

5.0 STREETScape MASTER PLAN

5.1 Design Guidelines

5.1.1 Vehicular Traffic Calming Measures and Signalization

Raised medians should be utilized throughout the study area to improve safety from oncoming and cross-traffic. Medians should be planted where allowed by existing regulations to reduce night-time glare, improve shading of pavement and enhance aesthetics. Left-turn only lanes should be utilized to reduce cross-traffic where signal lights are not installed or planned to be installed. Traffic signals should be installed at major unsignalized intersections. Where possible, the street cross-section should conform to the proposed 100-foot right-of-way. This width may be narrowed to reduce conflict with historic structures.

Raised and/or textured crosswalks should be utilized at street intersections. Such crosswalks should consist of unit pavers bordered and held in place by 12 inch concrete strips on either side of the crosswalk.

5.1.2 Monuments and Signs

Monuments, including signage, should be included on either end of the Old Florin Town District, at the Power Inn Road and the Florin Perkins intersections. Windmills or water towers should be incorporated into the Monument design. Signage should be incorporated into the monument design and include the strawberry flower crest shown in Figure 5-3. Two additional types of signage should be included in the streetscape: 1) historic district monuments to be located at major street intersections, 2) walking tour signs for historic structures within Old Florin Town. The latter signs should identify significant buildings such as Redman's Hall or the Florin East School.

5.1.3 Structure Design, Renovation and Restoration

Since historic buildings are all that remain as a reminder of Old Florin Town's history, existing historic building should be retained or restored where feasible. New structures should be designed using some of the elements that characterize the historic buildings. Guidelines directed toward the retention of character-defining features of historic structures should be developed and followed during the rehabilitation or restoration of the buildings, and in the construction of new buildings within the existing district and adjacent to the individually significant buildings. Prepared by the Federal Government for application to significant historic properties, The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings are intended to provide guidance regarding the treatment of historic buildings. By following approaches to work treatments and techniques consistent with the Standards and Guidelines noted as "Recommended" and avoiding those which are inconsistent and noted as "Not Recommended", the existing character-defining features and images of the buildings and district will be retained.

The Rehabilitation Standards acknowledge the need to alter or add to a historic building to meet continuing or new uses while retaining the building's historic character. Restoration standards allow for the depiction of a building at a particular time by preserving materials from that era and removing materials from other periods. Reconstruction Standards establish a framework for re-creating a non-surviving building with new materials, primarily for interpretive purposes. Preservation requires the retention of the building's historic fabric, form, features and detailing as they have evolved over time.

Specific issues regarding rehabilitation activities are determined by the individual building or district's character-defining features.

5.1.4 Pedestrian Ways and Amenities

Sidewalks should be a minimum of six feet in width and potentially wider in the Old Florin Town section. They should be divided from the curb with a raised planting bed between the sidewalk and the street where feasible. Sidewalks should be shaded where possible.

Class II bike paths along both sides of the street should be striped and marked. A minimum eight foot wide Class I asphalt or concrete bike path should be installed along Florin Creek above the high-water mark.

5.1.5 Street Furniture and Fixtures

Benches, trash receptacles, bus stops, and street lights should be provided at regular intervals on both north and south sides of Florin throughout the study area. While some cobra-head type light fixtures are currently installed west of Power Inn and east of Florin-Perkins, no street lighting exists in the historic district. Street furniture and fixtures should emphasize the historic nature of the district. Lights should be human-scale and be located every 120 feet throughout the Old Town area. Benches and trash receptacles should be placed approximately every 500 feet. All elements should be selected from a common design theme and be compatible with each other. Bus stops should be located every ½ mile within the historic district.

5.1.6 Hardscape, Fences, and Barriers

Current fencing along Florin Road does not have a consistent design. Fence material ranges from wood to concrete block and or other materials. Standard design guidelines for new fencing and renovation of existing fencing would help to unify the streetscape.

Paving enhancements should be as noted in the design guidelines for Vehicular Traffic Calming Measures and Signalization. Typically, textured roadway pavement should be utilized at cross walks to both slow traffic and create a more aesthetic environment. Textured pavement should be unit pavers set in concrete and separated from the asphalt by concrete header strips to prevent shifting. Textured asphaltic pavement imprint systems are not recommended due to the possibility that they may shift over time, particularly in hot weather.

5.1.7 Street Trees and Landscape Planting

The plant palettes in section 5.2 have been created for the study area to enhance the historic character of the streetscape and should be used in medians and planting beds between the sidewalk and street. Distinctive palettes should be used for the Old Florin Town area and the area outside Old Florin Town. The latter should blend with the existing median plantings west of Chandler and form a transition between that landscaping and the Old Florin Town streetscape. A key element of the Old Florin Town plantings should be the use of small flowering trees similar to ornamental cherries, which are favored in historic Japanese landscaping. Median plantings must be suitable for the harsh conditions often found in medians.

A separate planting list has been developed for use on private land adjacent to the streetscape to provide consistency between private property and the public right-of-way. These trees are recommended for front yards, side yards, parking lots and other private property that is open to the road: Camphor tree (*Cinnamomum camphora*), Raywood ash (*Fraxinus oxycarpa* 'Raywood'), Chinese flame tree (*Koelreuteria bipinnata*), Crape myrtle (*Lagerstroemia indica*), Round-lobed sweet gum (*Liquidambar styraciflua* 'Rotundiloba'), Tulip tree (*Liriodendron tilipifera*), Sour gum (*Nyssa sylvatica*), and Purple leaf plum (*Prunus ceracifera*),

5.2 Conceptual Streetscape Enhancement Plan

The conceptual streetscape plan is shown in Figure 5-1 and Figure 5-2. The plan includes recommendations for raised medians with dedicated left-turn lanes, planting improvements such as trees, shrubs and groundcover in medians and street frontages, sidewalks, historic district lighting, furnishings such as benches and trash receptacles, windmill monuments at either end of the Old-Town section, bus stops, historic district signage including a walking tour, and pavement enhancements such as patterned crosswalks. Planting design follows a palette chosen to be consistent with plantings in medians to the east, consistent with Sacramento County's recommended street trees, and compatible with the history of Old Florin Town. Streetscape furnishings were selected that had a historic, rather than a modern, design. Windmills were chosen as a basis for monumentation because of their historic use in the area to pump water for strawberries and other agricultural crops. The logo on the District signs was designed from the flower of the strawberry.

The following sections discuss specific improvements in each of the major sections of the streetscape:

5.2.1 Stockton Boulevard to Power Inn Road

5.2.1.1 Vehicular Traffic Calming Measures and Signalization

No changes are anticipated to intersections or traffic control in this section. Minor improvements to roadways may help in calming traffic, including improvement to medians, landscaping and sidewalks. No new signal lights are anticipated for this section.

5.2.1.2 Monuments and Signs

No specific monuments or signs are planned for this section, except for the eastern end at Power Inn Road, as discussed in the next section on Old Florin Town.

5.2.1.3 Pedestrian Ways and Amenities

This section currently has intermittent sidewalks. Some improved properties have installed four to six feet wide walks, but many areas have not. As discussed in the section on Existing Conditions, sidewalks currently exist from Stockton to Chandler, just east of Chandler, west of Strand, intermittently east of Strand, west of Celia, between Chris and Briggs on the north side of the street, and also on the north side west of Power Inn Road. Sidewalks should be installed on both sides of the road where they do not exist. Walks should be separated from the roadway by an 8-foot planter, where sufficient space exists, as indicated in Figure 5-1. In general, walks should be 6 feet wide; however, where existing walks do not conform, proposed walks should be built to this standard and flared to match existing walks until such time as existing walks can be upgraded.

5.2.1.4 Hardscape, Fences, and Barriers

Fences adjacent to the streetscape should be upgraded to meet a common design style. Where residential lots have a side or backyard fronting on Florin road, fences should be designed as soundwalls to reduce noise pollution on adjacent residential properties. Since it is unfeasible to expect residences to provide upgrades to existing fences, design guidelines should be adopted for new construction, and the County should provide incentives for individual property owners to upgrade their existing fencing. In many instances, particularly in low income areas, this will involve some level of County financing for improvements.

5.2.1.5 Street Furniture and Fixtures

Street lights should be installed to match the existing cobra-head design where they are absent. Street furniture such as benches and trash receptacles should be included in new development projects and renovations. Additional benches and trash receptacles should be installed at the following locations: Florin Creek on both the north and south sides of Florin Road, within the proposed Railroad Plaza area, at the Florin-Perkins Road gateway monument area.

5.2.1.6 Street Trees and Landscape Planting

Recent improvements to median landscaping has been performed from Stockton Boulevard to Chandler Drive. East of Chandler, medians are little more than asphalt with rectangular holes for trees. The medians from Chandler to Power Inn Road require significant improvement. Asphalt should be removed and the existing trees evaluated for health and integration with proposed plantings. Existing trees in good health should be retained. Existing trees in poor health should be replaced with species in the planting list in Table 5-1. Following asphalt removal, soils should be amended, and medians should be planted between and around existing trees with trees, shrubs and groundcover compatible with median landscaping west of Chandler. Plants in Table 5-1 have been selected for their suitability for these medians.

Table 5-1 — Plant Palette for Streetscape Outside Historic District

Common Name	Latin Name
Trees	
Calocedrus decurrens	Incense cedar
Cercis occidentalis	Western redbud
Chitalpa x tashkentensis	Chitalpa
Gleditsia triacanthos inermis	Honey locust
Koelreuteria bipinnata	Chinese rain tree
Pinus canariensis	Canary Island pine
Quercus douglasii	Blue oak
Quercus lobata	Valley oak
Zelkova serrata	Sawleaf zelkova
Ulmus parvifolia	Chinese elm
Shrubs	
Artemisia 'Powis Castle'	Powis Castle wormwood
Berberis thunbergii 'Atropurpurea'	Red-leaf Japanese barberry
Calamagrostis x acutiflora 'Karl Foerster'	Feather reed grass
Dietes iridioides	Fortnight lily
Festuca Californica	California fescue
Galvezia speciosa	Island bush snapdragon
Kniphofia uvaria	Red-hot poker
Lavandula stoechas 'Otto Quast'	Spanish lavender
Prunus caroliniana 'Bright 'n Tight'	Carolina laurel cherry
Rosa meidiland, spp	Meidiland rose
Groundcover	
Arctostaphylos 'Emerald Carpet'	Emerald carpet manzanita
Coprosma repens 'Marble Queen'	Mirror plant
Ficus pumila	Creeping fig
Hypericum calycinum	Creeping St. Johnswort
Macfadyena unguis-cati	Cat's claw vine
Myoporum parvifolia	Myoporum
Tulbaghia vilacea	Society garlic

Medians should be planted wherever possible in conformance with County Standards on sightlines and traffic visibility. Currently regulations prohibit planting trees within 500 feet of an unsignalized intersection. Shrub plantings must be less than 30 inches in height for mature plants. While there is no specific regulation concerning the minimum width of a median for planting, it is preferred to plant in medians wider than 5 feet. Plantings in medians with a width of less than 5 feet would be subjected to extreme heat conditions from the roadway. In these areas, colored patterned concrete should be used instead of plant materials. Additionally, all

medians should include an 18" wide stamped concrete strip inside the planting areas doweled into the curbs on either side for maintenance access. Brick patterns stamped into the concrete should match those used in the crosswalks in the historic district.

The County should work with individual property owners adjacent to Florin Road to plant trees compatible with the streetscape landscaping. Ideally, trees should be placed every thirty to forty feet along the street and would be selected from the list in Table 5-1. In reality, it will be dependant upon property owner's willingness to improve the aesthetics of the street frontage. Emphasizing the mitigating effects of foliage on summertime temperatures may be one way to encourage planting of trees adjacent to the streets.

5.2.2 Old Florin Town – Power Inn Road to Florin-Perkins Road

The section of the project from Power Inn Road to Florin-Perkins Road is known as Old Florin Town. It is the historic core of the community, and improvements are needed to enhance the identity of this streetscape to reflect its historic nature. Improvements to this section will help in revitalizing the commercial core of Old Florin Town by potentially bringing in new businesses and creating a destination for residents and visitors.

5.2.2.1 Vehicular Traffic Calming Measures and Signalization

New traffic lights should be installed at McCurdy Lane/Prichard Road and at a new intersection proposed approximately 200-feet west of Kingsley Street. This new intersection will accommodate a proposed north-south connection designed to facilitate movement north to the proposed Alta-Florin and south to industrial and residential neighborhoods between the railroad tracks and Florin-Perkins Road, and it will tie into Florin-Perkins Road approximately 1500 feet south of Florin Road. This new route will require negotiation of easements with local landowners.

The light at Prichard would provide signalized control to traffic bound for Fransinetti winery. The Fransinetti Winery access road adjacent to the Union Pacific Railroad (UPRR) tracks would be closed as part of these street improvements, with a new access route being constructed off of Prichard Road. This would improve traffic flow and safety in the vicinity of the railroad tracks.

An on-demand traffic light should be installed at the creek crossing in combination with installation of a bicycle trail along the creek, discussed later in this section. On-demand lights should also be considered on either side of the railroad tracks to facilitate pedestrian crossing of the street in the historic core.

Use of the raised-pattern sidewalks already discussed will help in slowing traffic through this section. Additionally, improved medians and left-turn control will increase safety. An important recommendation of this plan for reducing accidents and improving safety is the closing of Reese and McComber to left-turn traffic through the use of continuous medians in these areas. These two intersections have had higher than average accident rates due to the uncontrolled nature of these intersections and the reduced visibility caused by the railroad tracks. While eliminating left-turn traffic in these two areas will make ingress and egress to Florin Road slightly less convenient for some motorists, this is more than compensated by the increased public safety.

5.2.2.2 Monuments and Signs

Gateway signage should be incorporated into the east corners of the Power Inn Road intersection and the northwest corner of the Florin-Perkins Road intersection to indicate that travelers are passing into or leaving a historic area. Additionally, gateway monuments should be included at these locations. These monuments should convey a design symbolic of the Old Florin Town history, incorporating windmills or water towers which were used to irrigate crops. Conceptual designs for the entry signs and monuments are shown in Figure 5-3.

5.2.2.3 Structure Design, Renovation and Restoration

The Union Pacific Railroad played an important part in Florin Town's history, shipping produce from the Florin area to markets and catalyzing a boom in Old Florin Town following construction of the railroad. The railroad crossing should be highlighted through the use of unit pavers; recreations of historic structures such as railroad cars, packing sheds or depots; and monumentation. These structures should be located at the four corners of the crossing and could provide functions to visitors and the community such as a visitor's center, historical museum and/or community center. One of the structures should be a monument in the same style as those used to denote either end of the historic district.

Several historic structures will be impacted by the recommended improvements to Florin Road. These impacts are unavoidable if the street is going to be widened to meet County standards and accommodate sidewalks and bike lanes. Impacted structures are as follows:

- Redman's Lodge: Clearance from street centerline to façade is 20 feet. Minimum required for sidewalk, bike lane and two travel lanes is 36 feet².
- Garage/Body Shop/Feed Store at 8344 Florin Road: Building is impacted by radius of sidewalk and curb curve at Reese Road to meet standards.
- Auto Body Shop at both 8352 and 8356 Florin Road: Clearance between façade and street centerline is 22 feet. Minimum required for sidewalk, bike lane and two travel lanes is 36 feet.
- Church of Christ at Florin & McCurdy: 27 foot clearance street centerline to façade. Minimum required for sidewalk, bike lane, two travel lanes and left turn lane is 46 feet.

The impacted structures should be evaluated for the best method to save them. Options include moving the structures or recreating the façades further from the street. Moving the structure is preferable, if the building is sufficiently sound to do this, otherwise the building may have to be remodeled to recreate the façade outside of the new right-of-way. These issues will require dialog between the County and the individual property owners to determine the best solutions that accommodate the improvements while meeting the needs of the landowners.

5.2.2.4 Pedestrian Ways and Amenities

Sidewalks should be constructed along both sides of the entire frontage through this section. Where existing sidewalks conform to the design shown in Figure 5-2, they can remain. Where

² Based upon 6' sidewalk, 6' bike lane and 12' travel lanes.

space is available, sidewalks are separated from the curb by an 8 foot planting bed. These planting strips are located in the following areas:

- South side of Florin:
 - Power Inn Road to Kara Drive
 - Kara Drive to Florin Creek
 - Reese Road to the west side of the UPRR track easement
 - East side of the UPRR track easement to the proposed lighted intersection west of Kingsley
- North side of Florin:
 - Approximately 400 feet east of Kara Drive
 - Kara Drive to Bacchini Avenue
 - Pritchard/McCurdy to Tokay Avenue
 - 250 feet east of Tokay to the west side of the UPRR track easement
 - The east side of the UPRR track easement to McComber Street

Creeks have historically been a neglected resource in urbanized environments, often having been manipulated to best carry floodwaters through channelization or straightening. This often creates problems of bank erosion, which leads to armoring of the streambed and banks. Because the result is often aesthetically unappealing, urban creeks are relegated to spaces between backyard fences or behind commercial buildings. Trends in the nineteen nineties and in the 21st century have been away from the single-purpose creek planning for flood control and towards multi-objective planning, which recognizes the value that creeks can play in a community. As a result, creeks have been daylighted, unchannelized, and designated as greenways containing habitat and recreation corridors.

While a more thorough study is needed before a “greenway” plan can be created for Florin Creek, this Streetscape Master Plan recommends that a bike path be located adjacent to the creek and some level of restoration planting be conducted in the open space around the creek. Restoration plants could include valley oaks, interior live oaks, blue oaks, sycamore, and Oregon ash, black walnut and box elder. Understory plants could include wild rose, California blackberry, button bush and wild grape. Bioengineering techniques should be evaluated for possible replacement of the concreted channel to the north. Interpretive signage on both sides of the road adjacent to the trail can help to educate trail users on the benefits of multi-objective creek planning. An on-demand signalized crossing should be installed so that users of the trail can safely cross Florin Road.

Unit pavers should be utilized for cross-walks at all major road intersections, as follows:

- Power Inn Road, all four crossings
- Kara Drive
- Bacchini Avenue

- Prichard Road, all four crossings
- Union Pacific Railroad, both east and west of the tracks
- Tokay Avenue
- Reese Road
- McComber Street
- Kingsley Street
- Florin-Perkins Road, all four crossings

An historic walking tour is proposed for the Old Florin Town section of the streetscape as shown in Figure 5-2. This tour begins at Prichard/McCurdy and extends on both sides of Florin Road eastward to Florin-Perkins Road. The Tour highlights some of the history of Old Florin Town and historic structures such as Redman's Lodge and the Florin East School. Signage should be installed at the following key locations and should focus on historic structures and points of interest:

- South side of street:
 - First Tongan Weslevan Church
 - Redman's Lodge
 - Railroad Depot/Visitor Center (proposed)
 - Historic residence at XXXX
- North side of street:
 - Church of Christ
 - Historic building east of RR tracks
 - Florin East School
 - Historic residence east of Florin East School

5.2.2.5 Hardscape, Fences, and Barriers

Sidewalks should be located as indicated in the section on Pedestrian Ways and Amenities. A barrier should be located on the outside of the sidewalk as it crosses Florin Creek on both the north and south sides of Florin Road to protect pedestrians crossing the creek. An attractive 6 to 8 foot tall wrought iron fence would provide a pleasing appearance while ensuring pedestrian safety.

5.2.2.6 Street Furniture and Fixtures

Signage, furnishings and structures should reinforce the feeling of traveling through a historic town. Lighting, benches and trash receptacles should have classical, period styles as shown in Figure 5-4. Benches and trash receptacles should be located periodically, approximately every 500 feet.

5.2.2.7 Street Trees and Landscape Planting

The plant palette designed for the streetscape through Old Florin Town is shown in Table 5-2. This palette was selected from plants that do well in medians and other harsh environments, require low amounts of water, are suitable to the Northern California climate, and reflect the historic character of the region. In general, this palette should be used in medians and planting strips between sidewalks and the street as indicated in Figure 5-2.

Table 5-2 — Planting Palette for Old Florin Town Historic District

Common Name	Latin Name
Trees	
Chitalpa x tashkentensis 'Pink Dawn'	Pink dawn chitalpa
Nyssa sylvatica	Sour gum
Prunus x yedoensis 'Akebono'	Flowering cherry
Pyrus calleryana 'Chanticleer'	Flowering pear
Quercus lobata	Valley oak
Quercus suber	Cork oak
Zelkova serrata	Sawleaf zelkova
Shrubs	
Arctostaphylos 'Pacific Mist'	Pacific mist manzanita
Calycanthus occidentalis	Spice bush
Carex buchananii	Leather leaf sedge
Carpenteria Californica	California bush anemone
Ceanothus 'Yankee Point'	Yankee point ceanothus
Cistus 'Sunset'	Rockrose
Dodonaea viscosa 'Purpurea'	Purple hop bush
Festuca Californica	California fescue
Festuca Idahoensis	Idaho fescue
Muhlenbergia capillaris	Pink muhly
Groundcover	
Duchesnia indica	Indian mock strawberry
Erigeron karvinskianus	Santa Barbara daisy
Hardenbergia violacea	Lilac vine
Lonicera periclymenum	woodbine
Mahonia repens	Creeping mahonia
Santolina chamaecyparissus	Lavender cotton
Trachelospermum jasminoides	Star jasmine

Planting improvements will likely require two separate efforts: 1) landscaping of medians and planting strips in conjunction with road improvements, 2) planting adjacent to sidewalks on side away from the street where sidewalks are not bifurcated. The latter effort will require negotiations with property owners to secure landscape easements or encourage planting of street

trees. As discussed in the previous section, owners should be encouraged to plant trees compatible with the streetscape. Incentive programs such as free trees could be implemented to facilitate appropriate landscaping.

5.2.3 Florin-Perkins Road to Elk Grove Florin Road

5.2.3.1 Vehicular Traffic Calming Measures and Signalization

There are some changes anticipated in both intersections and traffic in this section. There are only two short sections of raised medians. One median is at the Florin-Perkins intersection and the other is at the South Watt intersection. Both raised medians are at the left turn lanes only. The Florin-Perkins median is asphalt filled and contains no plantings. The South Watt median is concrete filled and also contains no plantings. Raised medians with plantings should be installed along the length of Florin Road in this section, with unsignalized left turn lanes at Fletcher Road. No unsignalized left turn lanes are recommended for Gardener Avenue. No new signal lights are anticipated for this section

5.2.3.2 Monuments and Signs

No specific monuments or signs are planned for this section, except for the western end at Florin-Perkins Road as discussed in the previous section on Old Florin Town.

5.2.3.3 Pedestrian Ways and Amenities

This section currently has intermittent sidewalks. Some improved properties have installed four to six feet wide walks, but many areas have not. As discussed in the section on Existing Conditions, sidewalks currently exist between Florin-Perkins Road and Fletcher Farm on the south side of Florin and west of Gardener in front of the mobile home park on the north side of Florin Road. There are no sidewalks east of Gardener Avenue. Sidewalks should be installed on both sides of the road where they do not exist. Walks should be separated from the roadway by an 8-foot planter, where sufficient space exists, as indicated in Figure 5-1. In general, walks should be 6 feet wide; however, where existing walks do not conform, proposed walks should be built to this standard and flared to match existing walks until such time as existing walks can be upgraded.

5.2.3.4 Hardscape, Fences, and Barriers

Fences adjacent to the streetscape should be upgraded to meet a common design style. Where residential lots have a side or backyard fronting on Florin road, fences should be designed as soundwalls to reduce noise pollution on adjacent residential properties. Soundwalls should share design style with the soundwalls located west of Old Florin Town. Since it is unfeasible to expect residences to provide upgrades to existing fences, design guidelines should be adopted for new construction, and the County should provide incentives for individual property owners to upgrade their existing fencing. In many instances, particularly in low income areas, this will involve some level of County financing for improvements.

5.2.3.5 Street Furniture and Fixtures

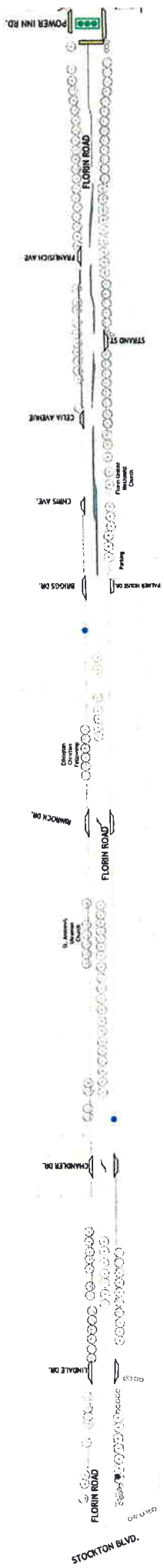
Street lights should be installed to match the existing cobra-head design where they are absent. Street furniture such as benches and trash receptacles should be included in new development projects and renovations.

5.2.3.6 Street Trees and Landscape Planting

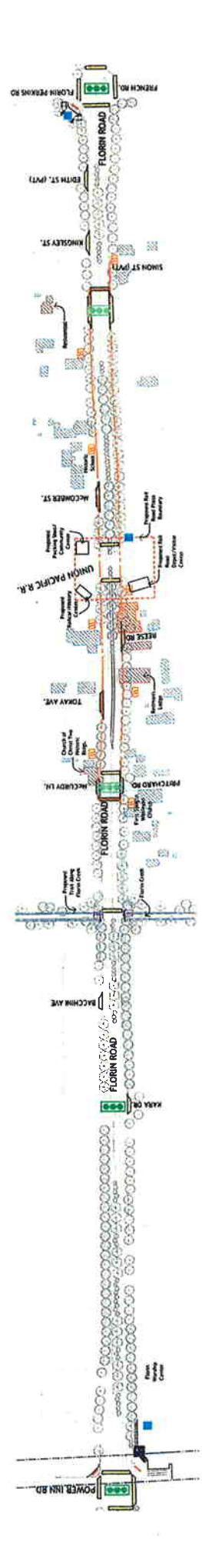
Street trees in this section are sporadic and exist where a residence faces the roadway or at a public or commercial site. There are no median plantings in this section. Medians should be planted with trees, shrubs and groundcover. Plants in Table 5-1 have been selected for their suitability for these medians.

Medians should be planted wherever possible in conformance with County Standards on sightlines and traffic visibility. Currently regulations prohibit planting trees within 500 feet of an unsignalized intersection. Shrub plantings must be less than 30' in height for mature plants. While there is no specific regulation concerning the minimum width of a median for planting, it is preferred to plant in medians wider than 5 feet. Plantings in medians with a width of less than 5 feet would be subjected to extreme heat conditions from the roadway. In these areas colored, patterned concrete should be used instead of plant materials. Additionally, all medians should include an 18" wide stamped concrete strip inside the planting areas doweled into the curbs on either side for maintenance access. Brick patterns stamped into the concrete should match those used in the crosswalks in the historic district.

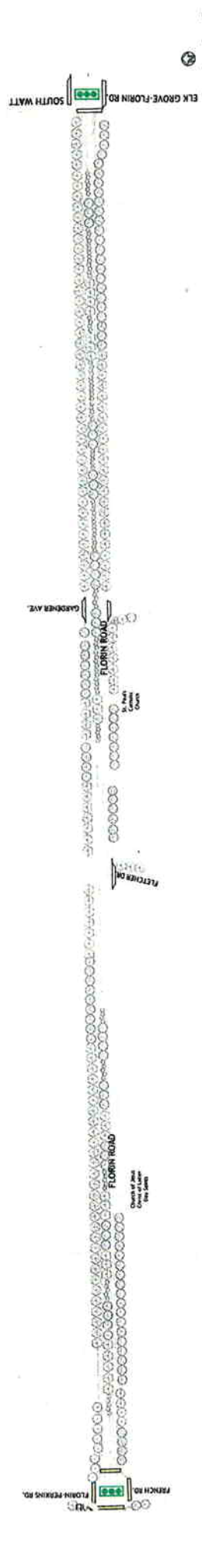
The County should work with individual property owners adjacent to Florin Road to plant trees compatible with the streetscape landscaping. Ideally, trees should be placed every thirty to forty feet along the street and would be selected from the list in Table 5-1. In reality, it will be dependant upon property owner's willingness to improve the aesthetics of the street frontage. Emphasizing the mitigating effects of foliage on summertime temperatures may be one way to encourage planting of trees adjacent to the streets



WEST PROJECT AREA: STOCKTON BOULEVARD TO POWER INN ROAD



OLD FLORIN TOWN: POWER INN ROAD TO FLORIN-PERKINS ROAD



EAST PROJECT AREA: FLORIN-PERKINS ROAD TO SOUTH WATT AVENUE

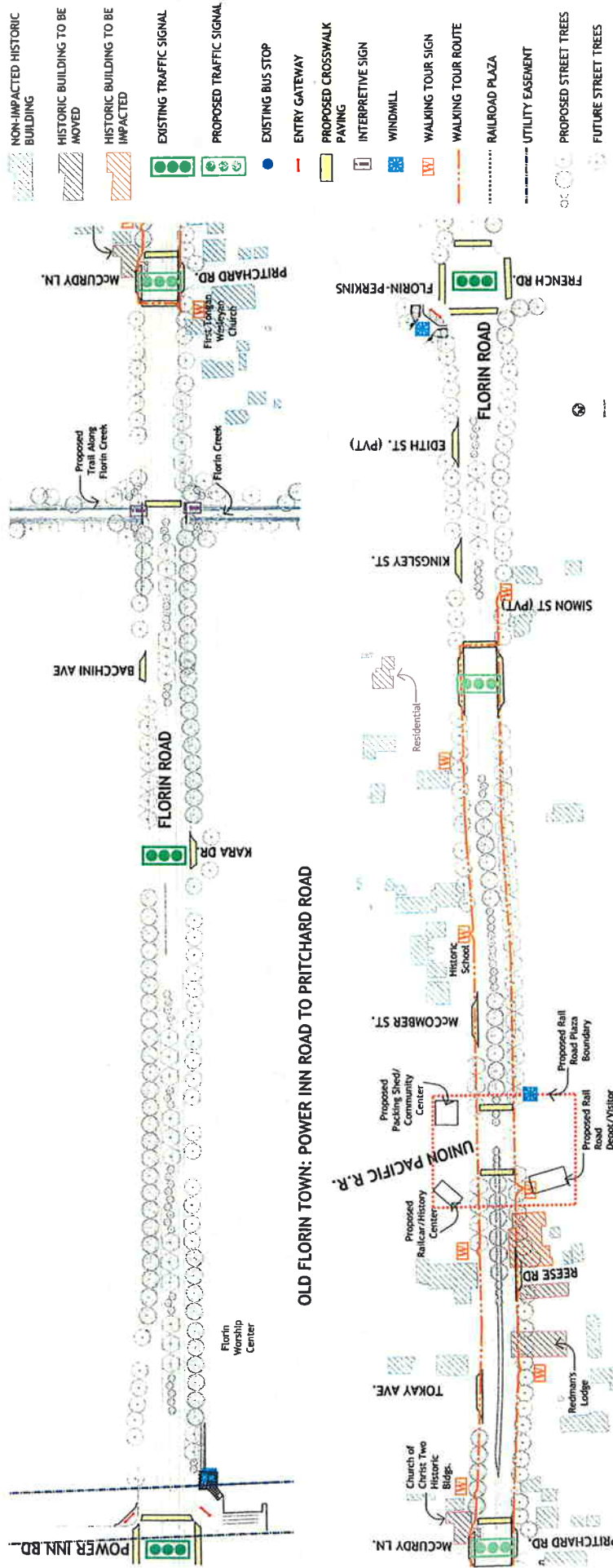
- EXISTING TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL
- EXISTING BUS STOP
- ENTRY GATEWAY
- PROPOSED CROSSWALK PAVING
- INTERPRETIVE SIGN
- WINDMILL
- WALKING TOUR SIGN
- WALKING TOUR ROUTE
- RAILROAD PLAZA
- UTILITY EASEMENT

- NON-IMPACTED HISTORIC BUILDING
- HISTORIC BUILDING TO BE MOVED
- IMPACTED HISTORIC BUILDING
- EXISTING STREET TREES
- PROPOSED STREET TREES
- FUTURE STREET TREES

FLORIN ROAD STREETSCAPE OVERALL CONCEPT PLAN



MAY 2006
 Figure 5-1



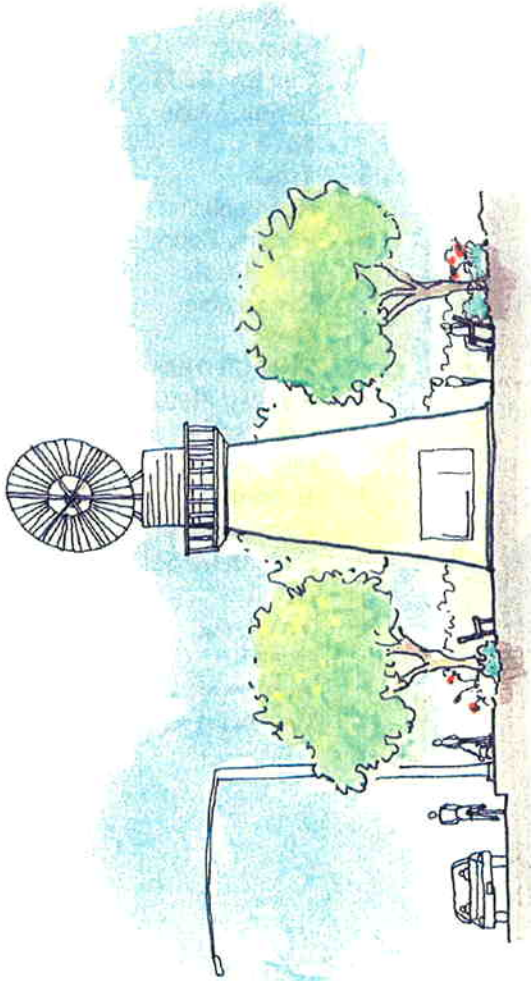
OLD FLORIN TOWN: POWER INN ROAD TO PRITCHARD ROAD

OLD FLORIN TOWN: PRITCHARD ROAD TO FLORIN-PERKINS ROAD

FLORIN ROAD STREETSCAPE OLD FLORIN TOWN OVERVIEW

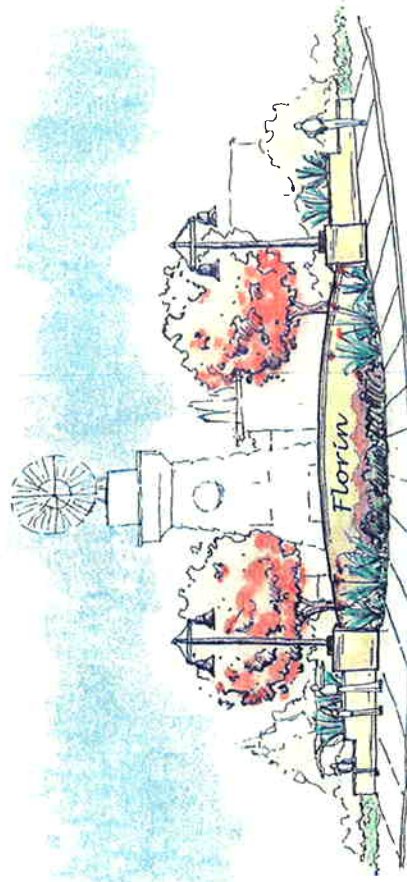
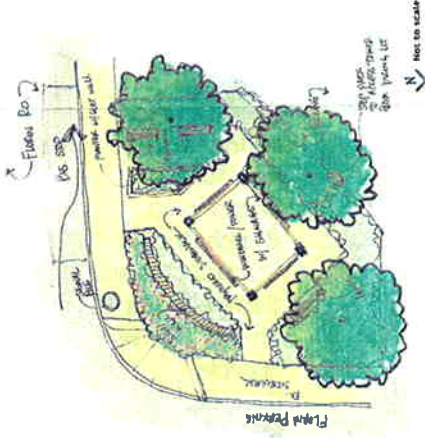


Florin Road Gateway Concepts



Watertower Windmill Monument

Florin Road Gateway Concepts
Alternative 3



Entry Monument

Florin Road Streetscape Monuments and Signage



Figure 5-3



Suggested Street Furniture and Fixtures

1. Lighting: Sternberg Lighting, Decatur pole, banner arm and 1910 Acorn lamp
2. Bench: Victor Stanley Classic Series bench, Model CR-196
3. Bicycle Parking: Madrax Gramercy, Model CLR5
4. Drinking Fountain: Olympic 6600 Series, Model 6622
5. Trash Receptacle: Parking Zone, Pole Trash Receptacle, Model SKU:UR*H9N
6. Planter: Fluted Concrete Planter
7. Bollard: Olympic Cast Bollard, Model CB-C
8. Treegrate: Urban Accessories, Cobblestone

Florin Road Streetscape Street Furniture and Fixtures



5.3 Phasing of Improvements and Preliminary Cost Estimate

The implementation of the Streetscape Master Plan will likely happen in three main phases:

1. Improvements to Old Florin Town,
2. Improvements to section from Stockton Boulevard to Power Inn Road, and
3. Improvements from Florin-Perkins Road to Elk Grove Florin Road.

Due to the need to revitalize the historic district and improve safety along this stretch of the roadway, improvements to Old Florin Town are the highest priority. Street improvements must necessarily be accomplished prior to installing landscaping and improvements, but before street improvements can be made, impacts to historic structures must be resolved by either moving the structures or renovating them to accommodate the widened right-of-way. Once the needed changes are made to the impacted structures, roadway improvements can proceed, including installation of medians, dedicated left-turn lanes, textured cross-walks, additional traffic and bike lanes and sidewalks. It is important to install irrigation sleeves to all medians during roadway construction to avoid having to tear up the roadway when landscape improvements are installed. Once roadway modifications have been completed, planting and furnishings, including street lights, benches and trash receptacles, can be installed.

The next highest priority for improvement is the section from Stockton Boulevard to Power Inn Road. The medians in the westernmost part of this section have been recently landscaped, and continuing these plantings eastward by removing the asphalt in the existing medians, amending soil and replanting would be a relatively low-cost improvement that would significantly improve the aesthetics of this section. Joining the existing section of sidewalk with new walkway and creating planting strips between the sidewalks and roadways could follow median improvements, in addition to installation of streetlights and benches in select locations. Planting of the areas outside of the sidewalks can happen separately from the rest of the streetscape as the County and community encourage individual property owners to plant trees along the right-of-way.

Finally, the section of the streetscape east of Florin-Perkins Road should be constructed. This area is still relatively rural, and streetscape improvements could likely be accomplished as the adjacent land is developed for residential and commercial uses.

Table 5-3 contains an estimate of the costs to implement the Streetscape Master Plan. Because of the variability of the cost to resolve the conflicts with existing structures, these costs are not included in the estimate. The costs shown in the table are in 2006 dollars.

Table 5-3 — Cost Estimate for Old Florin Town

Item	Quantity	Units	Unit Cost	Cost
Site preparation	TBD	SF	TBD	TBD
<i>Vehicular Traffic Calming Measures and Signalization</i>				
Roadway asphalt	TBD	SF	TBD	TBD
Curbs	TBD	LF	TBD	TBD
Traffic Lights	TBD	EA	TBD	TBD
<i>Monuments and Signs</i>				
Monuments	TBD	EA	TBD	TBD
Gateway signs	TBD	EA	TBD	TBD
Walking Tour signs	TBD	EA	TBD	TBD
<i>Pedestrian Ways and Amenities</i>				
Sidewalk improvements	TBD	SF	TBD	TBD
Raised, Patterned Crosswalks	TBD	SF	TBD	TBD
<i>Hardscape, Fences, and Barriers</i>				
Fencing	TBD	LF	TBD	TBD
<i>Street Furniture and Fixtures</i>				
Cobrahead lights	TBD	EA	TBD	TBD
Historic District Lights	TBD	EA	TBD	TBD
Benches	TBD	EA	TBD	TBD
Trash Receptacles	TBD	EA	TBD	TBD
<i>Street Trees and Landscape Planting</i>				
Irrigation	TBD	SF	TBD	TBD
Trees	TBD	EA	TBD	TBD
Shrubs	TBD	EA	TBD	TBD
Groundcover	TBD	EA	TBD	TBD

Table 5-4 — Cost Estimate for Stockton Boulevard to Power Inn Road

Item	Quantity	Units	Unit Cost	Cost
Site preparation	TBD	SF	TBD	TBD
<i>Vehicular Traffic Calming Measures and Signalization</i>				
Roadway asphalt				
Curbs				
Traffic Lights				
<i>Monuments and Signs</i>				
Monuments				
Gateway signs				
Walking Tour signs				
<i>Pedestrian Ways and Amenities</i>				
Sidewalk improvements				
Raised, Patterned Crosswalks				
<i>Hardscape, Fences, and Barriers</i>				
Fencing				
<i>Street Furniture and Fixtures</i>				
Cobrahead lights				
Historic District Lights				
Benches				
Trash Receptacles				
<i>Street Trees and Landscape Planting</i>				
Irrigation				
Trees				
Shrubs				
Groundcover				

Table 5-5 — Cost Estimate for Florin-Perkins to Elk Grove Florin

Item	Quantity	Units	Unit Cost	Cost
Site preparation	TBD	SF	TBD	TBD
<i>Vehicular Traffic Calming Measures and Signalization</i>				
Roadway asphalt				
Curbs				
Traffic Lights				
<i>Monuments and Signs</i>				
Monuments				
Gateway signs				
Walking Tour signs				
<i>Pedestrian Ways and Amenities</i>				
Sidewalk improvements				
Raised, Patterned Crosswalks				
<i>Hardscape, Fences, and Barriers</i>				
Fencing				
<i>Street Furniture and Fixtures</i>				
Cobrahead lights				
Historic District Lights				
Benches				
Trash Receptacles				
<i>Street Trees and Landscape Planting</i>				
Irrigation				
Trees				
Shrubs				
Groundcover				