

## 5.0 Circulation

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### 5.1 OVERVIEW

This chapter describes the proposed circulation system and transportation alternatives associated with West Landing, and summarize the information contained in the *Existing Conditions Memorandum for the West Landing Specific Plan* prepared by Dowling Associates, Inc. The study area ranged from the Crows Landing Road/State Route 99 (SR 99) interchange to the north, SR 99 and Central Avenue to the east, West Keys Road to the south and South Carpenter Road to the east.

The Circulation Plan is designed to provide for the efficient movement of goods and people and allows for several modes of transportation including automobile, truck, bus transit, bicycle, and pedestrian. This chapter provides the requirements of Plan Area roadways, bikeways, and walkways as well as public transit. The implementation of the West Landing Specific Plan will provide additional roadway, bus transit, bicycle, and pedestrian linkages between the project area and the surrounding communities, improving connectivity within this portion of the City.

The Circulation Plan provides connections to existing and future roadways as identified in the City of Ceres General Plan Circulation Diagram. These connections provide both regional and local mobility between land uses within and adjacent to the Plan Area. The phasing and financing of the proposed roadway improvements is summarized in Chapter 10 Project Financing Plan.

### 5.2 EXISTING ROADWAYS

The Plan Area is bound on the west by Ustick Road, on the north by Whitmore Avenue, on the south by Service Road, and on the east by Union Pacific Railroad. Crows Landing Road runs north-south through the Plan Area. These expressway and arterial streets are located approximately one mile apart and will provide four or six lane facilities.

Regional access to the Plan Area is provided primarily by SR 99, a north-south facility located approximately 2 miles east of the project site. Access to and from SR 99 from the plan area is provided via Crows Landing Road, East Whitmore Avenue and Mitchell Road. Local access within the region is

provided by a network of expressway, arterial and collector streets and local roads. These roadways are described below:

- Service Road is an east-west expressway that spans across Ceres, beginning from just west of Carpenter Road and continues east for about 13 miles into Stanislaus County. Crows Landing Road divides the street into East Service Road and West Service Road. Service Road is classified as a Class C Expressway in the Stanislaus County General Plan and a Class B Expressway in the Ceres General Plan, where access is restricted from driveways and local streets. In the project vicinity, Service Road is primarily a two-lane road.
- Crows Landing Road is four-lane, north-south arterial connecting the City of Modesto and northwest Ceres on the north with areas in the southern part of Stanislaus County. It is classified by the County as a Major roadway north of Service Road and as a Class C Expressway south of Service Road and by the City as an arterial. Crows Landing Road runs north south through the study area and provides access to SR 99 from the study area.
- Whitmore Avenue is a two-lane east-west arterial that runs from unincorporated Stanislaus County east to Montpellier Road through downtown Ceres. It is classified as a Major roadway by the County and provides access to SR 99 from the study area. The Ceres General Plan classifies Whitmore Avenue as an arterial.
- Ustick Road forms the western boundary of the Plan Area. It is a two-lane north-south road that connects to Crater Avenue and Hatch Road on the north and extends for approximately 4.8 miles to join Taylor Road on the south. Ustick Road is classified as an arterial in the General Plan.
- Hackett Road is a two-lane east-west local roadway that extends approximately one-half mile on either side of Crows Landing Road. It provides the main access for a large County complex on the east side of Crows Landing Road.

### 5.3 PROPOSED CIRCULATION SYSTEM

The WLSP outlines a well-structured network of roadways, bikeways and walkways to serve the project. The circulation system will provide convenient and safe access to all areas within the Plan Area, as illustrated in Figure 5.1, Circulation – Vehicular. The creation of a well-connected hierarchy of travel

modes allows for the efficient flow of vehicular traffic, but also encourages and facilitates walking, biking, public transit, and other alternatives to single-occupancy vehicles.

Bus transit service in the Plan Area is currently provided by Modesto Area Express, Ceres Area Transit, and Stanislaus Regional Transit, with stops at intersection of Crows Landing Road and Hackett Road. The design of the Land Use Plan and the policies contained within this document encourage the use of existing public transit, as well as expansion of routes within the Plan Area with additional stops at key intersections. Land uses are generally more intense adjacent to Crows Landing Road to encourage ridership, as it is anticipated that bus service will expand along this corridor as development occurs.

Class II (on-street) bike lanes have been designated along all expressway and arterial roadways; Class I (off-street) bikeways will be provided on all primary collector roadways within the Plan Area. To encourage pedestrian trips within the Plan Area and to surrounding areas, all expressway, arterial, and collector streets include separated sidewalks, buffered from vehicle traffic by landscaped parkway strips. Sidewalks are provided along both sides of all local streets within the Plan Area to accommodate pedestrian travel and to allow convenient access to curbside parking.

The Traffic Impact Study prepared by Dowling Associates, Inc. summarizes the existing and projected traffic counts for certain selected street segments within the Plan Area, summarizes the cumulative traffic counts and provides a basis for the roadway sizing shown on the Circulation Plan (Figure 5.1). It demonstrates that the proposed Circulation Plan is consistent with the General Plan, which specifies a Level of Service (LOS) “C” on secondary collectors and local streets, and LOS D on primary collectors, arterials, expressways, and freeways. For additional detail, please refer to the Traffic Study contained in the EIR associated with this project.

### **5.3.1 Roadways**

The new roadway system for West Landing is based on a grid pattern of streets that organizes and provides access into the Plan Area. The roadway system calls for expansion of existing roads, construction of new roads, and the addition of signals at various intersections. The new roadway system for West Landing is based on a grid pattern of streets that organizes and provides access into the Plan Area. The roadway system calls for expansion of existing roads, construction of new roads, and the addition of signals at various intersections. The proposed Phasing and Capital Improvement Program will provide policies which promote the installation of full roadway sections, curb to curb, to the extent feasible, and provide for construction of complete roadway sections from intersection to intersection where practicable as these roadway segments are triggered by development. For exterior project

roadways at arterial level and above, it is expected that the project side of the roadways will be constructed, with non-project side of the roadway being improved to provide adequate circulation as determined by the City. Phasing is discussed in more detail in Chapter 10, Project Financing Plan. Public and private financing, fee programs and other financing mechanisms will be utilized to ensure the early completion of roadways.

**Expressway and Arterial Streets** include either six or four-lane facilities. This category of street will serve to convey "cross-town" traffic. These streets will provide for efficient access through the City of Ceres, and connections to major commercial uses, employment centers, and amenities. They are generally located on one-mile spacings. These streets have been excluded from the calculations of developable acres in the Land Use Plan. The following is a summary of the proposed roadway improvements:

- Service Road will be expanded from a 2-lane roadway to a 4-lane roadway with the build-out of the Plan Area. Signalized intersections, as shown in Figure 5.1, will be located at Ustick Road and Crows Landing Road.
- Crows Landing Road will be expanded from a 4-lane roadway to a 6-lane roadway with the build-out of the Plan Area. Signalized intersections, as shown in Figure 5.1, will be located at Whitmore Avenue, A Street, Hackett Road, B Street, and Service Road.
- Whitmore Avenue will be expanded from a 2-lane roadway to a 4-lane roadway with the build-out of the Plan Area. Signalized intersections, as shown in Figure 5.1, will be located at Ustick Road, Knox Road, and Crows Landing Road.
- Ustick Road will be expanded from a 2-lane roadway to a 4-lane roadway with the build-out of the Plan Area. Signalized intersections, as shown in Figure 5.1, will be located at Whitmore Avenue and Service Road.
- Hackett Road will remain a 2-lane roadway, improved with separated sidewalks, bike lanes, median, and signalized intersection at Crows Landing Road, as shown in Figure 5.1.

**Primary and Secondary Collector Streets** will provide connections into and through neighborhoods, linking to school and park facilities, and allowing residents of one neighborhood to visit another neighborhood without traveling on arterial streets. They generally access arterials at a ¼ mile interval.

**Local Residential Streets** will connect to collector and arterial roadways. These connections allow access into neighborhoods, however internal street patterns should be designed to discourage through traffic.

#### 5.3.1.1 Expressways

Service Road is the only expressway in the Plan Area. The total right-of-width is 142-feet, providing for a 18-foot raised median, a 12-foot and 14-foot travel lane on each side of the median, an 8-foot breakdown lane, 8-foot wide landscape corridor, 10-foot wide multi-use path, and 10-foot public utility easement with landscaping. No on-street parking is allowed. Figure 5.2 illustrates the expressway cross sections: A) adjacent to non-residential development, and B) adjacent to residential development.

#### 5.3.1.2 Arterial Streets

Arterials include Whitmore Avenue, Crows Landing Road, and Ustick Road. Figure 5.3 illustrates Arterial A, Crows Landing Road, and Arterial B, Ustick Road and Whitmore Avenue. Arterial A has a total right-of-way width of 123-feet, providing for a 16-foot median, two 12-foot and one 14-foot travel lane on the west side of the median, a 6-foot bike lane, 6-foot wide landscape corridor and 5-foot wide sidewalk. A 10-foot wide landscape easement is required behind the 6-foot wide sidewalk. The east side of Crows Landing Road is existing. No on-street parking is allowed.

Arterial B has a half section width of 59-feet, providing for a 16-foot median (half of median is within the existing right-of-way), a 12-foot and 14-foot travel lane on the project side of the median, a 6-foot bike lane, 6-foot wide landscape corridor and 5-foot wide sidewalk. An 8-foot landscape corridor with a 10-foot public utility easement is required adjacent to the 6-foot wide sidewalk. No on-street parking is allowed. Arterial B only provides a half section as both Ustick Road and Whitmore Avenue are existing.

#### 5.3.1.3 Expressway and Arterial Street Standards

1. Expressways and arterials shall be designed for their dual roles as vehicular and non-vehicular transportation corridors, with landscaped paseos containing pedestrian pathways and on-street striped bike lanes.

2. The City Engineer may allow alternatives to the proposed roadway sections or landscape corridors subject to design review. Any recommended changes shall provide evidence that the intent of the specific plan has been retained.
3. Streetscapes shall be designed in accordance with the design guidelines found in Chapter 6.

#### **5.3.1.4 Hackett Road**

Hackett Road, between Crows Landing Road and (future) A Street, will have a street section that provides an entry statement to the Plan Area. Figure 5.4 illustrates Hackett Road sections: A) mid-block section, and B) at the entry intersection of Hackett Road and Crows Landing Road. Hackett Road A has a total right-of-way width of 74', providing one 12-foot travel lane in each direction, 6-foot bike lane, 8-feet for parking, 6-foot landscape corridor, and 5-foot sidewalk. A 10-foot public utility easement is required behind the 5-foot sidewalk. Hackett Road B has a total right-of-way width of 74', providing a 20-foot median, a 14-foot travel lane on each side of the median, 6-foot bike lane, 2-foot landscape corridor, and 5-foot sidewalk. A 10-foot public utility easement is required behind the 5-foot sidewalk.

#### **5.3.1.5 Primary Collector Streets**

Primary collector streets are located throughout the Plan Area, and generally spaced between arterial streets on a ½-mile grid. The total right-of-way dimension is 82-feet, providing for one 12-foot travel lane in each direction, 8-feet for parking, 7-foot wide landscape corridor, 10-foot multi-use paved path, and 4-foot wide landscape corridor. A 10-foot public utility easement is required beyond the right-of-way width. (Figure 5.5)

In non-residential areas with Primary Collector Streets, an alternate street section may be considered. These roadway segments include A Street west of Crows Landing Road and south of B Street, and B Street east of A Street. In these instances, a street section similar to the Secondary Collector Street, with the addition of a 6-foot on-street bike lane, is permitted subject to approval by the City of Ceres Planning and Building Division and Public Works Departments.

In all residential neighborhoods, residential units shall either "front" or "side" onto Primary Collector streets. This interface removes the need for sound walls, and insures that front

doors, porches, windows and balconies face onto streets and sidewalks, creating a safe, attractive, and pedestrian-friendly streetscape.

It is anticipated that certain collector streets may need to be expanded to 4-lane roadways. B Street, between Knox Road and Crows Landing Road, and Knox Road, between D Street and Whitmore Avenue, are configured as 4-lane collector streets pending future traffic study and analysis.

### 5.3.1.6 Secondary Collector Streets

Secondary collector streets are located throughout the Plan Area, and are generally spaced between primary collector and arterial streets on a 1/4-mile grid. The right-of-way dimension is 66-feet, with one 12-foot travel lane in each direction, 8-feet for parking, 8-foot wide landscape corridor and 5-foot wide sidewalk. A 10-foot public utility easement is required beyond the right-of-way width. (Figure 5.5)

In all neighborhoods, residential units shall either "front" or "side" onto Secondary Collector streets. This interface removes the need for sound walls, and insures that front doors, porches, windows and balconies face onto streets and sidewalks, creating a safe, attractive, and pedestrian-friendly streetscape.

### 5.3.1.7 Hackett Road and Collector Street Standards

1. A level of service (LOS) D shall be maintained on all primary collectors and Hackett Road.
2. A level of service (LOS) C shall be maintained on all secondary collectors.
3. Single lane roundabouts shall be used at the intersection of primary collector streets, as shown on the Land Use Plan, and per the typical roundabout design prototypes shown on Figures 5.7.
4. A minimum intersection spacing of 900 to 1,000-feet shall be provided between Collector Streets (Primary and Secondary) intersecting Expressway and Arterial Streets. A minimum intersection spacing of 900 to 1,000-feet shall also be provided between Collector Streets and Arterial/Arterial or Arterial/Expressway intersections.
5. The City Engineer may allow alternatives to the proposed roadway sections, roundabout prototypes, or landscape corridors, subject to design review. Any recommended changes shall provide evidence that the intent of the specific plan has been retained.

6. Streetscapes shall be designed and landscaped in accordance with the design guidelines found in Chapter 6.

#### **5.3.1.8 Local Residential Streets**

Local Residential Streets consists of a right-of-way width of 58-feet. (Figure 5.6) This street section includes a 10-foot travel lane in each direction, 8-feet for parking, 6-foot wide landscape corridor and 5-foot wide sidewalk. The main Local Residential Street section is the typical preferred street design.

Under special circumstances, Alternate Local Residential Street section A, which allows parking to be omitted from one side of the street, and section B, which allows the 6-foot wide landscape corridor to be omitted, are permitted subject to approval by the City of Ceres Planning and Building Division and Public Works Departments. For example, Alternate A may be considered where driveways do not enter on the side of the street that provides no parking. In addition, it is anticipated that Alternate Local Residential Street sections may be used in higher density residential projects and not in traditional single-family residential developments. Any recommended reduced right-of-way proposal shall include evidence that adequate on-site parking and equivalent landscaping are provided.

Local Residential Streets are not identified on the Circulation Plan. The precise location and alignment of Residential Streets will be determined with the preparation of tentative subdivision maps.

To ensure emergency access between Carol Lane and the surrounding Plan Area, the residential development to the south will provide a local road aligned with the existing Carol Lane right-of-way. This local road will have a cul-de-sac with removable bollards or a gate, providing through access to emergency vehicles only. While vehicle access will be restricted to emergency vehicles only, pedestrian circulation will be accommodated.

#### **5.3.1.9 Alleys**

Alleys provide access to residential garages located at the rear of a lot. Alleys will be public, pending the formation of a maintenance district to fund maintenance costs. Alleys have a 20-foot right-of-way with a 5-foot multi-purpose easement on each side. Two alley sections are shown on Figure 5.6, one with rolled-curb and one with a concrete “v” gutter. Both sections prohibit parking. Public utilities shall not be constructed in alleys. Alternate alley sections may

be constructed as approved by the City of Ceres Planning and Building Division and Public Works Departments.

Alleys are not identified on the Circulation Plan. The precise location of alleys will be determined with the preparation of tentative subdivision maps.

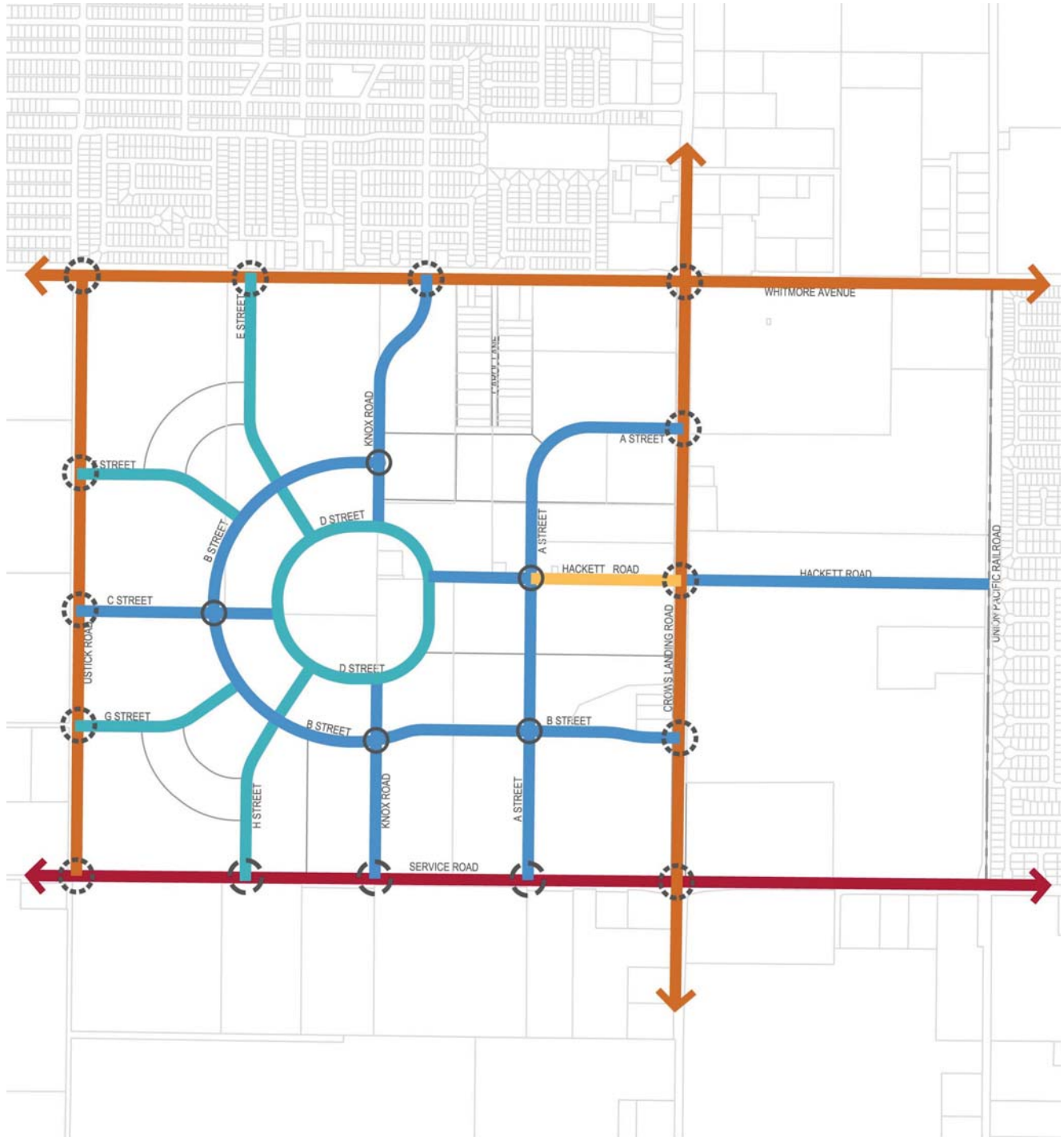
#### **5.3.1.10 Local Residential Street and Alley Standards**

1. Neighborhoods should be designed with internal connecting streets to encourage a more open and accessible network and to improve the distribution of traffic throughout the roadway network.
2. Multiple points of access to development areas are encouraged, to maximize the number of streets that carry traffic and the distribution of traffic loads from each development area.
3. The City Engineer may allow alternatives to the proposed roadway sections, alleys, or landscape corridors subject to design review. Any recommended changes shall provide evidence that the intent of the specific plan has been retained.
4. Streetscapes shall be designed in accordance with the design guidelines found in Chapter 6.

#### **5.3.1.11 Roundabouts**

Two roundabout sections are provided within the Plan Area: the standard roundabout and the entry roundabout. The standard roundabout has a total right-of-way width of 138-feet, providing a 37-foot landscaped island, 8'-6" mountable truck apron, 19'-6" single travel lane, 9'-6" landscaped corridor, 8-foot multi-use path with 1' shoulder, and 4' landscape corridor. The setback beyond the right-of-way varies depending on adjacent land use. (Figure 5.7) Alternatives to the standard roundabout may be considered, pending Planning Commission approval.

The entry roundabout, located at the intersection of Hackett Road and (future) A Street, provides an enlarged roundabout feature as an entry statement to the Plan Area. The entry roundabout has a total right right-of-way width of 135-feet, providing a 49-foot landscaped island, 8'-6" mountable truck apron, 18'-6" single travel lane, 8-foot landscaped corridor, and an 8-foot multi-use path. The setback beyond the right-of-way varies depending on adjacent land use. (Figure 5.8)

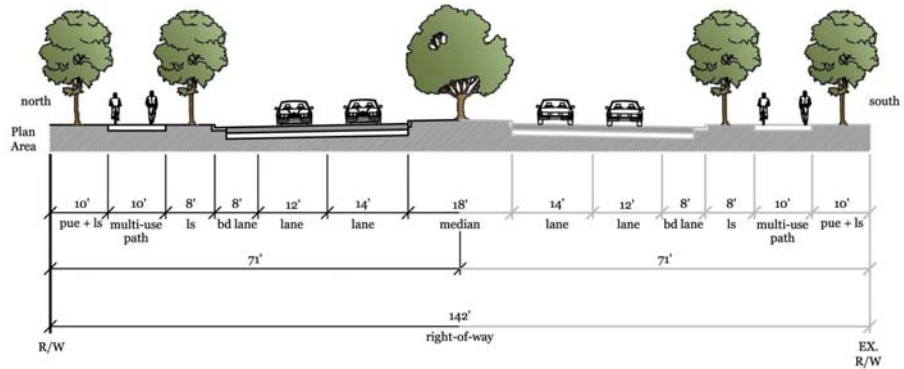


- Legend**
- Expressway
  - Arterial
  - Primary Collector
  - Secondary Collector
  - Hackett Road
  - Signal
  - Stop, Right-in/Right-out
  - Roundabout
  - Project Boundary

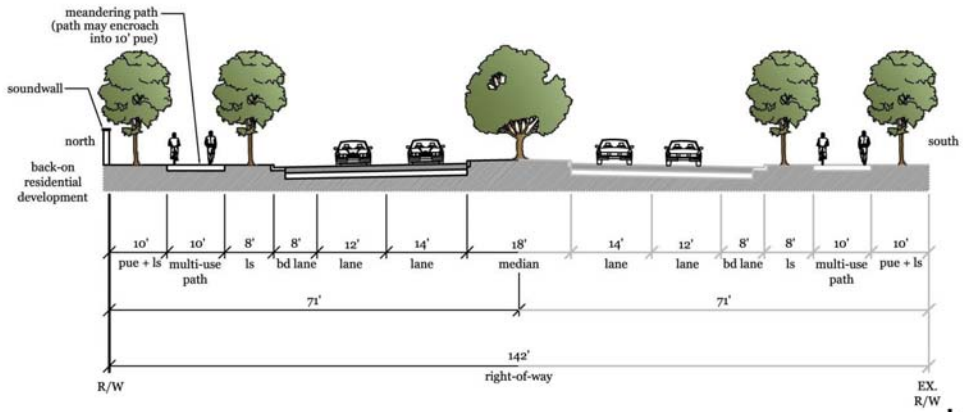
Note: Precise locations of roadway intersections are not established by this figure.

<b>Figure 5.1: Circulation - Vehicular</b>		Date: August 2010
West Landing Specific Plan Ceres, California	NOT TO SCALE	

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**Expressway A**  
 (Service Road, non-residential frontage)  
 142' Right-of-Way



**Expressway B**  
 (Service Road, residential frontage)  
 142' Right-of-Way

**Legend**

- sw sidewalk
- pue public utility easement
- ls landscape
- bl bike lane
- lane driving lane
- bd lane breakdown lane
- R/W right-of-way

**Figure 5.2: Expressway A & B Sections**

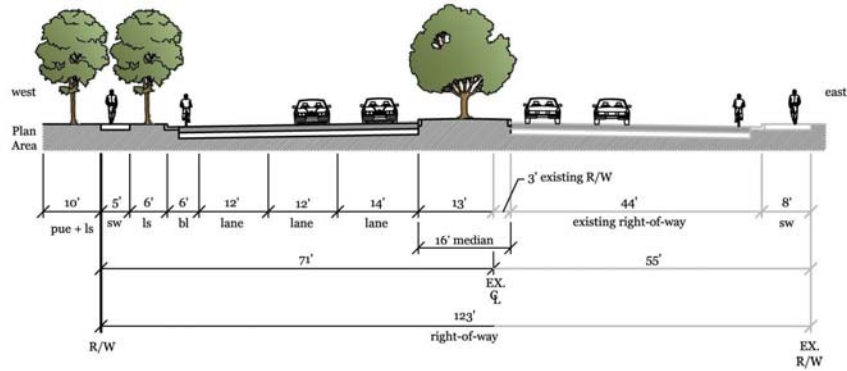
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West Landing Specific Plan  
 Ceres, California

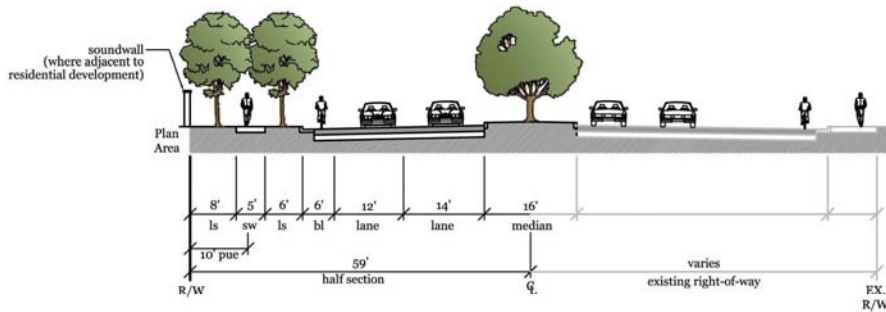
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**Arterial A**  
 (Crows Landing Road, no on-street parking)  
 123' Right-of-Way

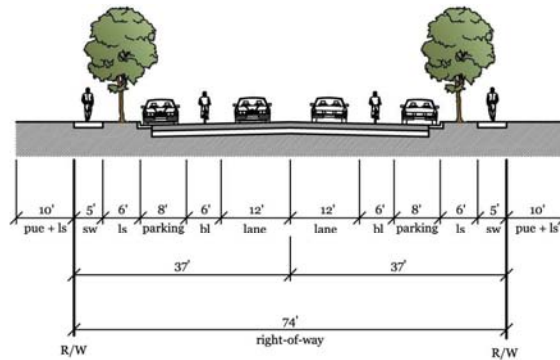


**Arterial B**  
 (Ustick Road and Whitmore Avenue)  
 59' Half Section

- Legend**
- sw sidewalk
  - pue public utility easement
  - ls landscape
  - bl bike lane
  - lane driving lane
  - R/W right-of-way
  - EX. R/W existing right-of-way

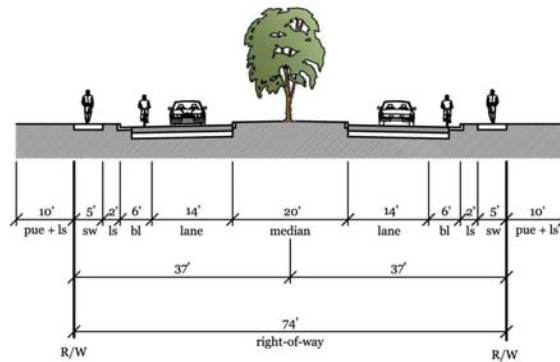
<b>Figure 5.3: Arterial A &amp; B Sections</b>			Date: August 2010
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### Hackett Road A

(Mid-block, no median and parallel parking)  
74' Right-of-Way



### Hackett Road B

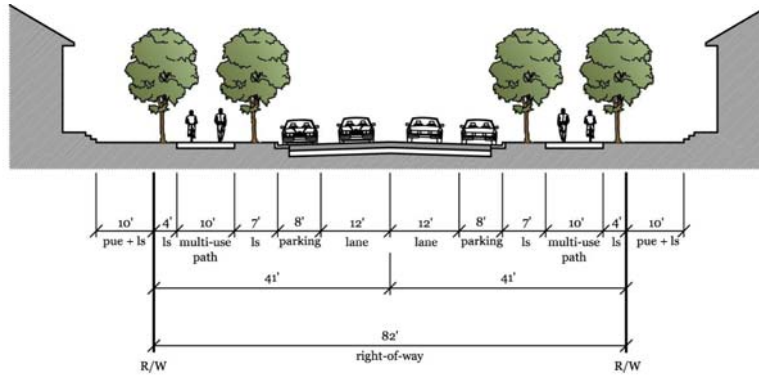
(Hackett Road at Entry, median and no parking)  
74' Right-of-Way

#### Legend

- sw sidewalk
- pue public utility easement
- ls landscape
- bl bike lane
- lane driving lane
- R/W right-of-way

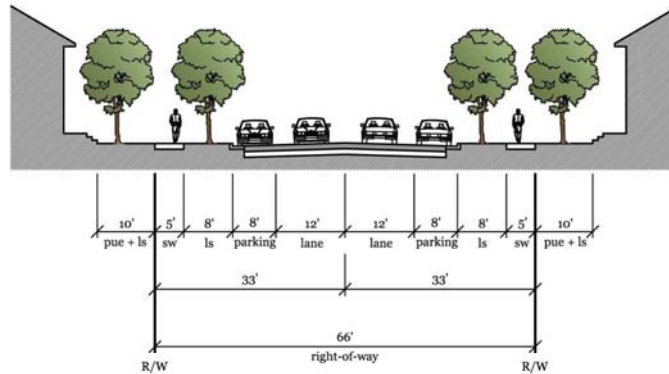
<b>Figure 5.4: Hackett Road A &amp; B Sections</b>		Date: August 2010	
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### Primary Collector

(On-street parking on both sides)  
82' Right-of-Way



### Secondary Collector

(On-street parking on both sides)  
66' Right-of-Way

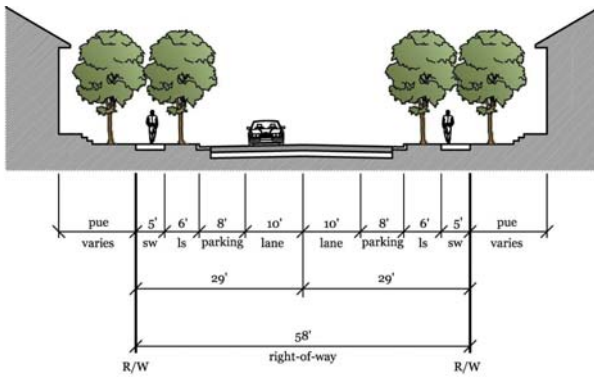
#### Legend

- sw sidewalk
- pue public utility easement
- ls landscape
- bl bike lane
- lane driving lane
- R/W right-of-way

Note: Trees located outside the public right-of-way are not the responsibility of the City/Developer.

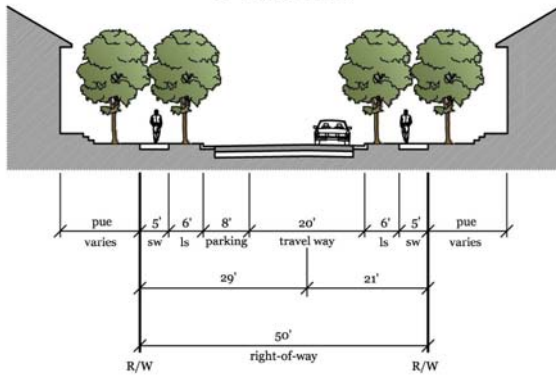
<b>Figure 5.5: Primary &amp; Secondary Collector Sections</b>		Date: August 2010	
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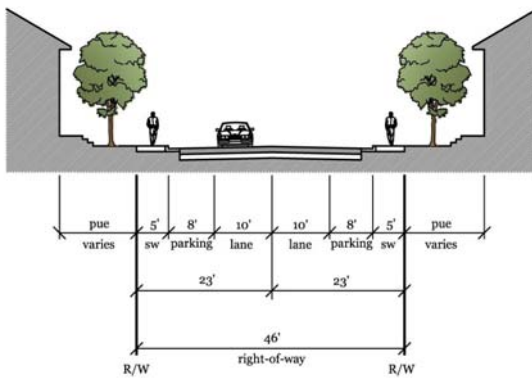
### Local Residential Street

(On-street parking on both sides)  
58' Right-of-Way



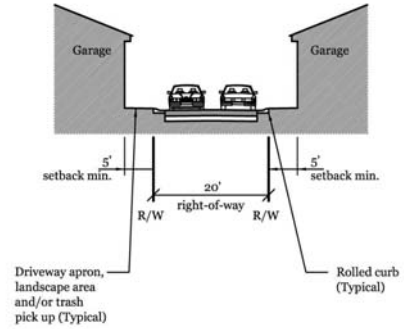
### Local Residential Street, Alternate A

(On-street parking on one side)  
50' Right-of-Way



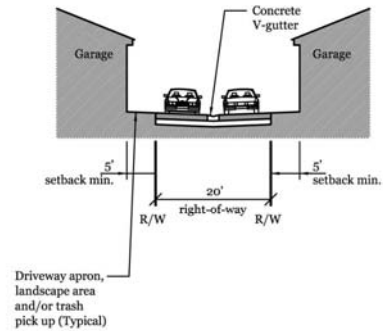
### Local Residential Street, Alternate B

(On-street parking on both sides, no landscape strip)  
46' Right-of-Way



### Alley

(Rolled Curb, Public)  
20' Right-of-Way



### Alley

(V-gutter, Public)  
20' Right-of-Way

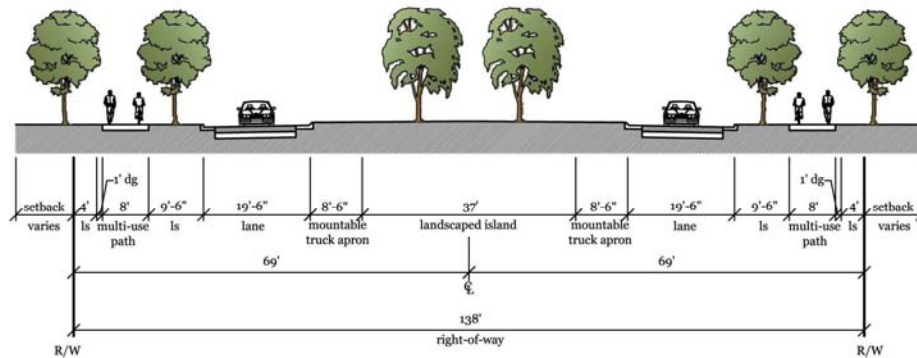
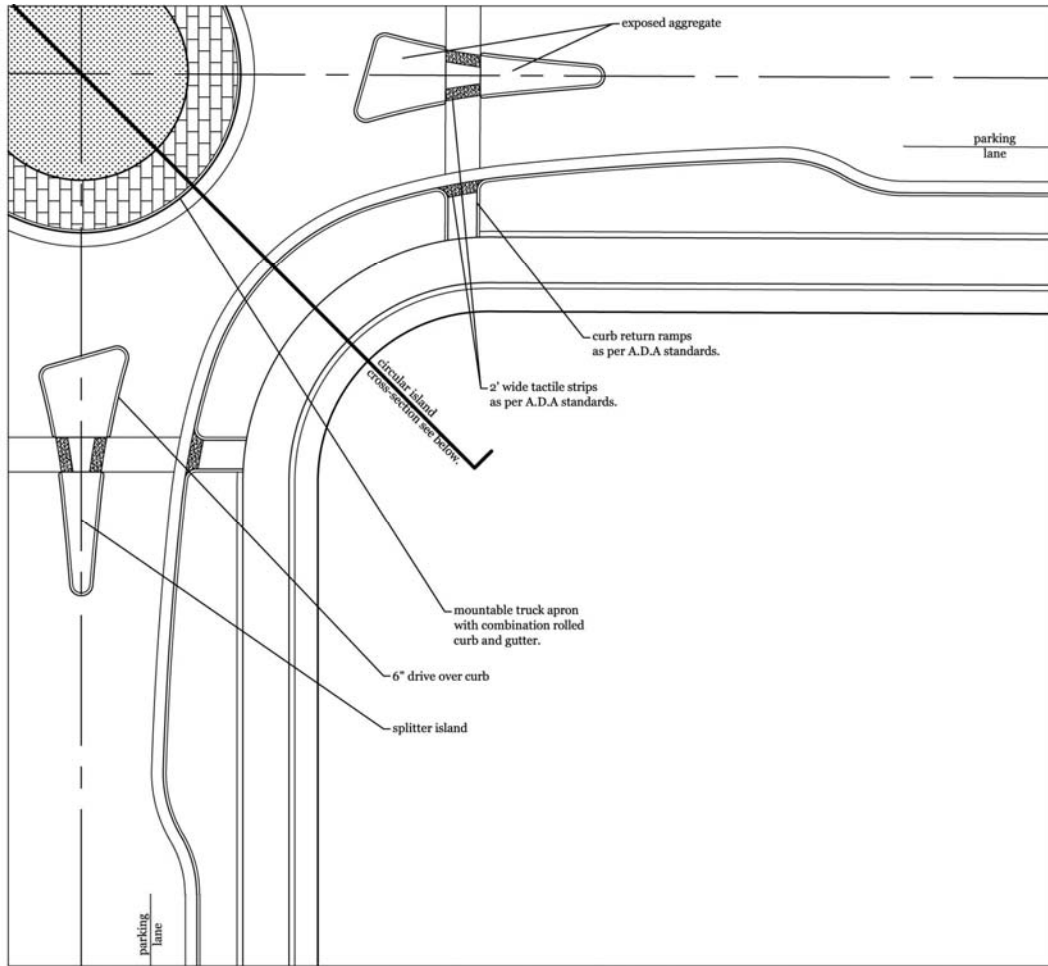
### Legend

- sw sidewalk
- pue public utility easement
- ls landscape
- bl bike lane
- lane driving lane
- R/W right-of-way

Note: Trees located outside the public right-of-way are not the responsibility of the City/Developer.

<b>Figure 5.6: Local Road &amp; Alley Sections</b>		Date: August 2010	
West Landing Specific Plan Ceres, California	NOT TO SCALE	N ↑	<b>WOOD ROGERS</b> DEVELOPING INNOVATIVE DESIGN SOLUTIONS

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### Standard Roundabout

(No on-street parking)  
54' Diameter

#### Legend

- sw sidewalk
- pue public utility easement
- ls landscape
- bl bike lane
- lane driving lane
- R/W right-of-way

**Figure 5.7: Standard Roundabout Plan & Section**

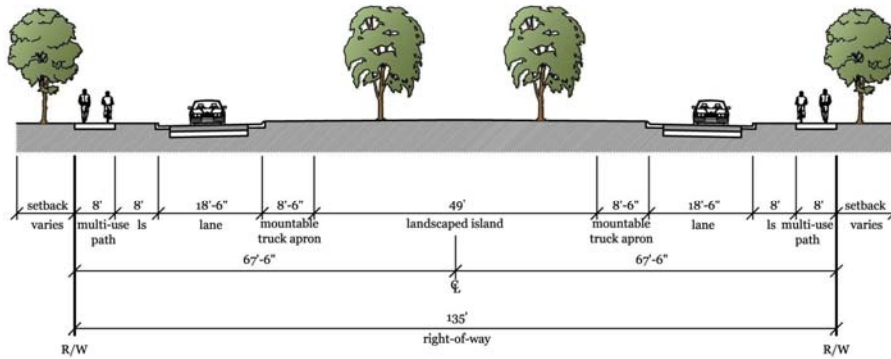
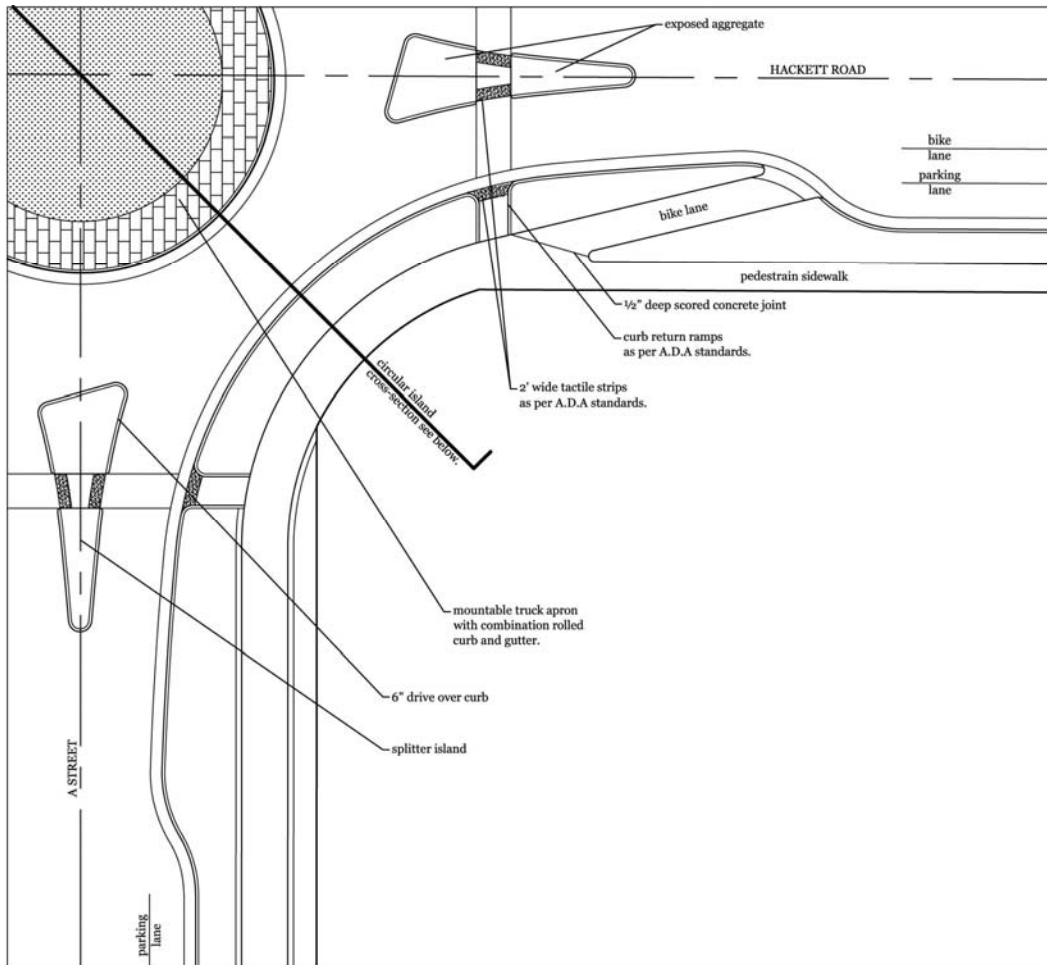
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West Landing Specific Plan  
Ceres, California

NOT TO SCALE



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### Entry Roundabout

(Hackett Road and A Street intersection, no on-street parking)  
66' Diameter

#### Legend

- sw sidewalk
- pue public utility easement
- ls landscape
- bl bike lane
- lane driving lane
- R/W right-of-way

**Figure 5.8: Entry Roundabout Plan & Section**

Date: August 2010

West Landing Specific Plan  
Ceres, California

NOT TO SCALE



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### 5.3.2 Bikeways

A comprehensive system of bikeways is proposed for the Plan Area that will allow for convenient access between land uses, thereby encouraging bicycling as an alternative mode of transportation (Figure 5.9). There are two fundamentally different types of bikeways: those in dedicated open space corridors and those along streets. Both serve the primary function of providing bike connections between major activity centers in the plan.

Bicycle facilities are generally categorized into three distinct classes.

- Class I (Bike Path or Trail) - Provides a completely separated paved trail.
- Class II (Bike Lane) - Provides a paved striped lane at the edge of the street for one-way bike travel.
- Class III (Bike Route) – Sign-designated, shared use routes with vehicle traffic on a residential street.

Class I bike paths providing 8-feet of pavement with 1-foot shoulders (for a total of 10-feet) shall be provided along primary collector streets. This system of paths will provide off-street connections through neighborhoods to schools, parks, and Crows Landing Road commercial and office corridor.

Class II bike lanes shall be located adjacent to all expressway and arterial, providing a 4-foot striped lane adjacent to the 2-foot curb and gutter. Separated 5-foot or 6-foot sidewalks are located adjacent to all expressway, arterial and primary collector streets, to provide a safe and attractive environment that encourages pedestrian activity throughout the community.

Class III bike routes can be designated on secondary collector and local residential streets to provide further connectivity between key land uses. Class III routes can be analyzed, identified, and designated during the review of tentative subdivision maps. Informational signage program will also be developed at tentative subdivision map phase.

- The usefulness of the bike system depends, in part, on providing reasonably direct routes to the primary activity centers within the plan area. Each village shall be designed to facilitate pedestrian and bicycle access to homes, shopping, schools, parks and jobs. In addition, the bikeway system shall provide a connection to neighboring communities and the regional network.

### 5.3.2.1 Bikeway Standards

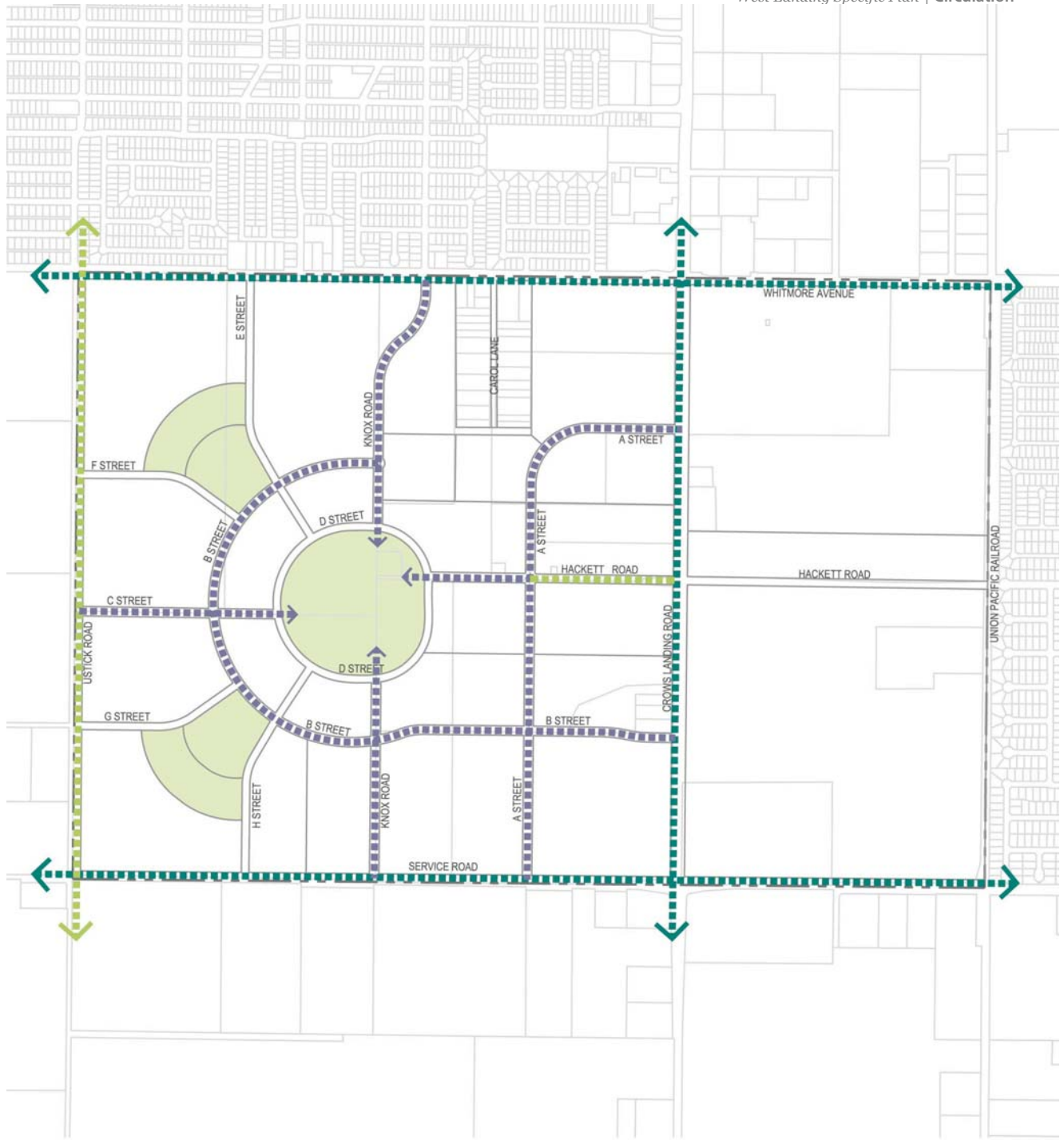
1. Class I bike lanes shall be provided as identified by Figure 5.9.
2. Class I bike lanes shall be provided within the Plan Area that offer a variety of experiences, including trails within and between parks, schools, and trails that connect to regional trails and transit facilities within and outside the Plan Area.
3. Private developers shall incorporate Class I bike lanes that are within their proposed tentative maps as identified on the trail diagram Figure 5.9.
4. Class II bike lanes shall be located within the right-of-way of expressway, arterial, and primary collector streets.

### 5.3.3 Walkways

Separated sidewalks shall be provided along all expressway, arterial and collector streets within the Plan Area, providing a pleasant and comfortable walking experience. This comprehensive system of pedestrian walkways will encourage children to walk or bike to school and parks, and will allow convenient connections between residential and non-residential land uses. Residents will be able to walk from their neighborhood to commercial and office centers, thereby encouraging an alternative to vehicular travel.

#### 5.3.3.1 Walkway Standards

1. A sidewalk shall be provided along the face of commercial buildings allowing storefronts or office buildings to be linked.
2. Pedestrian and bicycle access shall be provided through commercial, office, and business park districts in conjunction with future development phases.
3. Residential lots shall front or side onto open space paseos to allow visibility into these areas.
4. Access to open space paseos shall be provided from an adjacent or nearby street. This may be achieved by having streets cross perpendicular to paseos, aligning a street parallel to one side of the corridor or a portion of the corridor, or access may be provided from a cul-de-sac or easement between lots.



**Legend**

- Proposed Bicycle Path - Class II (per StanCOG Regional Bicycle Action Plan and Ceres General Plan)
- Future Proposed Bicycle Path, On-Street (per West Ceres Specific Plan)
- Future Proposed Bicycle and Pedestrian Path, Off-Street (per West Ceres Specific Plan)
- Project Boundary

<b>Figure 5.9: Circulation - Bicycle &amp; Pedestrian</b>		Date: August 2010	
West Landing Specific Plan Ceres, California	NOT TO SCALE		

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## 5.4 ALTERNATIVE TRANSPORTATION MODES

### 5.4.1 Public Transit

The WLSP area presently receives bus transit service from Ceres Area Transit, Modesto Area Express, and Stanislaus Regional Transit. The site is served by Ceres Area Transit bus service along Route B, Modesto Area Transit by Route 42, and Stanislaus Regional Transit by Route 40. All three routes pick up and drop off near the intersection of Crows Landing Road and Hackett Road. With the build-out of West Landing, bus service will likely be expanded to serve new residents and businesses. Generally, routes are aligned along arterial streets, however, expanded bus service may also include routes that link internally through the Plan Area to provide connections to schools and parks, and between residential areas and employment or shopping areas.

To support public transit and the likelihood that bus routes will follow arterial roadways, the Land Use Plan has been configured to place highest-intensity land uses adjacent to Crows Landing Road, the location of existing transit facilities. This type of configuration will maximize the potential for ridership. Existing and proposed routes and stops are illustrated on Figure 5.10.

#### 5.4.1.1 Public Transit Standards

1. Bus turnouts will be provided with the design of expressway, arterial, and/or primary collector streets. The location of turnouts, typically on the far side of each major intersection, shall be coordinated with the appropriate transit agency and improvement standards.
2. Benches and bus shelters will be provided, as directed by the appropriate transit agency when bus service is provided.



**Legend**

- Existing Ceres Area Transit, Route B
- Existing Modesto Area Express, Route 42
- Existing Stanislaus Regional Transit, Route 40
- Existing Transit Stop
- Possible Ceres Area Transit Route (per West Ceres Specific Plan)
- Possible Transit Stop (per West Ceres Specific Plan)
- Project Boundary

<b>Figure 5.10: Circulation - Transit</b>		Date: August 2010	
West Landing Specific Plan Ceres, California	NOT TO SCALE		

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## 5.5 AIR QUALITY

The Plan Area and the City of Ceres are located in the San Joaquin Valley Air Basin. The basin's surrounding topographic features restrict air movement through and out of the basin and result in weak airflow, which is blocked vertically by persistent high barometric pressure over the Valley. As a result, the basin is highly susceptible to air pollutant accumulation over time.

The San Joaquin Valley Air Pollution Control District (SJVAPCD) has developed rules to mitigate potential air pollutant accumulation. The Plan Area will be subject to requirements of the SJVAPCD Rule 9510 as it relates to ozone and particulate matter emissions. To assist in achieving SJVAPCD Rule 9510 and minimize the impact of emissions, air quality standards are provided as they relate to circulation. For a more detailed discussion regarding SJVAPCD Rule 9510, reference Chapter 6, Air Quality, of the Environmental Impact Report.

### 5.5.1 Air Quality Standards

1. Work with Ceres Area Transit to extend bus lines to access the site along Crows Landing Road and Hackett Road.
2. Development projects in the Plan Area shall provide bus stops with pullouts from traffic lanes where appropriate. The bus stops should include shelter, benches, nighttime lighting, signage, transit schedules and route maps.
3. Development projects in the Plan Area shall include sidewalks with shade trees that provide safe and convenient access through the project to future bus stops that serve the project.
4. Development projects in the Plan Area shall provide bicycle lanes and connections throughout the site along with bicycle amenities such as, secure bicycle parking at parks, schools, multi-family housing areas, and commercial areas. Bicycle routes and pedestrian paths should include amenities such as signs and traffic signal activation.
5. Commercial sites shall include convenient pedestrian and bicycle access. Amenities for employees at commercial sites could include secure bicycle parking.
6. Loading docks at commercial sites shall provide 110 and 220 volt outlets and include signage indicating that trucks with diesel engines are prohibited from idling for more than 5 minutes.

7. For all buildings, provide outdoor electrical outlets and encourage the use of electrical landscape maintenance equipment. Also, provide electrical outlets for recharging electrical vehicles in commercial and industrial parking lots/structures.
8. Development projects shall provide landscape plans that would shade buildings and walkways in summer to reduce the cooling loads on buildings.
9. The City shall identify energy efficiency goals for the Plan Area that would conserve energy beyond requirements of the State Title 24 building code.