal collector roadways and parkways. Also, the modified-grid street system minimizes trip distances and the need to use off-site arterial roadways. In addition, pedestrian/bicycle pathways have been incorporated into the design of neighborhood cul-de-sacs that back-onto collector roadway. These pathways are located at the end of cul-de-sacs and minimize pedestrian and bicycle-trip lengths. Future tentative maps will show the design of the “open-ended” cul-de-sacs.

Building Component Measures

Measure 43 – Ozone Destruction Catalyst: Developers within the East Franklin Specific Plan (residential and non-residential) will install an ozone destruction catalyst system to all air conditioning systems. Catalyst technology involves placing a “cap” on air conditioner units or coating condenser coils with a catalyst. The catalyst converts ozone to oxygen as the catalyst makes contact with air moving through the air conditioner. Because this is a new technology, the cost of implementation is uncertain. Therefore, this measure will not be implemented if the cost per unit exceeds SMAQMD staff estimates (< \$100.00 per unit). This measure will be implemented in consultation with SMAQMD staff.

TDM and Miscellaneous Measures

Measure 51 – TMA Membership: Transportation Management Associations (TMA) are private, non-profit organizations run by a voluntary Board of Directors typically with a small staff. TMAs assist businesses, developers, building owners, local government representatives and others to work together to collectively establish policies, programs and services to address local transportation problems and issues. The key to a successful TMA lies in the synergism of multiple businesses banding together to address and accomplish more than any employer, building operator or developer could do alone.

The East Franklin Specific Plan is geographically closest to the Power Inn Road TMA. However, it is likely that an Elk Grove/Laguna TMA will soon be formed.

The following is a list of services that TMAs typically provide:

- Carpool & Vanpool Matching;

- Advocacy;
- Telecommuting Information;
- Bicycle Discount Program;
- Transit Pass or Ticket Sales;
- Marketing Programs;
- Emergency Ride Home Program;
- Newsletters; and
- Transportation Roundtable.

The East Franklin Specific Plan will provide funding up to \$15,000 annually towards the TMA membership. A County Services Area will be established to secure funding for the TMA.

Measure 62 – Telework Terminals: To encourage residents of multi-family developments to “work from home,” developers of multi-family projects within the East Franklin Specific Plan will provide free-access to telework terminals, which will include phone service and computers with access to the Internet. One terminal will be provided for every 100 apartments.

Transit Waiting Shelters: Non-residential developments within the East Franklin Specific Plan shall provide transit-waiting shelters adjacent to commercial/retail developments to facilitate employee commute trips by transit. This measure is also a mandatory TSM measure as identified in Section 330-146 of the Sacramento County Zoning Code. Locations of transit waiting shelters will be clearly identified on individual development plans.

3.5.4 Credits Toward AQ-15 Requirements

Table 3-9 identifies the credits for each measure toward County General Plan Policy AQ-15. For each measure, points are derived from a combination of existing documentation from the Sacramento Metropolitan Air Quality Management District (SMAQMD) and from conversations with SMAQMD staff.

Based on the interim menu of options developed by SMAQMD, the East Franklin Specific Plan earns 15 credits toward the County’s General Plan policy AQ-15.

TABLE 3-9
EAST FRANKLIN AQ-15/TSM PLAN – CREDIT TOWARDS AQ-15

Measure	Description	Point Value	Credits Towards AQ-15
BICYCLE/PEDESTRIAN/TRANSIT			
1 – Bicycle Lockers and Racks	Non-residential projects provide bicycle lockers and/or racks	0.5	0.5
2 – Bicycle Parking Facilities	Provide 20 percent above required Class I and Class II bicycle parking facilities	0.5	0.5
3 – Shower and Locker Facilities (TSM)	Non-residential projects provide personal showers and lockers	0.5	0.5
4 – Bicycle Storage	Provide bicycle storage (Class I) at apartment complexes or condominiums without garages	0.5	0.5
5 – Class I and II Bicycle Facilities	Applies to projects located within ½ mile of an existing Class I or Class II bike lane that provide a comparable bikeway connection to existing facilities	1.0	0.25
8 – Transportation Information	Provide a display case or kiosk, which displays transportation information in a prominent area accessible to employees and residents	0.5	0.5
PARKING			
15 – Parking Lot Shading	Increase parking lot shading by 20% over code	1.0	1.0
17 – Preferred Carpool/Vanpool Parking (TSM)	Provide preferential parking for carpool/vanpools	0.5	0.5
19 – Passenger Loading Facilities (TSM)	Provide loading and unloading areas for transit and carpool/vanpool users	0.5	0.5
RESIDENTIAL DEVELOPMENT			
27 – Direct Street Routing	Applies to projects that utilize “grid-style” street routing	2.5	0.5
MIXED-USE			
30 – Mixed-Use Development	Mixed use – Applies to projects that have at least 3 of the following on-site and/or within ¼ mile: residential development, retail development, open space, and office.	1.0	0.25
31 – Neighborhood Design	Applies to projects that have neighborhoods that serve as focal point with parks, school and civic uses within ¼ mile	0.5	0.5
32 – Bicycle and Pedestrian Paths	Applies to projects that provide separate, safe and convenient bicycle and pedestrian paths connecting residential, commercial, and office uses	2.0	2.0
33 – Elimination of Barriers (Attachment C)	Applies to projects that provide a development pattern that eliminates physical barriers such as walls, berms, landscaping, and slopes between residential and non-residential uses that impede bicycle or pedestrian circulation	1.0	1.0

SECTION 3.0 TRANSPORTATION AND AIR QUALITY

BUILDING COMPONENT MEASURES		
43 – Ozone Destruction Catalyst	Install ozone destruction catalyst on residential and non-residential air conditioning systems	2.5
TDM AND MISCELLANEOUS MEASURES		
51 – TMA Membership	Funding to be provided by County Services Area or other non-revocable finding mechanism	2.5
62 – Telework Terminals	Provide free-access telework terminals in multi-family projects (1 terminal per 100 apartments)	1.0
Transit Waiting Shelter (TSM)	Provide transit waiting shelters adjacent to commercial/retail developments to facilitate employee commute by transit	-
Total		18.5
Source: Recommended SMAQMD Guidelines for AQ-15/NNCP Implementation		

3.6 AQ-2 AIR QUALITY MITIGATION PLAN

AQ-2 shall be limited in application to include only on-road and off-road mobile construction equipment employed in the construction or development of those infrastructure improvements identified in the East Franklin Financing Plan (EFFF), including but not limited to roads, standard utilities (natural gas, water, electricity, etc.), drainage improvements, sewer system or related components, schools, fire stations, and parks. This requirement shall not be stayed, regardless of year, unless otherwise made legally moot by the passage of superseding local, state, or federal air quality laws, rules, or regulations, and shall apply to all developers or contractors operating on-road or off-road construction equipment for the life of the (East Franklin Specific Plan Area) project(s).

Additionally, construction-related emissions shall be reduced by application of AQ-2 intract subdivision improvements or shall be offset through the application of a twenty-five dollar assessment attached to each residence constructed in the East Franklin Specific Plan Area, due and payable by the developer upon issuance of building permit by the governing authority for the life of the (East Franklin Specific Plan Area) project(s). This \$25 amount per residence is a one-time fee to be paid by the developer(s) of residential and commercial structures within the East Franklin Specific Plan Area which shall be used to subsequently assist the Sacramento Metropolitan Air Quality Management District in the acquisition of qualifying low-emission heavy duty vehicles designed to operate regularly in the East Franklin area to the extent possible, and otherwise within the Sacramento air basin. Funds resulting from this mitigation shall be placed by the developer(s) into an escrow account until such time as they are directed by the Sacramento Metropolitan Air Quality Management District to be transferred to the appropriate institution for use. These funds will likely assist the Elk Grove School District in the purchase of low-emission school buses, or assist in the purchase of low-emission refuse vehicles serving the East Franklin area, similarly. Projects for funding may be identified by the developer, the County, or the Sacramento Metropolitan Air Quality Management District, but shall only be chosen to receive East Franklin air quality mitigation fees by the Sacramento Metropolitan Air Quality Management District Air Pollution Control Officer.

3.7 AQ-6 AIR QUALITY MITIGATION PLAN

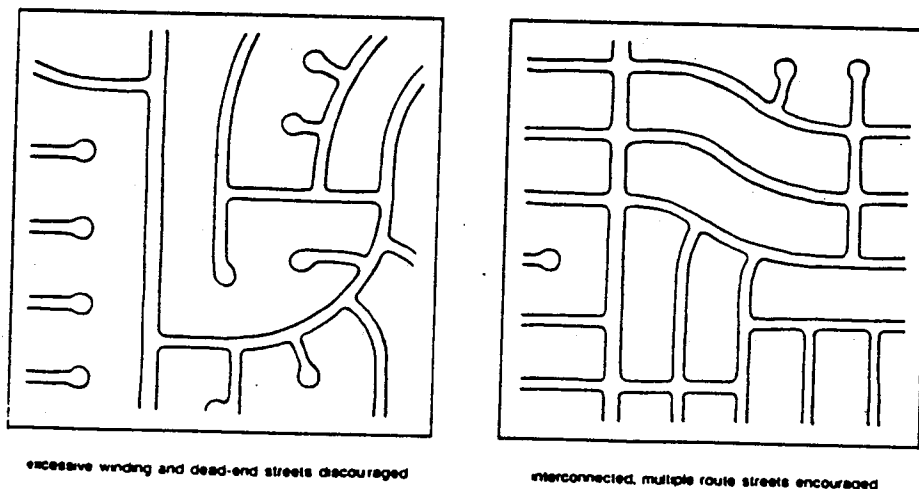
To address General Plan policy AQ-6, the East Franklin Specific Plan requires future development projects to implement the following measures to the maximum extent feasible:

- a) Whether the builder chooses a gas-fired or wood burning system, install lowest emitting commercially available fireplaces, for each system type.
- b) Install an electrical outlet in the front and back yards of homes for use of electric-powered yard equipment.
- c) Install energy efficient heating and appliances.

3.8 CIRCULATION POLICIES

1. Thoroughfare, Arterial and Collector streets shown on the Specific Plan Diagram are approximate locations. Minor adjustments may be permitted in conjunction with review and approval of tentative subdivision maps.
2. Local streets shall be constructed on a subdivision-by-subdivision basis within individual residential subdivisions. Thoroughfare and Arterial streets may be constructed in advance of residential subdivision development, as needed for access and public safety.
3. Bus shelters and turnouts, designed in accordance with County Regional Transit standards, shall be located along Thoroughfare and Arterial streets to facilitate extension and use of public transit.
4. All streetscape on public and private streets, including sidewalks, pedestrian paths, bicycle lanes and landscaping, shall be designed and constructed in accordance with the cross sections included this Plan, and the Design Guidelines.
5. Sidewalks or pedestrian paths shall be provided on both sides of all streets, except where the County allows sidewalk construction on one side, only. Paths shall be separated from Thoroughfare and Arterial streets, as graphically depicted in this Plan. Intrusion upon the privacy of residential property shall be minimized.
6. Minor streets within residential subdivisions shall be designed to emphasize internal circulation and discourage through traffic and unsafe speeds. Minor streets should be designed with interconnected routes; excessively winding and dead-end streets are discouraged. The following illustration depicts discouraged and recommended examples of street patterns.

Figure 3-20 Street Pattern Illustration



7. Pedestrian and bicycle paths shall be located within Thoroughfare, Arterial, and Collector street rights-of-way and in open space areas. Public access rights shall be guaranteed in all instances.
8. All residential developments shall be designed to provide convenient pedestrian and bicycle access to schools, parks, and open space areas.
9. Pedestrian and bicycle trails and pathways shall be constructed within open space areas as graphically depicted in this Plan.
10. No streets other than those shown on the Specific Plan Land Use Diagram shall cross or be constructed upon a Drainage Parkway or other open space area identified on the Land Use Diagram.
11. Residential streets adjacent to Drainage Parkways should be designed to allow surveillance of these open space features from the street.
12. Allow for the future use of the Union Pacific Railroad right-of-way as a potential future public transit corridor.
13. Residential street patterns should be simple in design and should be interconnected, linking neighborhoods and providing multiple access routes which converge on commercial areas, parks, and transit stops.
14. The project proponents should work with County Transportation staff to identify alternative forms of traffic control (such as roundabouts) on the minor roadways internal to the project.
15. Safe and convenient crossings of major roads should be provided for pedestrians and bicyclists.
16. Encourage commercial buildings to be located near adjacent streets with parking in the rear.
17. Permit park and ride lots as joint-use facilities within the commercial developments of the planning area.
18. "New" Poppy Ridge Road should address the need to enhance the walking environment through design measures such as varied paving surfaces particularly near the junior high/high school/library complex and the sports park. (This mitigation has been fulfilled through recent modifications to the East Franklin Land Use Plan)
19. Expand the "Railroad/Open Space Buffer" design concept for the area south of Bilby Road to provide a buffer for planned residential uses. (This mitigation has been fulfilled through recent modifications to the East Franklin Land Use Plan)

3.9 AIR QUALITY POLICIES

1. In order to control fugitive dust emission during the construction phase of any development within the Specific Plan area, the following measures shall be implemented:
 - a. Water exposed surfaces, graded areas, storage piles, and haul roads at least twice daily.
 - b. Minimize the amount of disturbed area, the amount of material actively worked, and the amount of material stockpiled.
 - c. Limit onsite construction vehicle speeds to 15 mph.
 - d. Sweep or wash paved streets adjacent to project construction sites at least once a day to remove accumulated dust.
 - e. Maintain at least two feet of freeboard when transporting soil or other material by truck.

2. AO-2 Category 1: Reducing Nox Emissions from Off-Road Diesel Powered Equipment

1. *The prime contractor shall submit, to DERA, a comprehensive inventory of all the heavy-duty off-road equipment (50 or greater horsepower) that will be used an aggregate of 40 or more hours for the construction project. At a minimum, 20% of the heavy-duty off-road equipment included in the inventory shall be powered by CARB certified off-road engines, as follows:*

- 175hp-750 hp 1996 and newer engines
- 100hp-174 hp 1997 and newer engines
- 50hp – 99 hp 1998 and newer engines

Said off-road equipment may be owned and operated by the prime contractor and/or any subcontractor;

or

2. *The prime contractor shall provide a plan, for approval by DERA in consultation with SMAQMD, demonstrating that the heavy-duty off-road vehicles to be used in the construction project, and operated by either the prime contractor or any subcontractor, will provide a fleet-averaged Nox emission reduction of 10% compared to an unregulated/uncontrolled fleet. (Includes the use of emulsified fuel in noncertified engines, and other methods not requiring the use of post 1996 – 1998 engines.)*

and

Category 2: Reducing Nox Emissions from On-Road Diesel Powered Equipment

1. *The prime contractor shall submit, to DERA, a comprehensive inventory of all heavy-duty on-road equipment (50 or greater horsepower) that will be used an aggregate of 40 or more hours for the construction project. At a minimum, CARB-certified low-emission engines shall power 20% of the heavy-duty on-road equipment included on the inventory. Said on-road equipment may be owned and operated by the prime contractor and/or any subcontractor;*

or

2. *The prime contractor shall provide a plan, for approval by DERA in consultation with SMAQMD, demonstrating that the on-road vehicles to be used in the construction project, and operated by the prime contractor or any subcontractor, will provide a fleet-averaged Nox emission reduction of 10%..(Includes the use of alternative fuels and/or other CARB certified low-emission technologies.)*

and

Category 3: Enforcement Plan

An enforcement plan shall be established to weekly evaluate project-related engine emission opacities, modeled after the California Air Resources Board Heavy-Duty Diesel Smoke Enforcement Program. An environmental coordinator certified to perform Visible Emissions Evaluations would routinely "read" off-road equipment exhaust opacity, using opacity standards identified in the California Health and Safety Standards. Engines with readily visible emissions [i.e. a. – As dark or darker in shade as that designated as No. 2 on the Ringelmann Chart, as published by the U.S. Bureau of Mines, or b. Of such opacity as to obscure an observer's view to a degree equal to or greater than does smoke described in section a.] shall be repaired immediately. The certified environmental coordinator may be a County inspector, a representative of the prime contractor, or an independent contractor. The Environmental Coordinator shall keep a log of all readings. The SMAQMD and/or ARB may conduct periodic site inspections to determine compliance..

A contractor can meet the emission mitigation requirement by choosing one measure from Category 1, and one measure from Category 2 listed above. Category 3, the Enforcement Plan, is required for both off-road and on-road equipment.

AQ-2 shall be limited in application to include only on-road and off-road mobile construction equipment employed in the construction or development of those infrastructure improvements identified in the East Franklin Financing Plan, including but not limited to roads, standard utilities (natural gas, water, electricity,

etc.), drainage improvements, sewer system or related components, schools, fire stations, and parks. This requirement shall not be stayed, regardless of year, unless otherwise made legally moot by the passage of superseding local, state, or federal air quality laws, rules, or regulations, and shall apply to all developers or contractors operating on-road or off-road construction equipment for the life of the (East Franklin Specific Plan Area) project(s).

Additionally, construction-related emissions shall be reduced by application of AQ-2 intract subdivision improvements or shall be offset through the application of a twenty-five dollar assessment attached to each residence constructed in the East Franklin Specific Plan Area, due and payable by the developer upon issuance of building permit by the governing authority for the life of the (East Franklin Specific Plan Area) project(s). This \$25 amount per residence is a one time fee to be paid by the developer(s) of residential and commercial structures within the East Franklin Specific Plan Area which shall be used to subsequently assist the Sacramento Metropolitan Air Quality Management District in the acquisition of qualifying low-emission heavy duty vehicles designed to operate regularly in the East Franklin area to the extent possible, and otherwise within the Sacramento air basin. Funds resulting from this mitigation shall be placed by the developer(s) into an escrow account until such time as they are directed by the Sacramento Metropolitan Air Quality Management District to be transferred to the appropriate institution for use. These funds will likely assist the Elk Grove School District in the purchase of low-emission school buses, or assist in the purchase of low-emission refuse vehicles serving the East Franklin area. Similarly, projects for funding may be identified by the developer, the County, or the Sacramento Metropolitan Air Quality Management District, but shall only be chosen to receive East Franklin air quality mitigation fees by the Sacramento Metropolitan Air Quality Management District Air Pollution Control Officer.

3. Future development project shall implement a mixed land use concept to the maximum extent possible. The project design should have a mixture of complementary land uses (i.e., residential land uses located near commercial, recreational, and employment land uses) to minimize vehicle trips. (This mitigation has been fulfilled by the requirements of the East Franklin Specific Plan AQ-15 Plan)
4. Future development projects shall include transit infrastructure in the project design. The project design should include bus stop turn-outs and bus stop shelters at convenient locations. The project should be designed to maximize access to transit. Streets should be designed to accommodate buses. (This mitigation has been fulfilled by the requirements of the East Franklin Specific Plan AQ-15 Plan)
5. Future development proposals shall include bicycle and pedestrian provisions. The project design should include marked bicycle lanes, adequate sidewalks and paths, secure bicycle racks or storage lockers, and shower facilities for bicycle commuters. The project street layout should avoid long, winding streets and dead-end roads that make pedestrian and bicycle access difficult. The design should maximize

interconnected streets. (This mitigation has been fulfilled by the requirements of the East Franklin Specific Plan AQ-15 Plan)

6. Future development projects shall implement the following measures to the maximum extent feasible.
 - a. Install lowest emitting commercially viable fireplaces. (Measure #41 from recommended SMAQMD Guidelines for AQ-15, Version 1.1 printed 12/20/99). EPA Phase II certified woodburning devices in residential units in place of standard woodburning devices.
 - b. Install electrical outlets in front and backyards of homes for use with electric powered yard equipment.
 - c. Install energy efficient heating and appliances.
7. Future development projects shall orient residential and commercial buildings in the north-south direction for natural cooling and to take advantage of passive and active solar design, to the maximum extent feasible.
8. Future development projects shall participate in or form a Transportation Management Association (TMA) which provides for the maintenance and monitoring of emission reduction measures. Such measures shall include, but are not necessarily limited to, encouraging and facilitating travel by carpool, rideshare, bicycle, public transit and private transit. (This mitigation has been fulfilled by the requirements of the East Franklin Specific Plan AQ-15 Plan)

3.10 NOISE POLICIES

1. Future noise-sensitive residential land uses proposed for development within the future 60 dB L_{dn} traffic or railroad operation noise contours shall be required to prepare an acoustical analysis and to implement identified noise attenuation measures necessary to ensure compliance with the noise standards of the County General Plan Noise Element.
2. Future noise-generating land uses proposed for development within the East Franklin Specific Plan Area shall be required to prepare acoustical analyses and to implement identified noise attenuation measures necessary to ensure compliance with the noise standards of the County General Plan Noise Element at nearby existing or proposed noise-sensitive land uses.
3. The property owners/applicants within East Franklin Specific Plan area will be responsible for assuring that a wall is constructed along the north side of Elk Grove Boulevard, west of Franklin Boulevard, to mitigate cumulative noise impacts on properties on the north side of the road. The intended wall will begin at the bus stop; the first approximately 420 feet of the wall will be 8 feet high; the next approximately 250 feet of the wall will be 6 feet high; and the remaining approximately 250 feet of

the wall will be 4 feet high. The wall shall be under construction prior to issuance of the 300th building permit within the East Franklin Specific Plan area. As future development occurs, whether inside or outside of the Specific Plan area, a fair share contribution from those developments will be required so as to reimburse those who provided the initial funding to construct the wall. Such cost shall be reimbursable via the Roadway component of the East Franklin Public Facilities Financing Plan.

3.11 STREETScape DESIGN GUIDELINES

The following Streetscape Design Guidelines are included to ensure consistent design and materials for landscape corridors, walls and fences, signage, landscape plantings, and street lighting within the Plan area. Detailed design of streetscape features will be determined in conjunction with the improvement plan approval process.

3.11.1 Landscape Corridors

The following guidelines apply to landscape corridors along public rights-of-way:

1. Widths of landscape corridors along public rights-of-way and adjacent to single family residential land uses shall comply with the following (measured from back of wall to back of curb):
 - Elk Grove Boulevard, Bruceville Road, Franklin Boulevard 36 feet
 - "1" Street (east-west street through Plan) 25 feet
 - Minor streets (as shown on Figure 3-5, Circulation Plan) 15 feet
(measured from back of detached walk)
 - Bilby Road at Historical Housing Area (Figure 2-9) 20 feet
2. Landscape corridor width may be reduced for bus stops and shelters, and intersection widenings provided the reduced corridor width is 15 feet on Major Streets and 10 feet on Minor Streets, as shown on Figure 3-5, Circulation Plan.
3. No landscape corridor is required along street frontages of commercial, multi-family, school or park land uses. Commercial and multi-family land uses on Major street frontages shall include landscape areas equivalent to the otherwise required landscape corridor. In these cases, the landscaped areas shall be maintained by the property owner, or by the Elk Grove Community Services District (EGCSD) via maintenance easements at the discretion of the property owner. Landscape areas along commercial and multi-family land uses shall be a minimum of 25 feet for attached sidewalks and 31 feet with meandering sidewalks. The landscape areas shall be within a landscape maintenance easement offered to the EGCSD. The landscape maintenance easement shall provide for driveway connections to the adjacent roadway. These landscape areas should be consistent in design with similar, privately maintained landscape areas of other commercial and multi-family land uses in the area and acceptable to the EGCSD.
4. No landscape corridor is required along the northern half of Franklin Boulevard (west side), as the adjacent area is planned for open space. Where Franklin Boulevard abuts the Union Pacific Railroad tracks, an open space corridor shall be provided per Figure 2-10 of this Plan.

5. Sidewalks within Major street landscape corridors shall be detached and meandering in design. Sidewalks within Minor street landscape corridors shall be separated and linear (non-meandering). Detached sidewalks are not required at street intersections, bus stops, and culvert crossings. In these cases, the sidewalks shall be monolithic (attached).
6. Landscape medians shall be constructed along Elk Grove Boulevard, Bruceville Road, Franklin Boulevard, and "1" Street (east-west through street through Plan) in accordance with County Public Works Department and EGCSO requirements.
7. Landscape entry islands (minimum 10 feet by 50 feet) are allowed on Minor Streets at the intersections with Major Streets, per Figure 3-5, Circulation Plan. Landscape entry islands shall be designed and landscaped, including services for water and electric if needed, to the satisfaction of the County Public Works Department and the EGCSO.
8. Design & materials of landscape corridors shall be to the satisfaction of the EGCSO.
9. Landscape corridors shall be owned and maintained by the EGCSO per Table 2-8, Open Space Ownership, Maintenance, and Funding.

3.11.2 Walls and Fences

The following guidelines apply to walls and fences along public street rights-of-way and the railroad right-of-way within the Specific Plan area.

1. Walls and fences shall be of a uniform design and materials to provide a consistent theme throughout the Plan area. Alternative manufacturers and wall materials may be used, but must be consistent with materials specified in this Plan.
2. Masonry walls constructed within the Specific Plan shall comply with Figure 3-21, Masonry Wall Detail, except that walls along Elk Grove Boulevard shall be Laguna Blend brick, consistent with the walls on the north side. The enhanced masonry wall shall apply along Major Streets, shown on Figure 3-5, Circulation Plan. The standard masonry wall shall be used along Minor Streets where a back-up lot design is used.
3. Pilaster spacing shall be approximately 100 feet and/or at any significant change of course. Pilaster design shall be consistent with Figure 3-21, however pilaster dimensions may vary for architectural effect. Pilasters should be used at wall openings for road connections and pedestrian access points to visually define the openings.
4. Sound barriers (combination masonry wall and berm) along Major Streets and the railroad right-of-way shall adhere to barrier heights shown in Table 3-10 to ensure compliance with the Sacramento County General Plan noise policies and to protect noise sensitive developments from excessive noise levels. Maximum masonry wall height shall be 6 feet with the balance of barrier height provided by a earthen berm.

An exception is the barrier along the Union Pacific railroad tracks where an 8-foot wall height is allowed, and the balance provided by an earthen berm.

Table 3-10
Approximate Sound Barrier Heights

Roadway	Barrier Height (Feet)	Noise Level (Ldn, dB)
Elk Grove Boulevard	8	63
Franklin Boulevard	7	60
Poppy Ridge Road	8	61
Bilby Road	7	60
Bruceville Road	8	62

Figure 3-21 Masonry Wall Detail

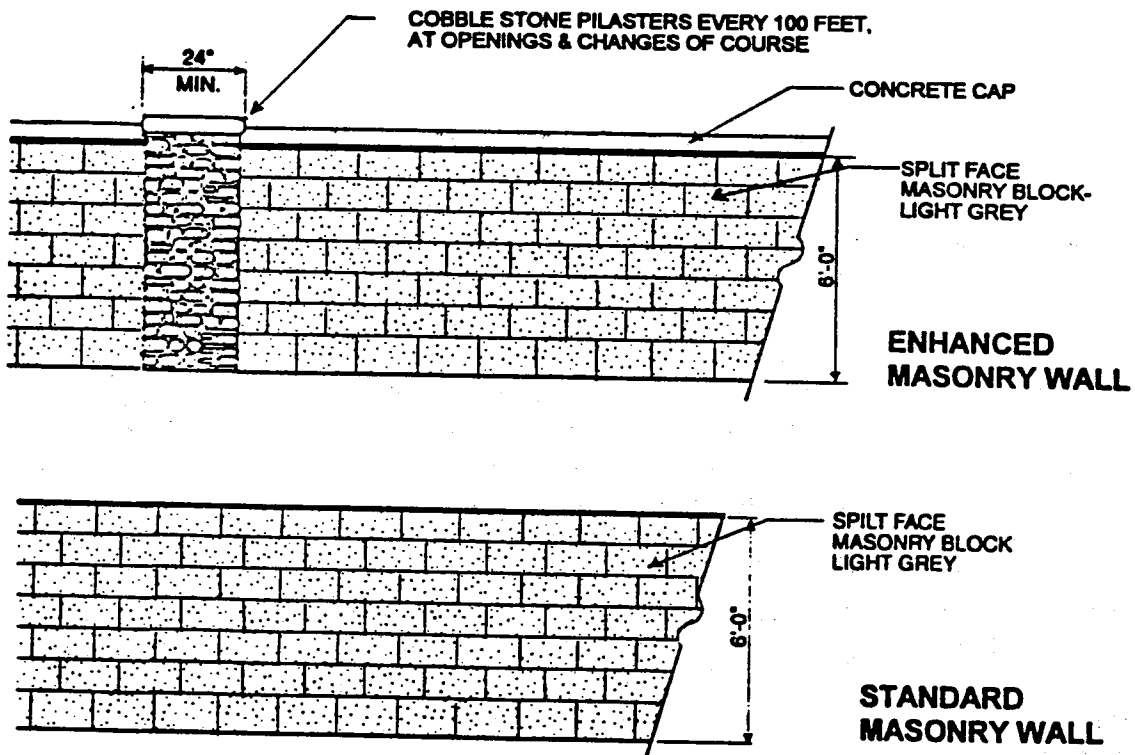
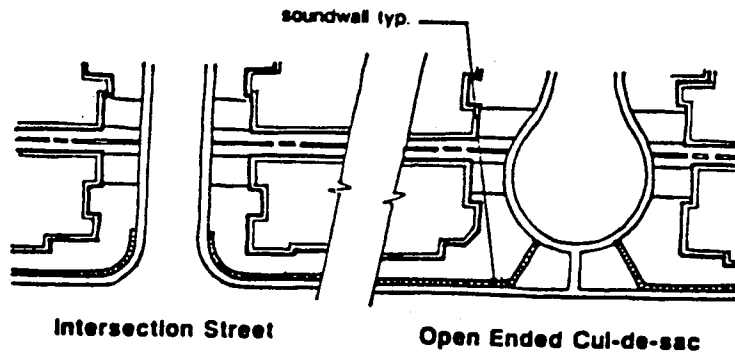
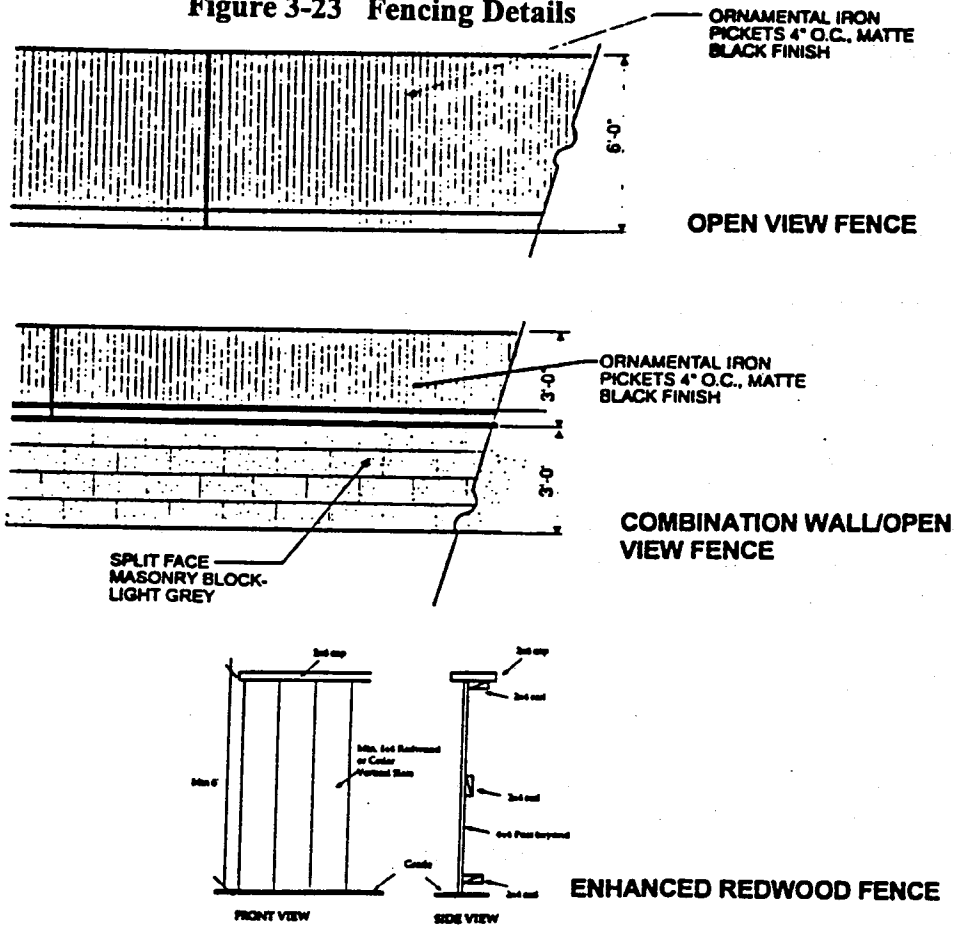


Figure 3-22 Soundwall Break Alternatives



5. Breaks should occur in soundwalls at residential streets and at cul-de-sac ends as shown in Figure 3-22, or as recommended in the environmental document prepared for the individual subdivision map.
6. Fencing along residential development adjacent to parkways and drainage parkways shall be of an open design using wrought iron style or tubular steel. The fence shall be 6 feet in height or a combination 3-foot masonry wall and 3-foot open fence per Figure 3-23, Fencing Detail.
7. Fencing along residential development adjacent to school and park land uses shall be a minimum 6-foot enhanced redwood fence per Figure 3-23, Fencing Detail.

Figure 3-23 Fencing Details



3.11.3 Entry Statements and Signage

1. Two types of project entries are provided in the East Franklin Specific Plan: Community Entries and Neighborhood Entries. These entries include enhanced landscaping and include community or neighborhood signage located outside of the street right-of-ways.
2. All other signs related to commercial, multi-family uses, temporary construction, marketing and sales, are regulated by the Sacramento County Zoning Code. Signs for the Class I trail system should be provided per Elk Grove CSD sign standards.
3. Signage associated with community and neighborhood entries shall comply with the following guidelines:
 - a. Signs should be constructed of natural materials, such as stone and masonry, to the maximum extent possible. Plastic and metal signs are prohibited, except that metal may be used for lettering. Materials should complement those used in walls and other streetscape enhancements and should be of high quality and high durability.
 - b. Natural, earth-tone colors should be emphasized.
 - c. Signs may be lighted. Light sources are to be ground-mounted and screened or shielded from traffic and nearby homes.
 - d. Internal, fully illuminated signs such as backlit Plexiglas signs are not permitted. However internally lit signs that illuminate the backs of letters may be permitted.
 - e. Entries and signage described herein should be considered the minimum standard. Enhanced entries, including tiered walls, mounding, and landscape massing or other features, are encouraged and are subject to approval by the EGCSO.
 - f. Maintenance of signs shall be by the subdivision developer and ultimately by a private maintenance entity such as a homeowners association. The EGCSO does not maintain project signage.

Community Entries

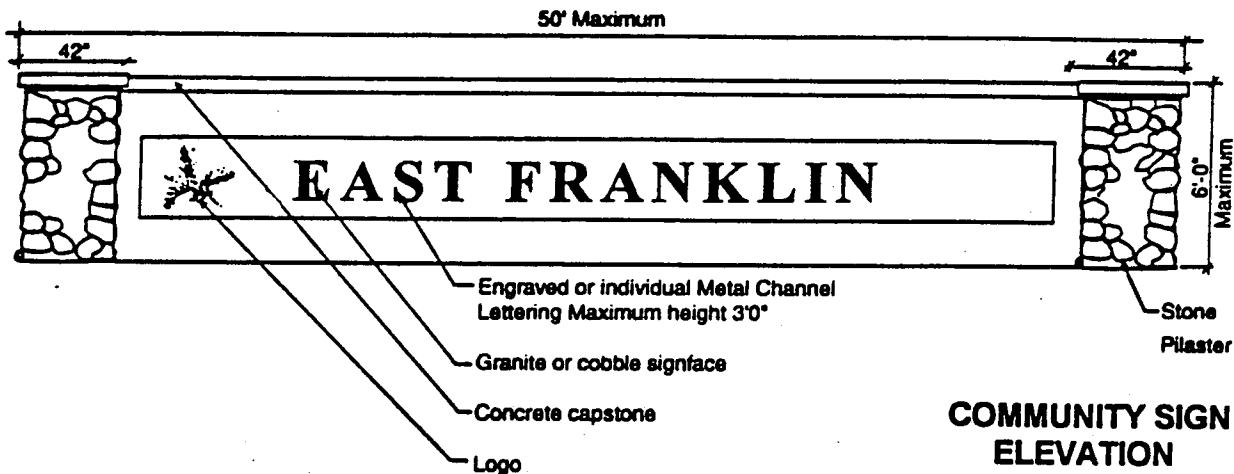
1. Community entries are required, and are to be constructed with the development of the parcel on which the signs reside. Construction of the entry is the responsibility of the landowner.
2. Community entries identify the key points of entrance to the East Franklin Specific Plan area. Four community entries are required at the following intersections:
 - Franklin Boulevard at Elk Grove Boulevard
 - Franklin Boulevard at "1" Street
 - Bruceville Road at Elk Grove Boulevard

- Bruceville Road at "1" Street
3. As shown in Figure 3-24, Community entry signs on commercial properties shall utilize a low, curved wall sign. Signs on residential properties shall incorporate the community signs into the required masonry wall.
 4. Each community sign is to specify only the East Franklin project name and a logo, if desired. Maximum letter height is 3 feet, and lettering envelope shall be a maximum of 75 square feet.

Neighborhood Entries

1. Neighborhood entries are enlarged landscape areas added to the landscape corridors at Minor Street intersections with Major Streets as shown in Figure 3-5, Circulation Plan. Neighborhood entries include an additional, triangular landscape area known as a "corner clip" and may include signage on entry walls as shown on Figure 3-25.
2. Neighborhood entries are optional and are to be constructed concurrent with the surrounding development.
3. Neighborhood entries may include signage design at the developer's discretion. All signage shall be integrated into the masonry wall.
4. Neighborhood signs may not be placed on entry islands, if entry islands are proposed.
5. Only one neighborhood sign should be permitted on each side of the entry street, and should only specify the name of the subdivision.

Figure 3-24 Community Entries



COMMUNITY SIGN ELEVATION

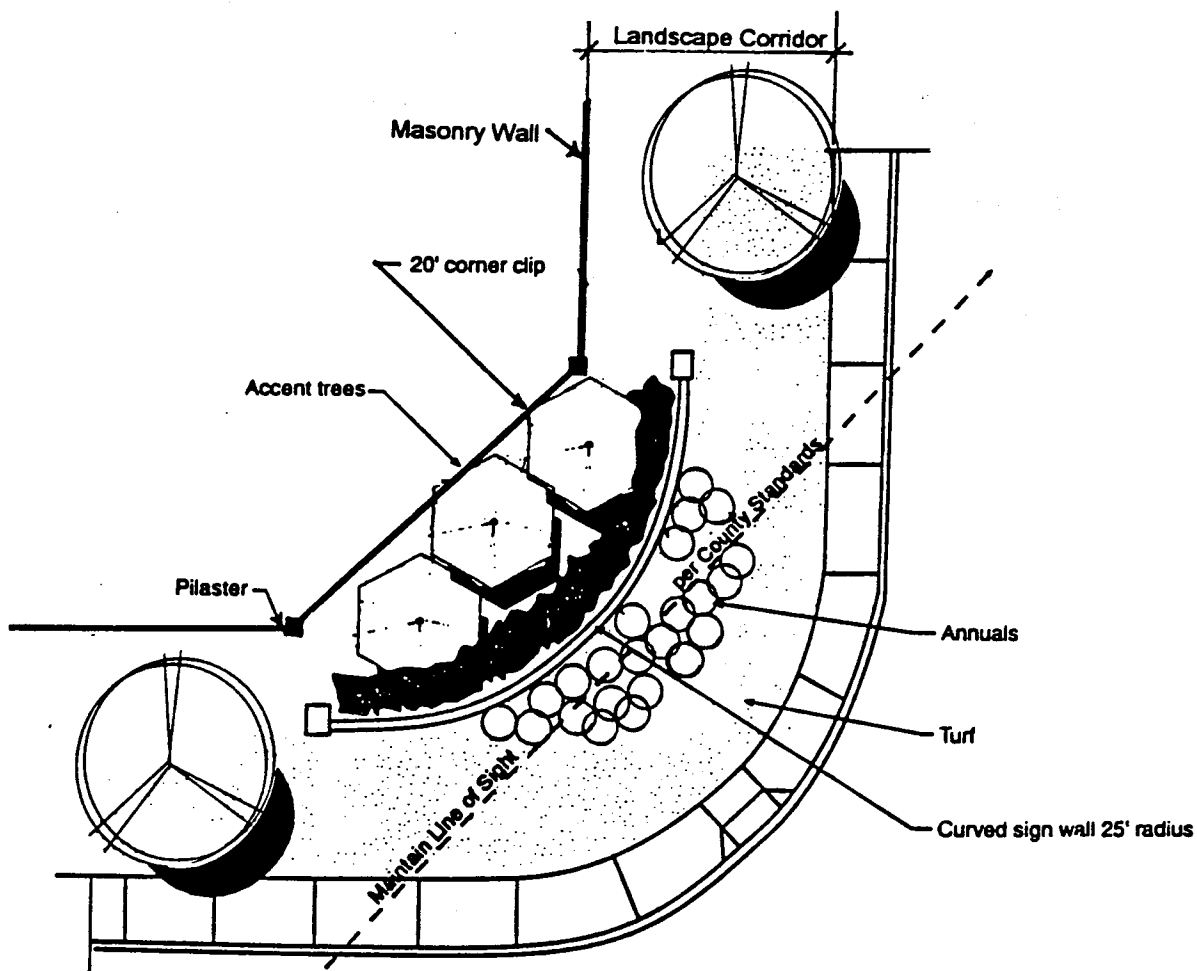
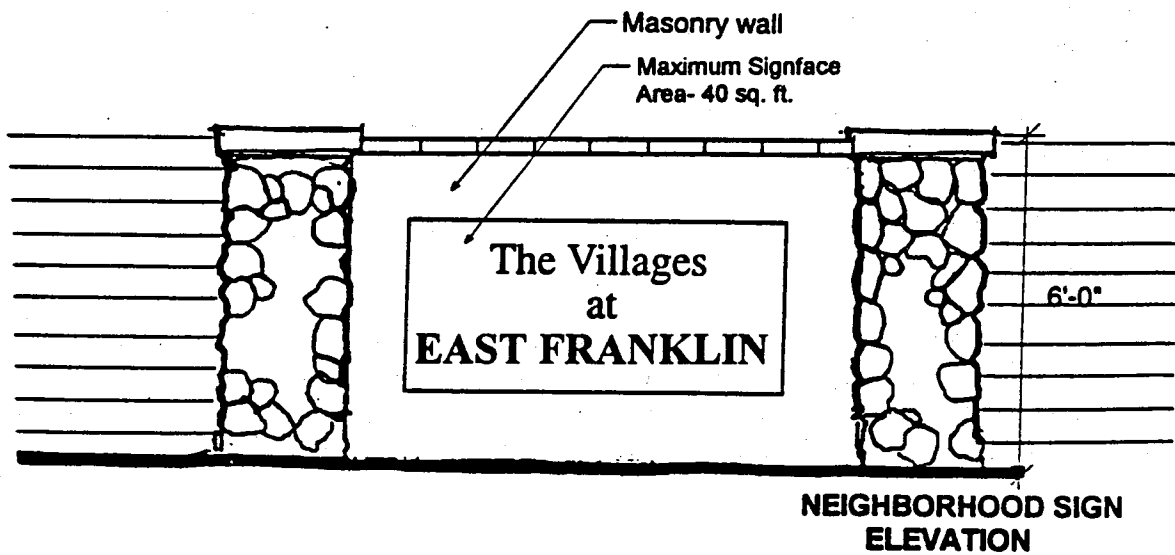
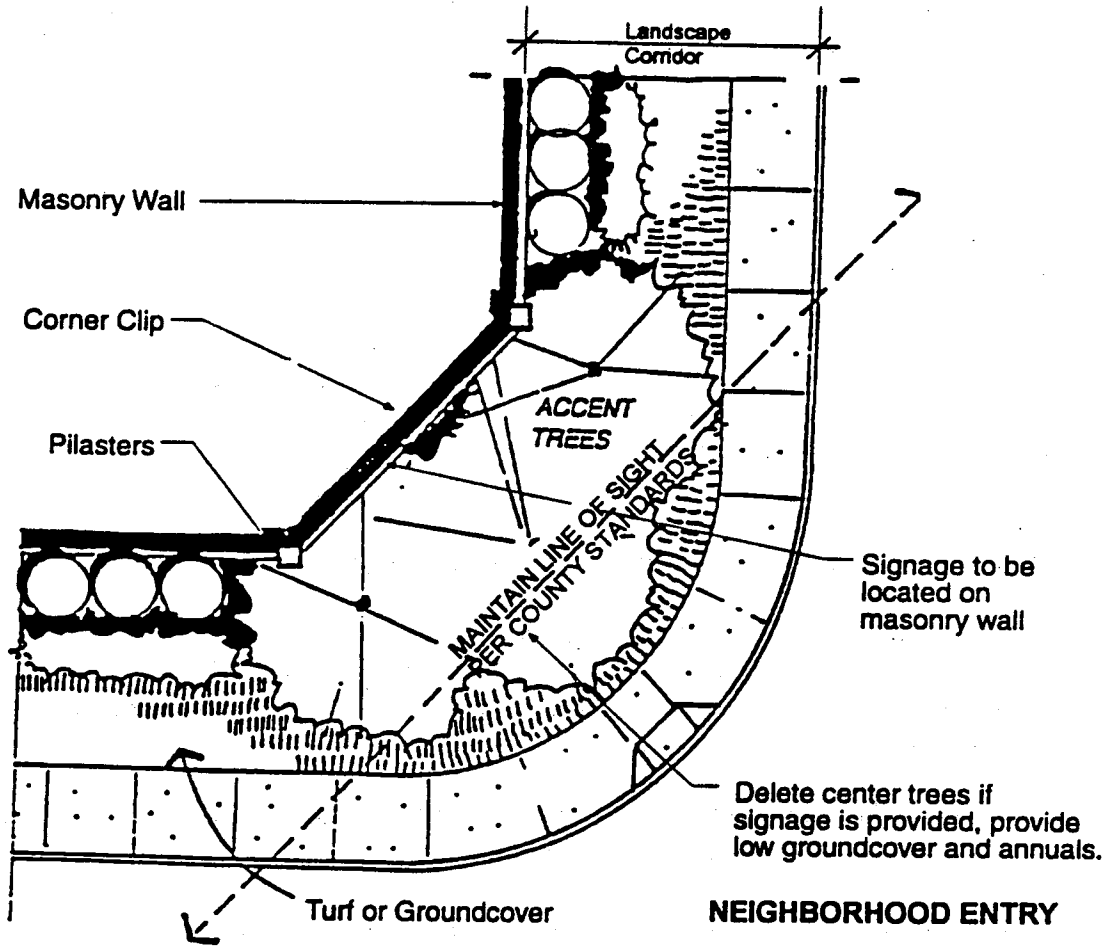


Figure 3-25 Neighborhood Entries



3.11.4 Landscape Guidelines

The following landscape guidelines are intended to promote consistent streetscape landscaping on all Thoroughfare, Arterial, and Collector streets and the railroad corridor within the Plan area. Detailed design, including plant selection, density, and spacing, will be determined in conjunction with the tentative subdivision map subdivision improvement plan process. All plant materials shall be consistent with the County Water Conservation Ordinance and approved by the Elk Grove CSD.

Plant Materials - Landscape Corridor

The following guidelines apply to planting within the landscape corridors.

1. Plants (including trees, shrubs, and groundcover) and hard materials (such as brick, poured concrete, concrete pavers, and rock) should be selected from the list included in the Appendix and shall be acceptable to the EGCSO. The maximum plant height should not exceed 3 feet. Deciduous trees shall be trimmed a minimum of 6 feet from the ground to enhance visibility and reduce hiding places.
2. All trees should be a minimum container size of 5 gallons.
3. A primary objective of the streetscape plantings should be to obscure the visibility of any solid wall or fence. Plant materials should provide screening of at least 60 percent of any 50-foot segment of the wall/fence when viewed from the nearest point on the street within a period of five years.
4. All portions of the public right-of-way not devoted to street or pedestrian path paving should be landscaped with materials listed in the Appendix.
5. Prominent entry landscape treatments should be employed at community entry points in order to foster a sense of community identity. (See Section 3.7.9.4 relative to community entries.)
6. Plants with similar water needs should be grouped to reduce over-irrigation of low water-using plants.
7. Mulch should be used extensively in all landscaped areas to improve water-holding capacity and reduce runoff.
8. Efficient irrigation systems, such as drip irrigation, soil moisture sensors, and automatic irrigation systems, should be installed that minimize runoff and evaporation and maximize the water that will reach plant roots. All irrigation systems shall be designed and installed to the satisfaction of the Elk Grove CSD.

Plant Materials - Medians and Entry Islands

1. Plants, including trees, shrubs, and groundcover, should be selected from the list contained in the Appendix. Native, drought tolerant plants and trees should be used to the maximum extent possible.
2. Maximum shrub height at maturity should not exceed 30 inches. Trees shall be trimmed such that all branches are a minimum height of 10 feet from the ground.
3. Where turning bays make the median too narrow for trees, shrubs and/or a flowering groundcover should be planted, or cobbles, pavers, or textured concrete should be installed.

Plant Materials - Railroad Corridor

1. Tree and vine species should be selected from the list contained in the Appendix.
2. Vines should be planted to achieve 60 percent coverage of any 25-foot section of the adjacent masonry wall within a period of five years.
3. All trees should be a minimum container size of 5 gallons. Trees should be planted in groupings of 3 to 5 trees at intervals of no greater than 50 feet.

3.11.5 Lighting

The following guidelines, which address nighttime streetscape illumination on all public and private streets, are intended to ensure that nighttime illumination enhances safety and convenience in an aesthetically pleasing, unobtrusive manner. Lighting installed on private property is not addressed by these guidelines.

1. Street lights should shall be provided on all streets within the Plan area in accordance with placement standards and illumination criteria established by the County of Sacramento Improvement Standards.
2. In all instances, lighting should be the minimum intensity necessary to achieve its intended purpose.
3. Downward oriented, cut-off type fixtures and shielding should be used in order to prevent light spillage and glare impacts beyond the target of illumination and the public right-of-way.
4. Mercury vapor lighting fixtures should not be used.

3.11.6 Sidewalks and Pathways

1. Sidewalks should be installed in the locations and at the widths shown in Section 3.4.1 of the Specific Plan.

2. All paths and sidewalks should be located to minimize visual intrusion upon private property.
3. Sidewalks should be Portland Cement concrete, and Class I pathways should be constructed of asphalt concrete.

3.11.7 Street Furniture

1. All structures should emphasize natural materials that are consistent with those used in nearby walls and fences. Where metal or plastic is used, such materials should be painted with earth-tone colors.
2. The design and location of bus shelters and benches throughout the Plan area should adhere to a consistent architectural design theme, in accordance with Elk Grove CSD and Regional Transit standards.

Figure 3-26 Bus Shelter Design and Placement

