

## 7 CIRCULATION PLAN

### 7.1 OVERVIEW

The West Roseville Specific Plan circulation system includes a hierarchy of roadways, a pedestrian and bikeway network, and public transit. Emphasis is placed on ensuring connectivity between uses and on creating a safe and efficient circulation system that complies with City policies and allows for transportation options. The circulation system has been designed to link with existing City and regional systems, with effort made to ensure that the WRSP does not preclude a feasible alignment for the proposed Placer Parkway. In addition, specific provisions and standards have been included to reflect the unique nature of the Village Center (see Section 10).

### 7.2 ROADWAYS

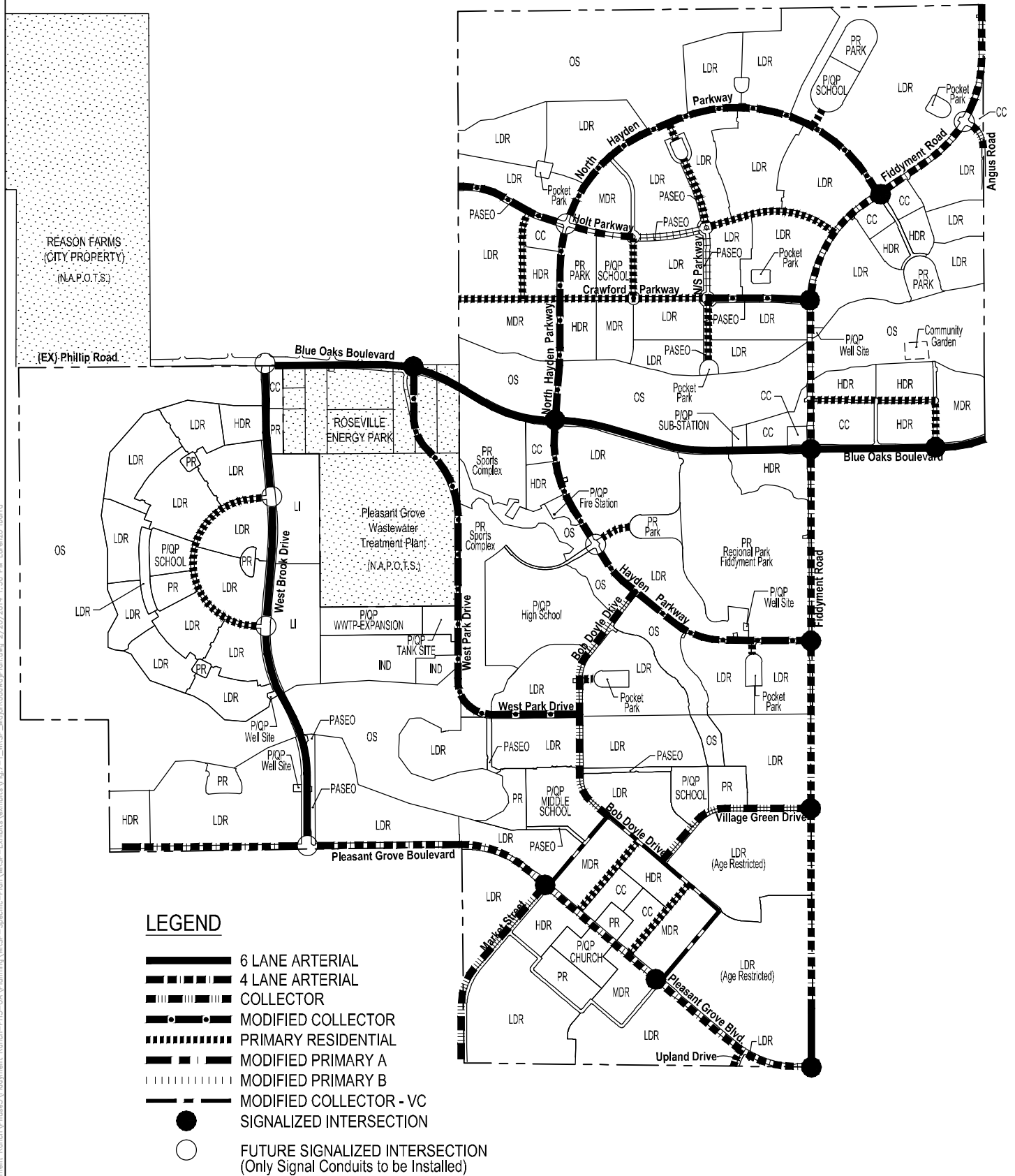
The WRSP roadway system includes arterial, collector and local roadways. The WRSP Major Roadway Plan is reflected on Figure 7-1 with lane capacity, right-of-way and landscape requirements summarized on Table 7-1. Landscaping standards, enhanced bridge designs and other design details are included within the WRSP Design Guidelines (Section 12). The construction of arterial and collector roadways will be phased as described in the Specific Plan development agreements. All roads will be constructed to City of Roseville standards.

#### □ ARTERIAL ROADWAYS

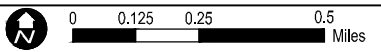
Arterial streets are primary circulation routes that provide linkages between sections of the City and to the regional circulation system. These roadways generally carry large volumes of traffic within and through the City. On street parking on arterials is prohibited, with access to adjacent land uses limited to minimize cross traffic turning movements and landscape median breaks, and to improve traffic safety and flow. In the WRSP, arterials range from 4 to 6-lanes with landscape medians, Class II bike lanes, and adjacent landscape corridors incorporating 8-foot wide detached sidewalks.



*Typical Arterial Street*



J:\1000-A\1027-Fiddymnt - Ranch\Phase3\Fiddymnt - Ranch-PI3-OA Planning\WRSP-Specific-Exhibits\Fig.7-1\_WRSP\_MajorRoadwayPlan.dwg 2/20/2014 1:50 PM Lorenzo Ibarra



**Table 7-1: Roadway Summary**

Type	Roadway		Landscape Corridor		Landscape Median	Figure
	Reserved Lane Capacity	Right-of-Way	Adjacent to LDR & MDR <sup>2</sup>	Adjacent to Other Uses <sup>1</sup>		
<b>ARTERIAL ROADWAYS<sup>3</sup></b>						
Blue Oaks Boulevard	6	100'	50'	50' <sup>4</sup>	14'	7-2
West Side Drive	6	100'	35' <sup>8</sup>	50' <sup>7</sup>	14'	7-4
Pleasant Grove Boulevard <sup>5</sup>	4	76'	25'	35'	14'	7-5
Fiddymment Road	4 <sup>9</sup>	76' <sup>9</sup>	35'	35'	14'	7-5, 7-6
<b>COLLECTOR ROADWAYS<sup>3</sup></b>						
Typical Collector (Without Median)	2	48'	25'	25'	-	7-7
Hayden Parkway (With Median)	2	50'	25'	25'	12'	7-8
Phillip Road	2	40', 42' and 48'	25'	25' <sup>6</sup>	-	7-9
<b>LOCAL ROADWAYS</b>						
Primary Residential (Detached Sidewalk)	2	56'	-	-	-	7-11
Primary Residential (Attached Sidewalk)	2	46'	-	-	-	7-11
Minor Residential (Detached Sidewalk)	2	52'	-	-	-	7-12
Minor Residential (Attached Sidewalk)	2	42'	-	-	-	7-12
<b>VILLAGE CENTER ROADWAYS</b>	See Village Center Plan, Section 10					

1. Landscape corridors will not be constructed adjacent to parks. Sidewalks with modified transitional landscaping will be constructed along open space areas (see Section 12, Design Guidelines).
2. Landscape corridors adjacent to LDR and MDR along arterial and collector roadways will be incorporated within the street right of way.
3. Ancillary lanes and tapers may not come out of the landscape setback. Bus turnouts may come out of the landscape setback, but in no case shall the landscape setback be less than 20 feet (after the bus shelter has been taken out) except for Hayden Parkway. Here the landscape setback may be reduced to 10 feet behind the bus shelter only, provided there is direct access to the bus shelter from Parcel F-34, the bus shelter is adjacent to on-site landscaping, and either a walkway or plaza design element is included.
4. A landscape corridor 50 feet in width will be provided on the north side of Blue Oaks Blvd. and is designed to accommodate a powerline easement (see Figure 7-2).
5. Pleasant Grove Boulevard street sections and landscaping vary within the Village Center. See Village Center Plan, Section 10.
6. 20' adjacent to PGWWTP (See Design Guidelines).
7. Landscaped paseo is located adjacent to a 35' powerline easement along Parcel W-63 (see Figure 7-4).
8. LDR and MDR parcels directly abutting West Side Drive (within large lot parcels W-13, W-16, W-17, W-18 and W-19) shall include a 15-foot wide supplemental setback in addition to the required setback.
9. A section of Fiddymment Road just north of its intersection with Pleasant Grove Boulevard expands to 6-lanes with 120-feet of right of way (see Figure 7-6).

**Note: See Design Guideline (Section 12), for landscape requirements, entry treatments, requirements for single loaded streets, relationship to paseos, enhanced bridge design, street lighting, exceptions and other details.**

- **Blue Oaks Boulevard** (Figure 7-2) is planned for 6-lanes (100-foot right-of-way) extending west through the WRSP terminating at West Side Drive. A 60kV overhead power line is planned within a 35- to 50-foot wide easement coterminous with the landscape corridor on the north side of Blue Oaks Boulevard. The landscape treatment within this easement differs dependent upon whether the adjacent use is open space or another use (see Design Guidelines, Section 12). Early phases of the WRSP will construct 4-lanes of Blue Oaks Boulevard with a 38-foot wide median that may accommodate expansion to 6-lanes in the future. A striping and turning movement plan for the Fiddymment Road/Blue Oaks Boulevard intersection area is included on Figure 7-3, with a median opening plan for all WRSP roadways with landscaped medians included on Figure 7-10. The intent of the turning movement and median opening plans are to identify opportunities to consolidate left turn movements to facilitate traffic flow and minimize interruption to the median.
- **West Side Drive** (Figure 7-4) is planned as 6-lanes (100-foot right-of-way) extending between Blue Oaks and Pleasant Grove Boulevards. The landscape treatment for West Side Drive differs when adjacent to a Paseo versus other uses (see Design Guidelines, Section 12). Early phases of the WRSP will construct 4-lanes of West Side Drive with a wide median that may accommodate expansion to 6-lanes in the future.
- **Pleasant Grove Boulevard** (Figure 7-5) is planned for 4-lanes (76-foot right-of-way) with a landscaped median extending from Fiddymment Road to West Side Drive. Pleasant Grove Boulevard will continue west beyond West Side Drive as a 2-lane collector to serve adjacent residential neighborhoods.
- **Fiddymment Road** (Figure 7-5 and 7-6) is planned to be expanded to 4-lanes (76-foot right-of-way) with a landscaped median and will be realigned to improve flow and safety north of the Blue Oaks Boulevard intersection. Portions of the old Fiddymment Road will be utilized as local roadways. Other portions, including the bridge over Pleasant Grove Creek, will be utilized as bike and pedestrian trails. A section of Fiddymment Road just north of its intersection with Pleasant Grove Boulevard expands to 6-lanes with 120-feet of right of way (see Figures 7-1 and 7-6)

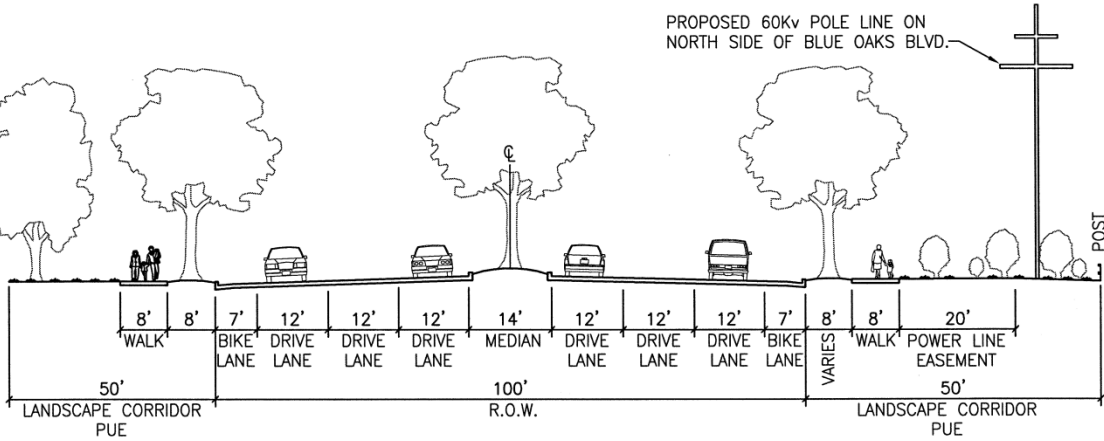
The Placer County General Plan includes a general alignment for a northern extension of Watt Avenue near the western edge of the WRSP. Given that the WRSP represents the western limit of development in the City of Roseville, and that an extension of Watt Avenue is not needed to serve the Plan Area, this roadway has not been included in the WRSP. West Side Drive could be utilized as the alignment of Watt Avenue if necessary in the future.

Details relating to the construction and phasing of WRSP arterial roadways is included in the project development agreements.

Figure 7-2

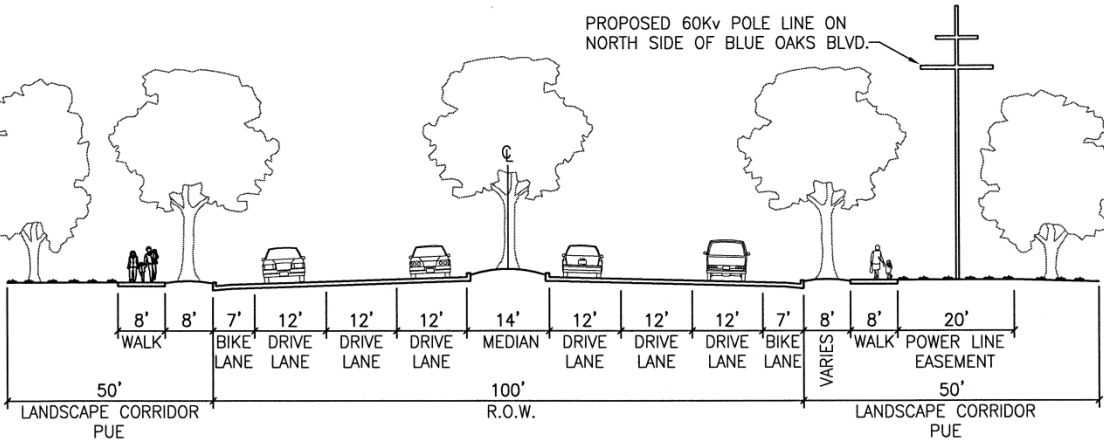
# Blue Oaks Boulevard

ADJACENT TO OPEN SPACE



100' R.O.W.

ADJACENT TO OTHER LAND USE

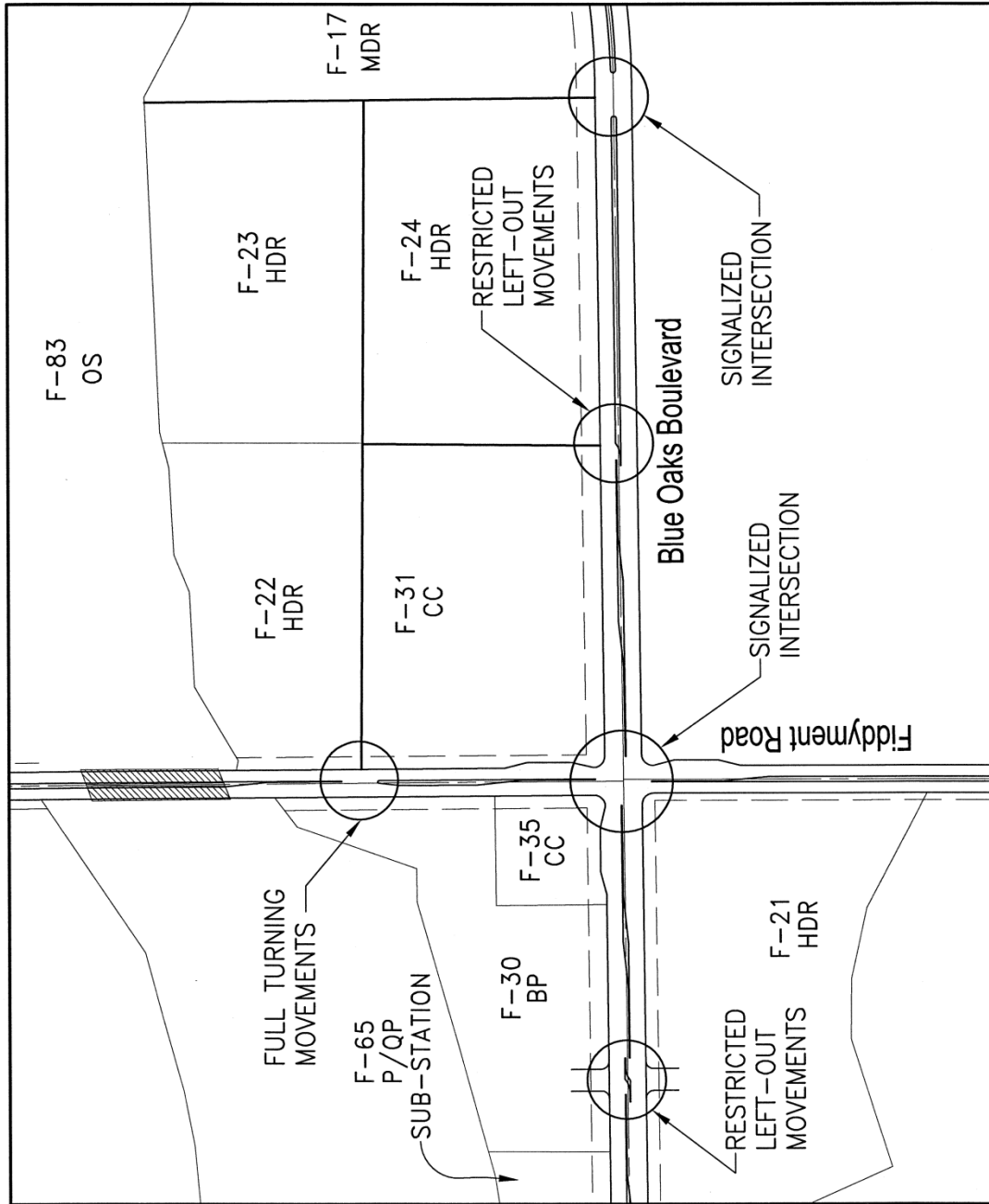


100' R.O.W.

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Figure 7-3

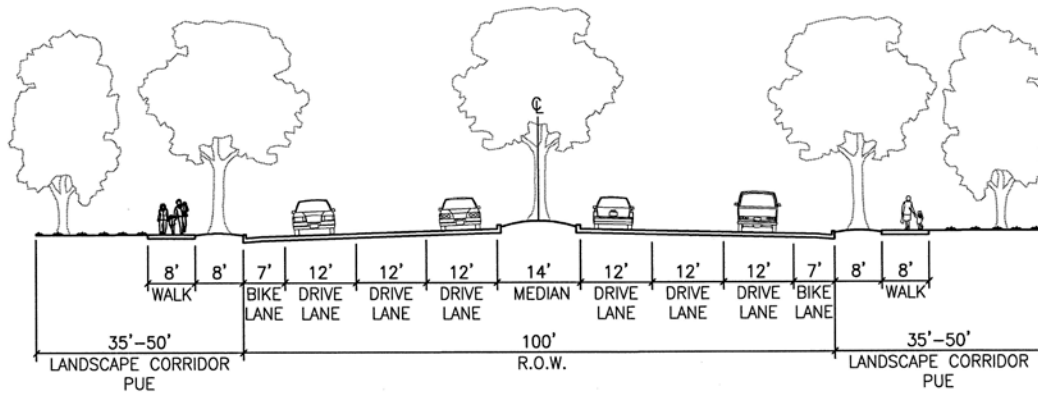
### Fiddymment Road/Blue Oaks Boulevard Intersection Turning Movements



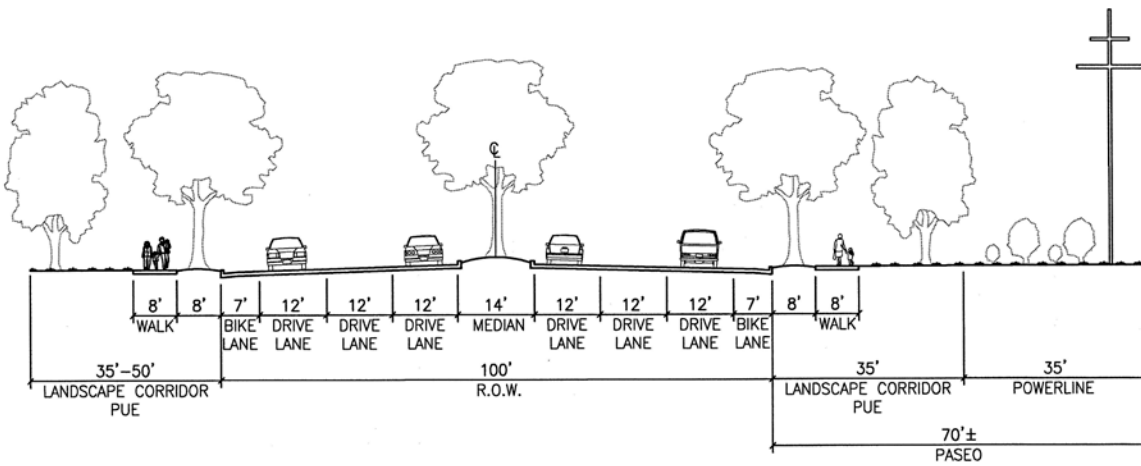
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Figure 7-4

West Side Drive



100' R.O.W.  
Typical Section

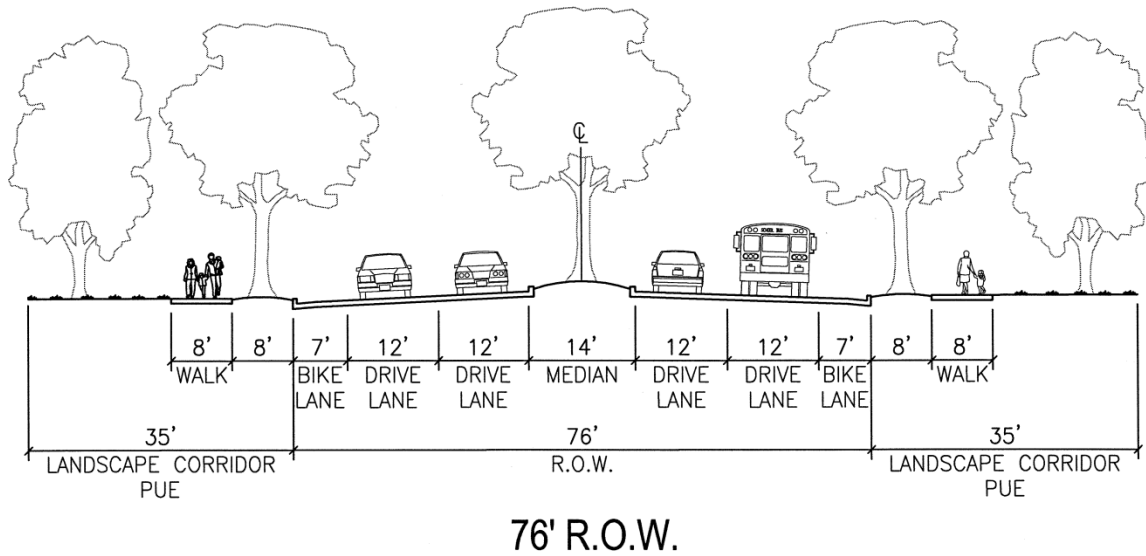


100' R.O.W.  
Section at Paseo Near Powerline Easement

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Figure 7-5

Pleasant Grove Boulevard and Fiddymment Road  
Four Lane Arterial



**NOTE:**

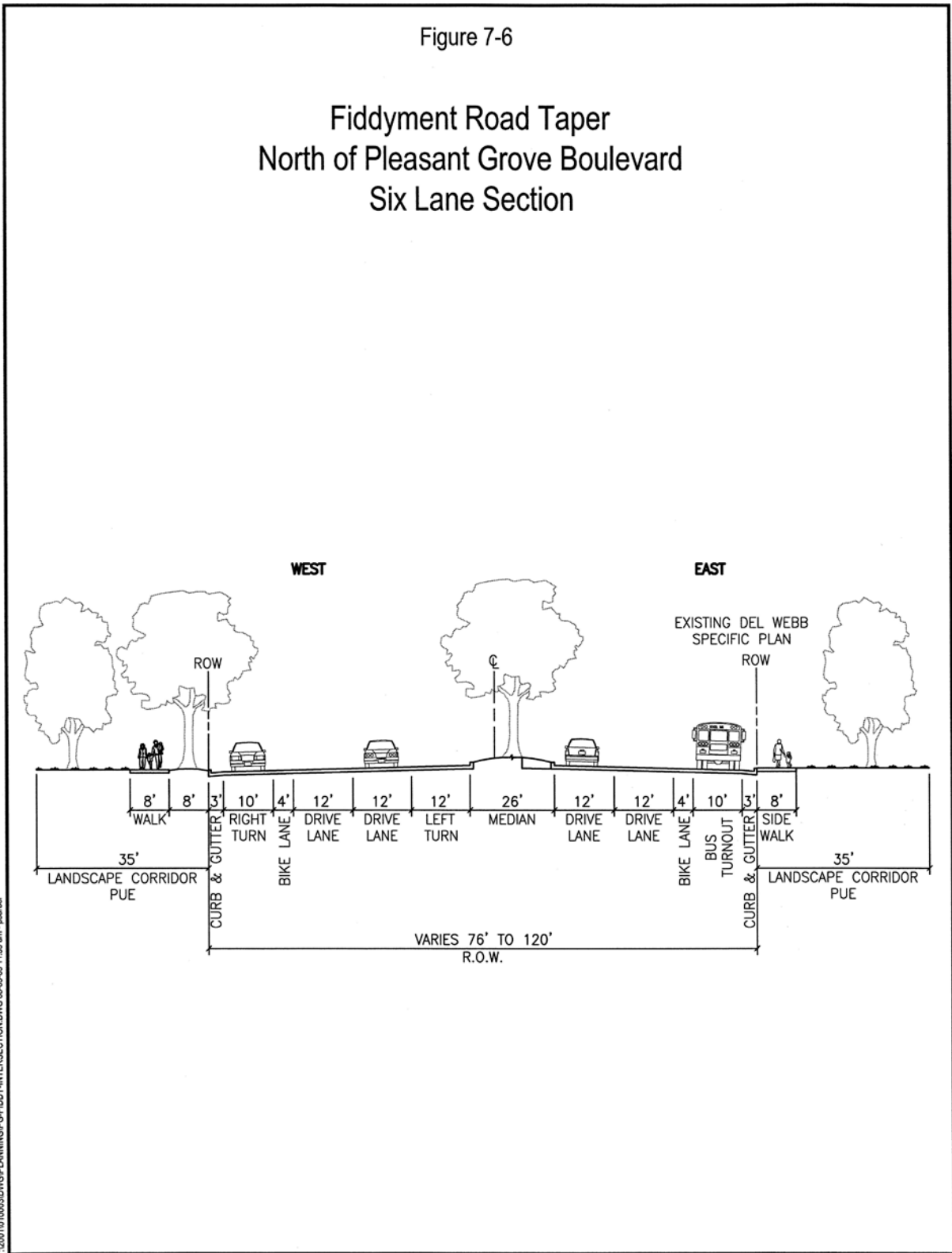
The north side of Pleasant Grove Boulevard is identified as an alternative alignment for a 60kV electric line. The 60kV electric line would be located in the landscape corridor on the north side of the roadway.

The west side of Fiddymment Road is identified as an alternative alignment for a 60kV electric line. The 60kV electric line would be located in the landscape corridor on the west side of the roadway.

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Figure 7-6

Fiddymment Road Taper  
 North of Pleasant Grove Boulevard  
 Six Lane Section



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## □ COLLECTOR ROADWAYS

Collector streets are secondary circulation routes that generally distribute trips from the arterial street system to the local street system. On street parking on WRSP collectors may be restricted dependent upon adjacent uses, projected traffic volumes, presence of bike lanes, or to minimize breaks in landscape medians where present. Collector streets contain 2-lanes, Class II bike lanes, and in some cases adjacent landscape corridors incorporating detached sidewalks. Right-of-way for a typical collector is 48-feet (see Figure 7-7). Within the WRSP, there are three unique collector configurations:

- **Holt Parkway** (West of Hayden Parkway) and **Crawford Parkway** (West of Fiddymment Road) (Figure 7-7) provide 48-feet of right-of-way curb-to-curb with a 14-foot raised median, 11-foot travel lanes, 3-foot bike lanes, and a 3-foot curb and gutter on either side. A 45-foot landscaped Paseo is provided on the south side of the street with a 10-foot separated walk and a 30-foot landscape corridor is provided on the north with an 8-foot walk. Roadway widening for turn lanes at intersections will be subject to approval by City Engineering.
- **Hayden Parkway** (Figure 7-8) provides 50-feet of right-of-way to accommodate a 12-foot wide landscape median with restricted median breaks (see Figure 7-10). A detailed median opening plan for Hayden Parkway adjacent to the fire station site is included as Figure 8-1, Public Services Plan (Section 8); and
- **Phillip Road** is a typical collector street with a 20- to 25-foot wide landscape corridor on the west and south side of the street with landscape screening and barrier requirements adjacent to the PGWWTP (see Design Guidelines, Section 12). There are three variations to the landscape treatments and road section for Phillip Road as reflected on Figure 7-9.

As previously noted, a median opening plan for all WRSP roadways with landscaped medians is included on Figure 7-10. The intent of this figure is to show in advance all left turn movements approved within the project. The goal is to minimize interruption to the landscape median in an effort to maximize landscaping and to facilitate efficient traffic flow. Additional detail is included in Section 12.2.1.7 of the Design Guidelines.

## □ LOCAL ROADWAYS

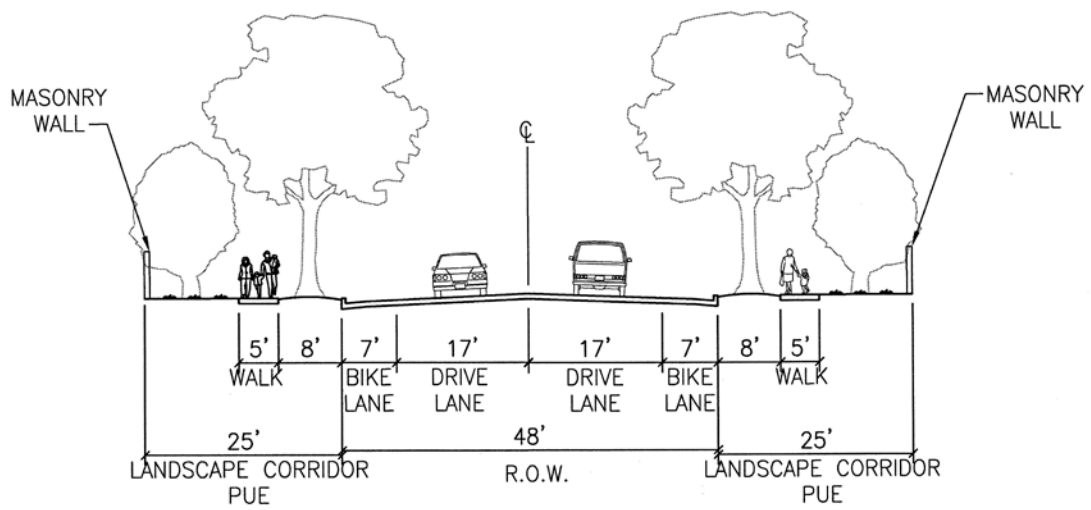
Local streets provide direct access to abutting land uses and connections to collector streets. Local streets are 2-lanes, include on-street parking and adjacent 4-foot wide sidewalks. Provisions are included for both detached and attached sidewalks. The WRSP encourages the use of detached sidewalks and includes modified residential development standards to promote their use (see Land Use Plan, Section 4). In addition, the WRSP requires the use of single loaded roadways adjacent to paseo and

open space areas, and the inclusion of entry elements at intersections with collector or arterial roadways. See Design Guidelines, for additional details.

- Modified Primary A and B (Figure 7-11A) provide a 70-foot and 52-foot right-of-way respectively to allow for on-street Class II bike lanes. Modified Primary A will have curbside parking on both sides. Modified B will not have curbside parking on the paseo side of the street.
  
- **Primary Residential Streets** (Figure 7-11b) are used to accommodate higher traffic volumes and where Class III bike routes are desired. Primary Residential Streets include two travel lanes with 46 to 56-feet of right-of-way. Where adjacent to a paseo, curbside parking may be eliminated.

Figure 7-7

### Typical Collector Street

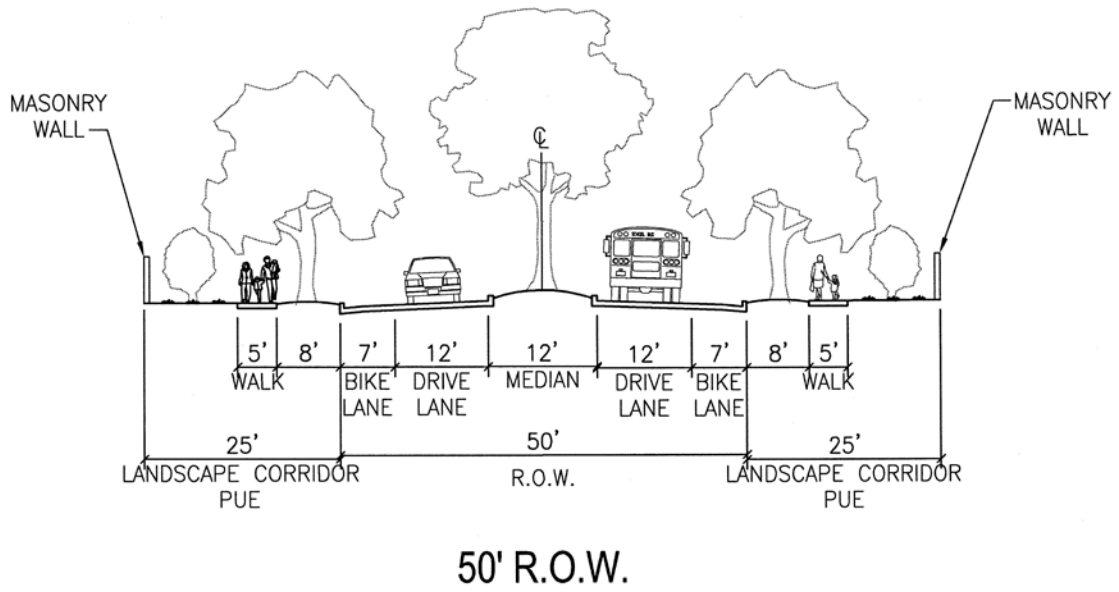


48' R.O.W.

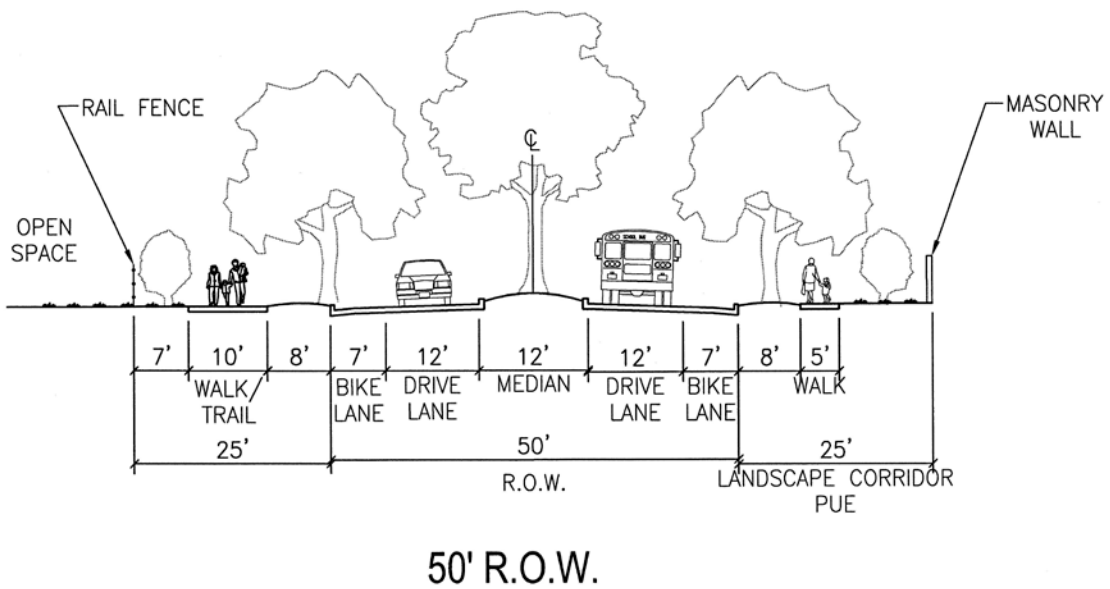
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Figure 7-8

Hayden Parkway Adjacent to Land Use



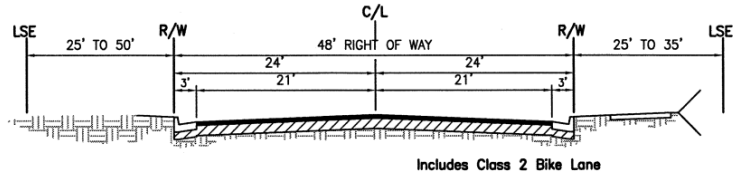
Hayden Parkway Adjacent to Open Space



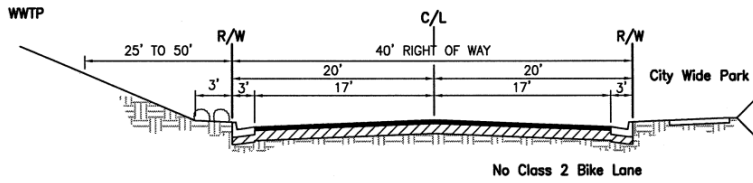
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Figure 7-9

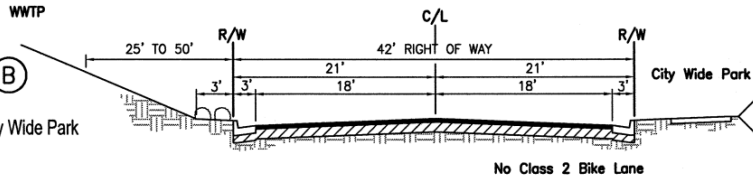
Phillip Road



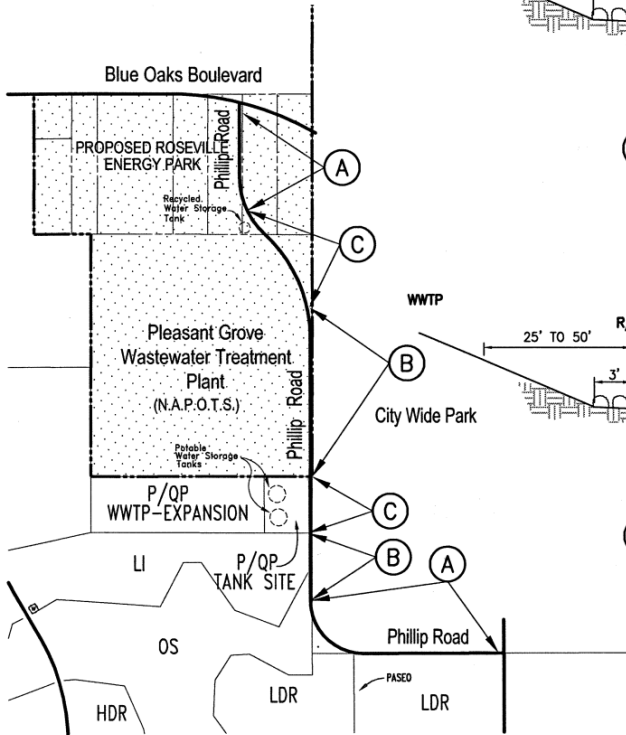
**(A) TYPICAL COLLECTOR STREET  
48' RIGHT OF WAY**  
NORTH OF WWTP &  
ADJACENT TO RESIDENTIAL NTS



**(B) COLLECTOR STREET  
40' RIGHT OF WAY**  
ADJACENT TO WWTP NTS



**(C) COLLECTOR STREET  
42' RIGHT OF WAY**  
NE CORNER OF WWTP &  
INTX OF EXIST. PHILLIP ROAD NTS



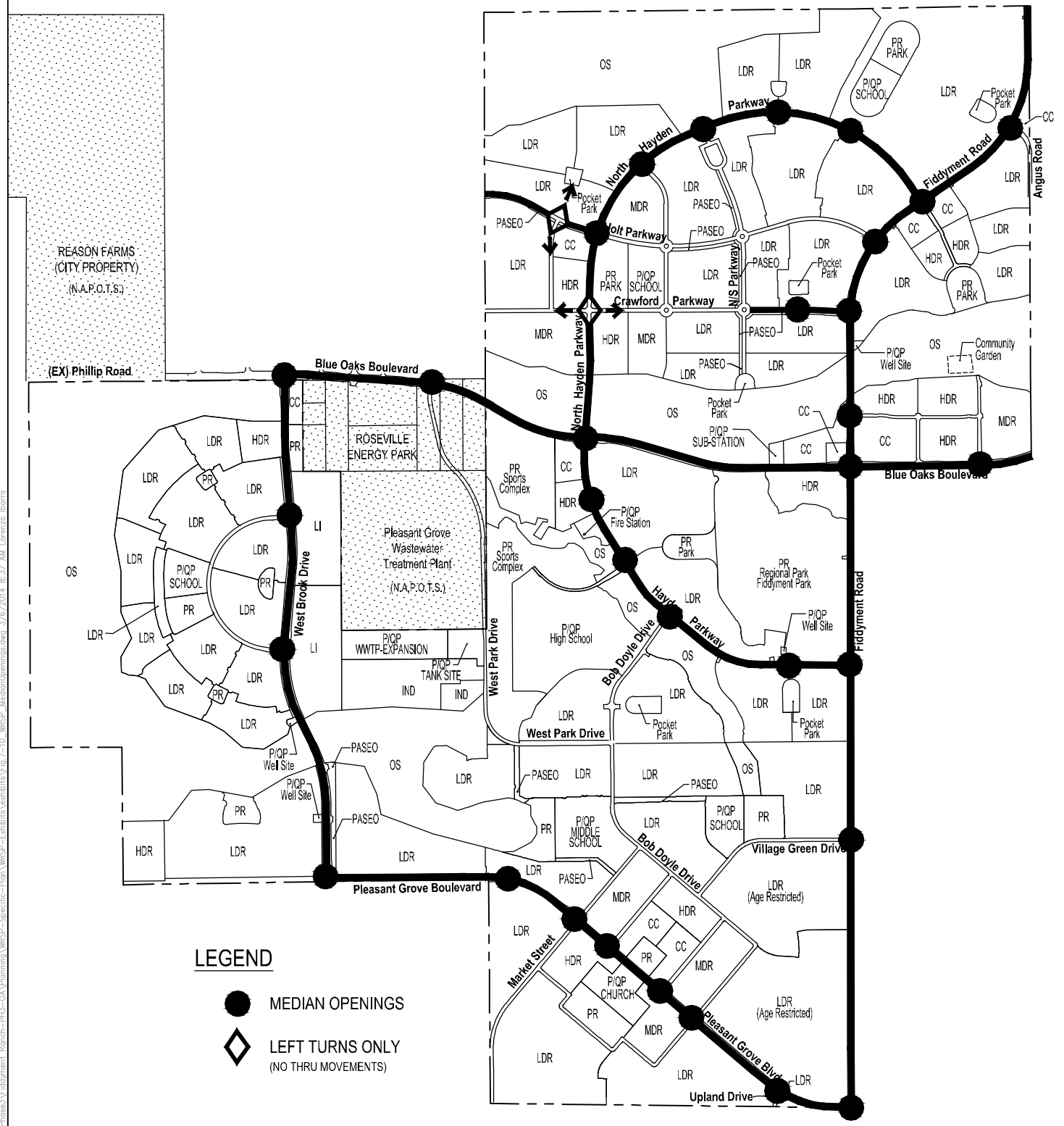
**NOTE:**

25' LSE ADJACENT TO RESIDENTIAL, 35' LSE ADJACENT TO NON RESIDENTIAL, 20' LSE REQUIRED ADJACENT TO PLEASANT GROVE WASTEWATER TREATMENT PLANT AND CITY PARK. (SEE FOOTNOTE #6 ON TABLE 7-1)

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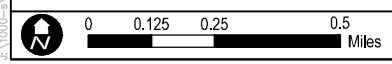
# MEDIAN OPENINGS

Figure 7-10

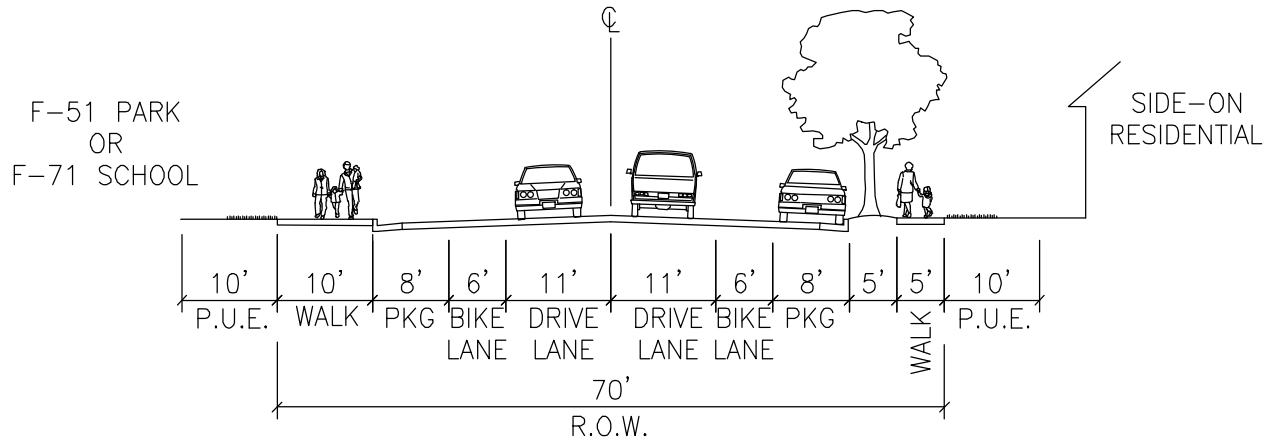


- LEGEND**
- MEDIAN OPENINGS
  - ◇ LEFT TURNS ONLY (NO THRU MOVEMENTS)

Note: Underlying parcel basemap used in this figure is not regularly updated. Refer to Figure 4-1 for the most up to date parcel basemap.

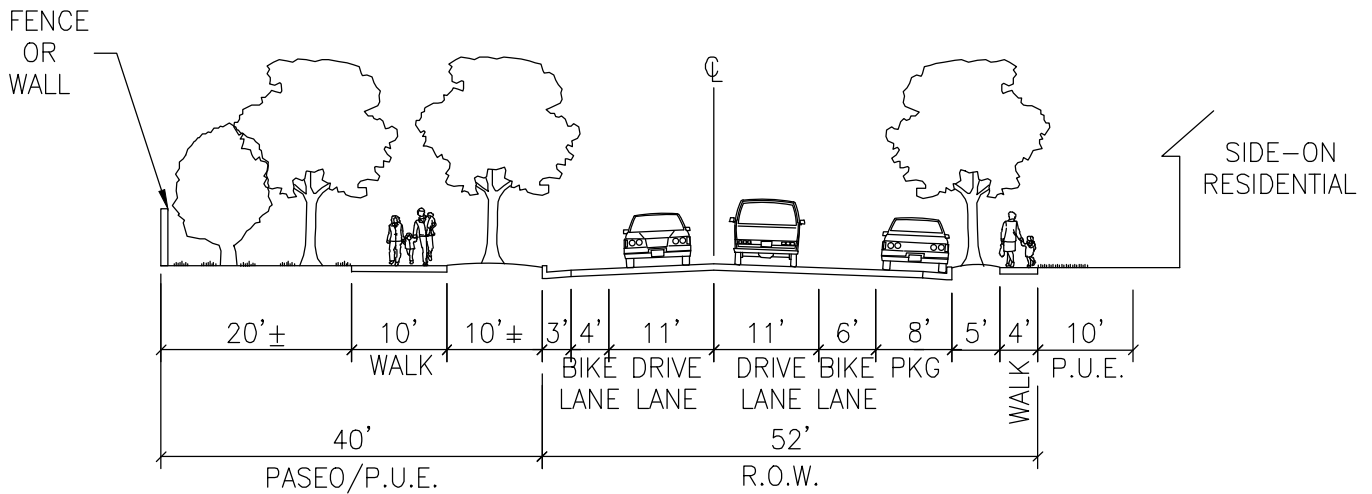


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70' R.O.W.

Modified Primary A Adjacent to F-51 Park and F-71 School



52' R.O.W.

Modified Primary B with Paseo/No Parking One Side & Bike Lanes (F-11A, F-9B)

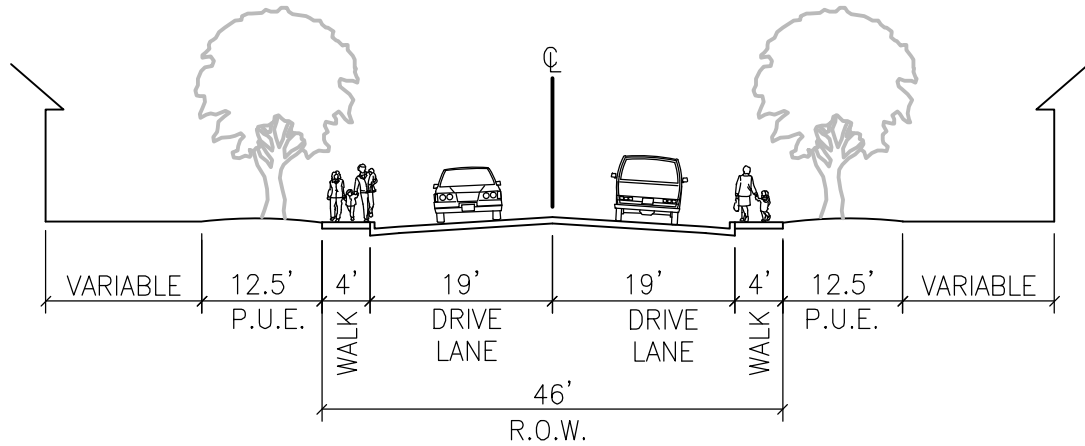
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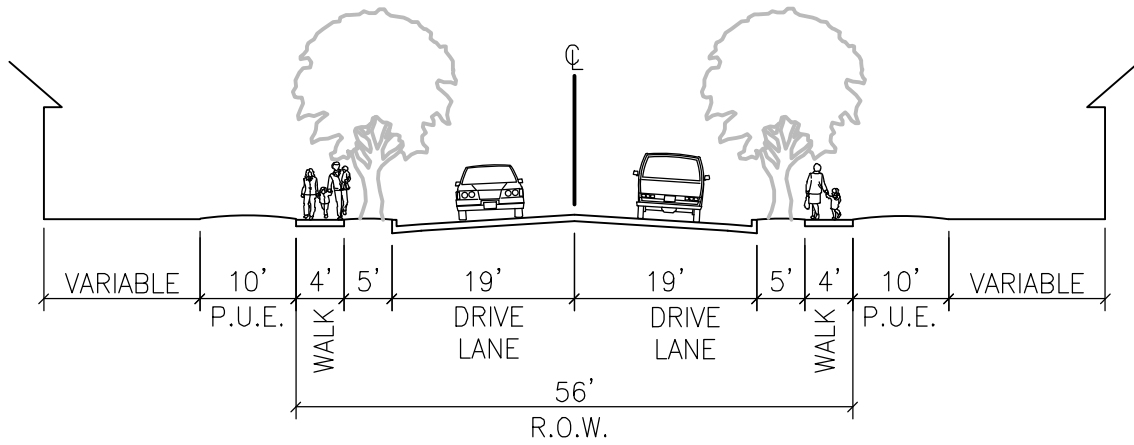
NOT TO SCALE

# PRIMARY RESIDENTIAL STREETS

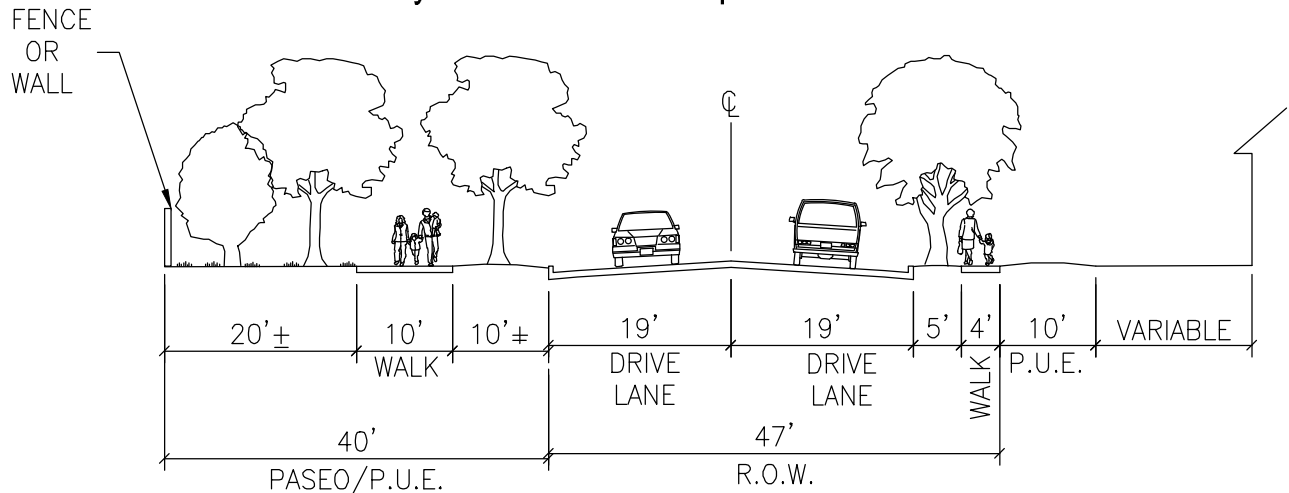
Figure 7-11B



**46' R.O.W.**  
Primary Residential with Attached Sidewalk



**56' R.O.W.**  
Primary Residential with Separated Sidewalk



**47' R.O.W.**  
Primary Residential with Separated Sidewalk & Paseo  
(F-12, F9C & F9D)

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NOT TO SCALE

Last Updated: March 2014

*At the time of Specific Plan approval, the Placer County Transportation Planning Agency (PCTPA) had initiated a contract for environmental analysis of Placer Parkway. No alignment had been adopted, with Placer Parkway being studied for programming purposes along multiple alignments within 1000-foot-wide bands. Potential alignments within the WRSP include an alignment through the northern corner of the WRSP, and another conceptual alignment paralleling Baseline Road through the middle of the WRSP (see Figure 7-13). The alignments are conceptual and a final adopted alignment is subject to subsequent engineering and environmental studies.*

It is the intent of the WRSP to not preclude an alignment for Placer Parkway. A substantial amount of non-urban land exists north of the WRSP that could accommodate feasible alignments. The northern corner of the WRSP has been designated as open space and could be used as a buffer adjacent to such alignment(s). Subsequent studies to determine an adopted alignment for Placer Parkway will need to consider WRSP land uses.

## **7.3 PEDESTRIAN AND BIKEWAY NETWORK**

The pedestrian and bikeway network is an important component in ensuring connectivity and promoting non-vehicular travel in the WRSP. The network has been designed to allow movement throughout the Plan Area and provide linkages to the City's existing and planned network. The WRSP system includes sidewalks, on-street Class II and Class III bike lanes, and off-street Class I and Class IA bike paths. The Class I and Class IA system is reflected on Figure 7-14. As previously noted, the Village Center has been designated a Pedestrian District and includes enhanced pedestrian improvements (See Village Center Plan, Section 10).

### **☐ SIDEWALKS**

Sidewalks are required along all WRSP roadways. These include 4-foot wide attached or detached sidewalks along local streets, 5-foot wide detached sidewalks within landscape corridors along collector streets, and 8-foot wide detached sidewalks within landscape corridors along arterial streets. All 8-foot wide sidewalks along arterial streets are also considered Class IA bike paths.

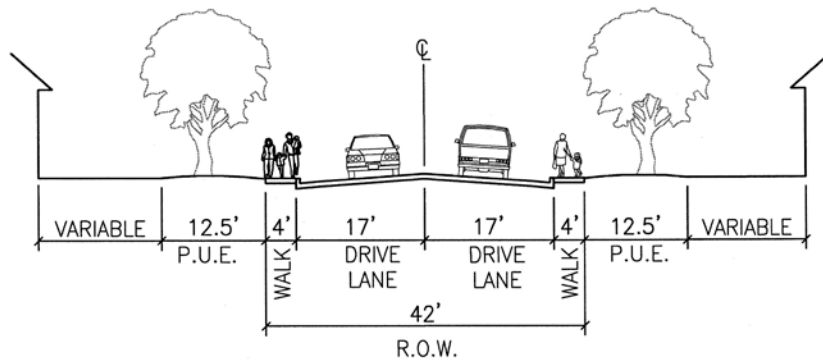
### **☐ CLASS II BIKE LANES AND CLASS III BIKE ROUTES**

Approximately 28 miles of Class II bike lanes will be provided along all arterial and collector roadways within the WRSP. Class II bike lanes are designated on-street bike routes, 7-foot wide (consisting of four feet of pavement and three feet of curb and gutter) delineated with signage and painted stripes. Bicycle traffic is allowed along all local streets, with some potentially designated in accordance with Class III standards (signed/no striping).

Figure 7-12

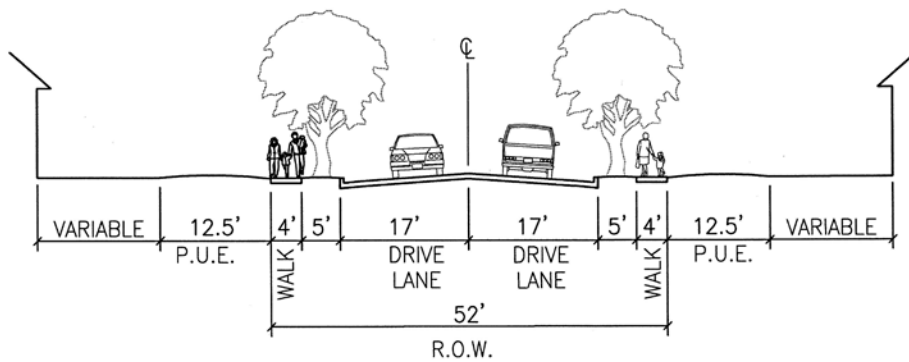
### Minor Residential Streets

#### Residential Attached Sidewalk



42' R.O.W.

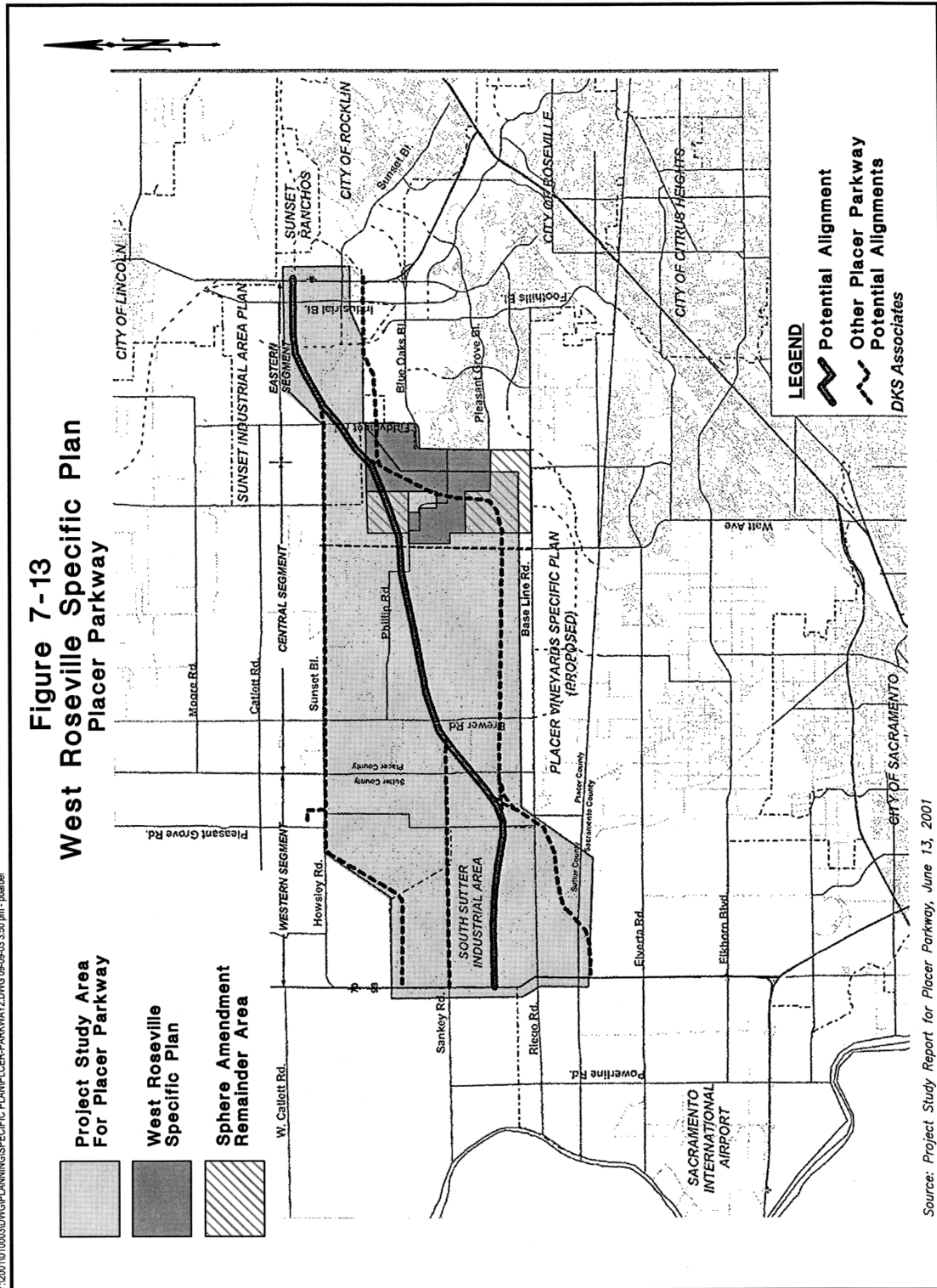
#### Residential Separated Sidewalk



52' R.O.W.

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**Figure 7-13  
West Roseville Specific Plan  
Placer Parkway**



**□ CLASS I BIKE PATHS**

When complete, the WRSP will provide approximately 12 miles of Class I, paved off-street bike paths along Plan Area open space, park and paseo areas. The WRSP Class I system provides connectivity within the Plan Area for both cyclists and pedestrians. In addition, the paths accommodate emergency and maintenance vehicle access to open space areas.

The Class I path along Pleasant Grove Creek provides for connection east to the existing Class I path in Veteran’s Park within the North Roseville Specific Plan. To the west, this path may also provide the opportunity to link to the proposed multi-use stormwater retention facility/open space area downstream of the Plan Area. In addition, the Class I trail system will connect to Class II bike lanes at various points along major WRSP roadways. Connections are included along Blue Oaks Boulevard, Pleasant Grove Boulevard, Village Green Drive, Fiddymment Road, Hayden Parkway, and an off-site connector to Veteran’s Park east of the Plan Area.

The Class I system has been designed to minimize barriers and reduce potential travel disruptions. Bike path bridges have been included over Kaseberg Creek in Fiddymment Park, as well as over a tributary adjacent to Pleasant Grove Creek. The path will pass under Hayden Parkway and Fiddymment Road where these roads cross Pleasant Grove Creek. The path will pass under Blue Oaks Boulevard at two locations near the Phillip Road intersection with Blue Oaks Blvd., and in the vicinity of Fiddymment Park. At grade crossings of streets will occur where the Class I path intersects at or near signalized intersections (see Figure 7-14 for bridge crossings).

The WRSP promotes frequent connections between the Class I system and adjacent uses. Where a single loaded street abuts open space, park or paseo, the Class I path (separated from street) may replace the standard sidewalk on the open space side of the street. Where a cul-de-sac or loop street, multi-family

or non-residential project abuts the Class I path, a paved link shall be provided to the path to the extent feasible. The Class I system within an open space area may meander to minimize environmental impacts and create visual interest, but in no instance shall the path be closer than 15-feet from the property line of a single-family residential parcel. In accordance with City standards, all Class I paths require 10-feet of pavement with a 2-foot decomposed granite/gravel shoulder on each side (see Design Guidelines, Section 12, for additional detail).



*Bike Path*



Barriers (bollards, rail fence, post and cable, posts, etc.) shall be provided along bike paths within open space preserve areas regulated by a Section 404 permit issued under the federal Clean Water Act. Such barriers shall comply with the 404 permit regarding use of the preserve area, and with City design, maintenance and public safety requirements.

## **7.4 PUBLIC TRANSIT**

Roseville Transit provides fixed route and Dial-A-Ride services within the City, as well as fixed route commuter services between Roseville and downtown Sacramento. The fixed route local and commuter systems operate on regularly scheduled routes, with the Dial-A-Ride system providing demand responsive curb-to-curb service. Roseville Transit users can connect to both Placer County Transit (PCT) and to Sacramento Regional Transit (RT) at designated transfer points. The transfer points are at the Galleria Mall and Orlando Avenue at Lois Street.

To facilitate the expansion and use of transit, the highest intensity land uses in the WRSP have been located within close proximity to major transportation corridors and potential transit stops. These uses include high density residential, employment, regional park and the Village Center.

Bus turnouts and shelters shall be located and constructed in accordance with City Improvements Standards and as otherwise required by the Public Works Director for specific projects.

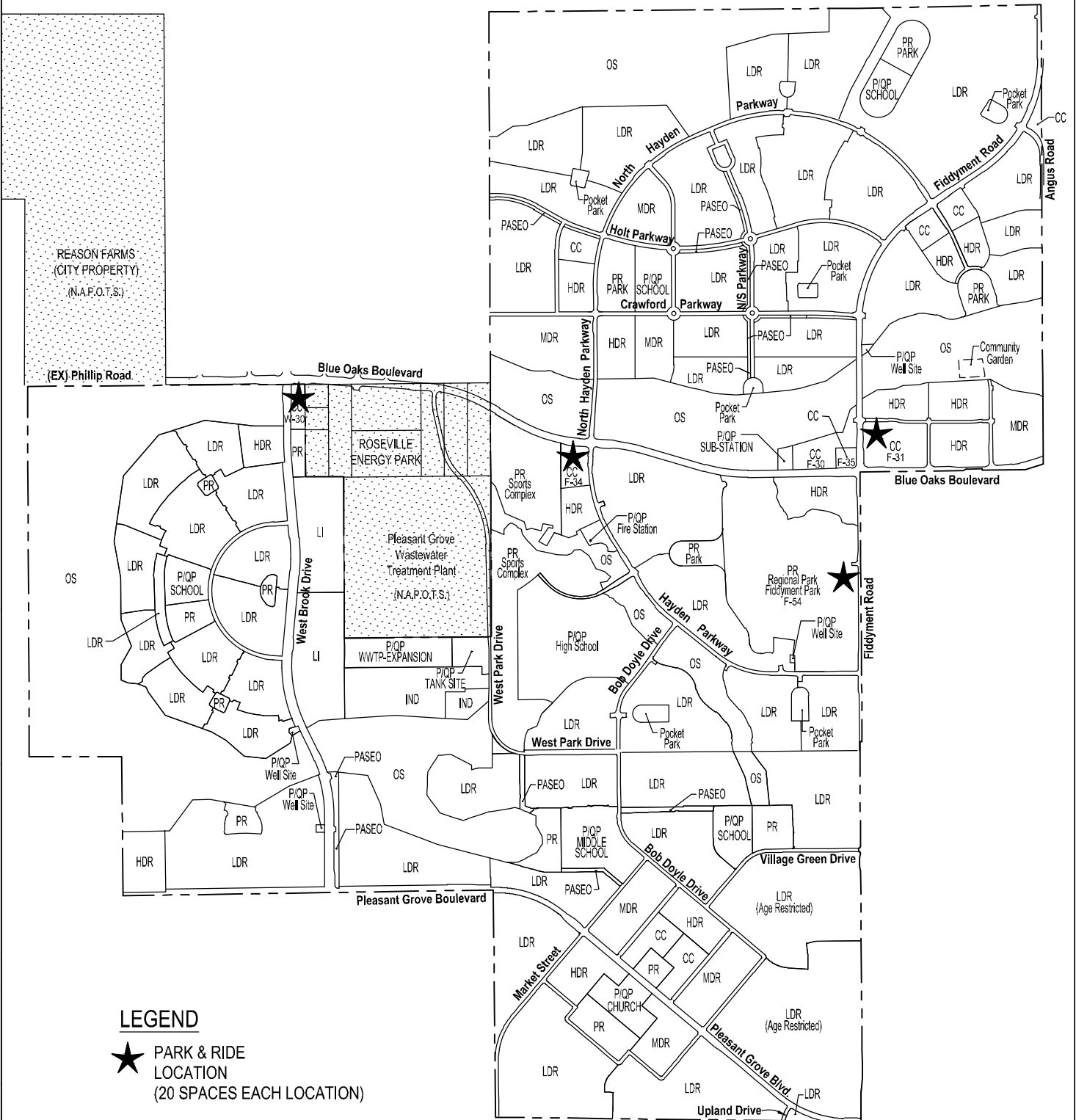
## **7.5 PARK & RIDE**

Park and ride lots provide parking for commuters to leave their vehicles to meet carpools, vanpools or access transit. In the WRSP, a total of five park and ride lots are dispersed throughout the Plan Area in commercial, office, industrial and park locations. Each designated location requires the inclusion of 20 park and ride spaces. All or a portion of the park and ride obligation for Parcel F-31 may be shifted to Parcel F-30 if it minimizes tree impacts associated with the development of Parcel F-31. If such shifting occurs, reducing the area proposed for retail uses on Parcel F-31 may be required in order to minimize tree impacts and to meet parking requirements as well as park and ride obligations.

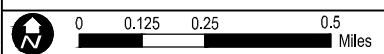
Park and Ride spaces are in addition to the minimum required parking spaces for each project. These spaces will be installed with project development and maintained by the project developer, with all designated spaces signed in accordance with City standards. Park and Ride lots shall be available from sun-up to sundown on a daily basis. Specific park and ride locations are reflected on Figure 7-15.

# PARK & RIDE LOCATIONS

Figure 7-15



Note: Underlying parcel basemap used in this figure is not regularly updated. Refer to Figure 4-1 for the most up to date parcel basemap.



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Park and Ride spaces are in addition to the minimum required parking spaces for each project. These spaces will be installed with project development and maintained by the project developer, with all designated spaces signed in accordance with City standards. Park and Ride lots shall be available from sun-up to sundown on a daily basis. Specific park and ride locations are reflected on Figure 7-15.

## **7.6 TRANSPORTATION SYSTEM MANAGEMENT**

Transportation System Management (TSM) measures are designed to reduce the number and length of home-to-work commute trips through actions such as ridesharing, flexible work hours and support of public transportation. Any project site, common work location or employer with 50 or more employees is required to comply with the City of Roseville TSM ordinance and shall incorporate TSM measures to the degree required by the ordinance.

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