

## **SECTION 5. CIRCULATION ELEMENT**

### **5.1 Concept**

The El Dorado Hills Specific Plan provides for a comprehensive circulation system that includes streets, paths, and trails designed to facilitate safe and efficient movement within and through the Plan Area. The circulation system is also intended to enhance the natural scenic character of the Plan Area by minimizing grading and specifying right-of-way landscaping. Arterial streets connect with smaller streets at village entry points without penetrating residential areas. Pedestrian paths and trails provide a nonvehicular travel alternative for the convenience of walkers, joggers, bicyclists, and equestrians.

### **5.2 Existing Streets**

Portions of El Dorado Hills Boulevard, White Rock Road, Latrobe Road, Bass Lake Road, and Highway 50 are the only existing streets within the Specific Plan area. El Dorado Hills Boulevard and Bass Lake Road are two- and four-lane streets, respectively, currently carrying average daily traffic (ADT) volumes of 11,700 ADT and 1,300 ADT. Highway 50 is a four-lane divided highway with a median strip and currently carries an average volume of 28,500 ADT between El Dorado Hills Boulevard and Bass Lake Road.

The only other major street in the vicinity of the Plan Area is Green Valley Road, located approximately 5,000 feet north of the northernmost Plan Area village (Village M). This street connects the cities of Placerville and Folsom and carries an average volume of 6,100 ADT between Francisco Boulevard and Bass Lake Road.

Some streets are required as a result of Plan Area development, while others are a result of cumulative development in the El Dorado Hills area. A delineation of Plan Area streets and streets outside of the Plan Area is provided in the Summary of the traffic analysis for the El Dorado Hills Specific Plan (on file with the El Dorado County Department of Transportation).

### **5.3 Planned Streets**

A variety of street widths and designs are included to accommodate a range of anticipated traffic volumes in a manner compatible with adjacent land use. Consistent with the overall design theme of the Specific Plan, streets will generally be curvilinear in design, conforming both vertically and horizontally and as closely as possible to natural topography. Existing trees and other natural features are incorporated into the right-of-way landscape design and will be augmented by the installation of additional landscape features. Streets within certain private, gated villages will be designated as private streets. These will be designed and constructed to County standards, but will be maintained through a private homeowners association and will not be accessible to the general public.

Graphic descriptions of each street design are provided in Figure 14, Typical Roadway Sections, but street names have not been formally designated. References in the Specific Plan are tentative only. The basic street design and the designation of specific street names are illustrated in Figure 9, Land Use and Circulation. All street cross-sections and final locations of intersections shall meet the minimum standards of the El Dorado County Department of Transportation at the time they are designed and submitted for approval.

The following is a general description of Plan Area streets:

#### 5.3.1 Residential Street (50-foot-wide right-of-way)

The primary street design is to be used for short loop interior residential streets (less than 1,000 feet) and cul-de-sacs less than 200 feet from the corner to the entry point at the bulb. Pedestrian paths and space for street trees will be included in the right-of-way. No provision is made for on-street parking because it is intended that resident parking will be within garages. Off-street parking for visitors and service personnel will be provided in accordance with the policies of the Specific Plan. Bicycle travel will occur on the street pavement without the use of specified bicycle lanes.

#### 5.3.2 Residential Street (50-foot-wide right-of-way)

This street design will be used for the majority of the interior village streets. Included within the right-of-way is a paved pedestrian path, street trees, two 12-foot-wide travel lanes, and an 8-foot-wide parking lane on one side of the street.

#### 5.3.3 Minor Village Street (80-foot-wide right-of-way)

This street section will be used as a minor collector street within and between villages. Included within the right-of-way is a paved pedestrian path separated from the roadway by a 6-foot-wide planting strip. The street provides four 12-foot-wide travel lanes and no on-street parking.

#### 5.3.4 Major Village Street (100-foot-wide right-of-way)

This street design is used for Country Club Drive between Silva Valley Parkway and Bass Lake Road. With a projected peak hour traffic volume of 2,300, Country Club Drive carries a large percentage of Plan Area traffic and is second in volume only to Silva Valley Parkway. This design is also used for the street that connects Country Club Drive with Silva Valley Parkway on the north side of the Village Green/Community Center. The design includes combined bicycle lanes and shoulders on each side of the pavement. Paved pedestrian paths are provided on each side of the right-of-way, with landscaping offering a varied separation from the street pavement. Provision is made for emergency on-street parking on the shoulder area.

#### 5.3.5 Split Parkway (120-foot-wide right-of-way)

This variation of the Major Village Street design is used to incorporate a drainageway into the right-of-way design for a portion of Country Club Drive. It includes the same facilities and amenities as described for Major Village Streets.

#### 5.3.6 Parkway (120-foot-wide right-of-way)

This design is applicable to Silva Valley Parkway from Highway 50 to Green Valley Road. Three typical roadway sections are applicable to three areas along Silva Valley Parkway as shown on Figure 14. With a projected peak hour traffic volume of 3,500, this street serves as the principal arterial in the Plan Area. As shown below, this street includes four 12-foot-wide travel lanes, pedestrian paths that meander within the right-of-way, and an extensively landscaped median. Provision is made for emergency on-street parking by using the shoulder area. Left turn lanes and deceleration right turn lanes will be provided. Roadside landscaping will vary in width from 26 to 76 feet on the western side of the Parkway and from 26 to 50 feet on the eastern side of the Parkway.

#### 5.3.7 Interchange and Silva Valley Parkway

Prior to full buildout, a new interchange will be needed in the vicinity of the existing Silva Valley Road and Highway 50 undercrossing. The demand for the interchange is generated by development located within the Specific Plan area as well as other areas. Section 1.4.7.2 specifies when the interchange must be developed relative to vehicle use of Silva Valley Parkway and White Rock Road.

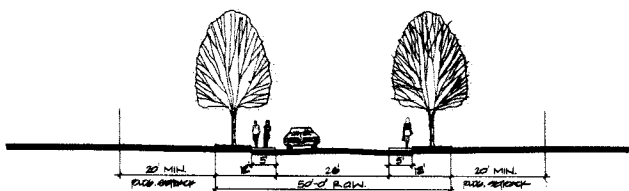
# EL DORADO HILLS

EL DORADO COUNTY, CA

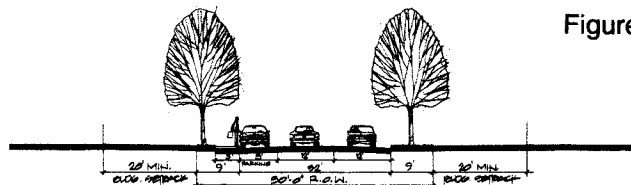
## TYPICAL ROADWAY SECTIONS

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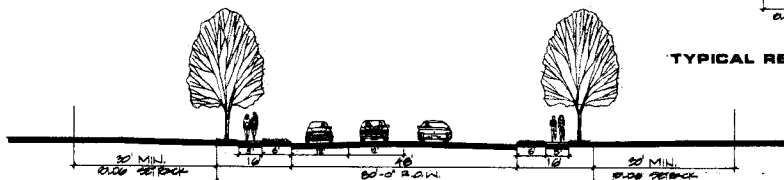
Figure 14



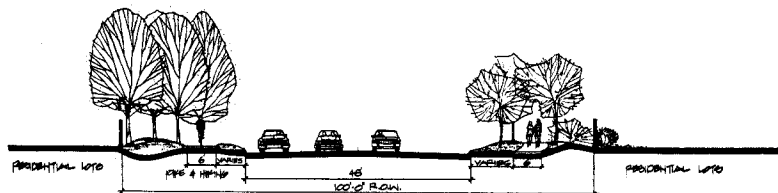
TYPICAL RESIDENTIAL STREET



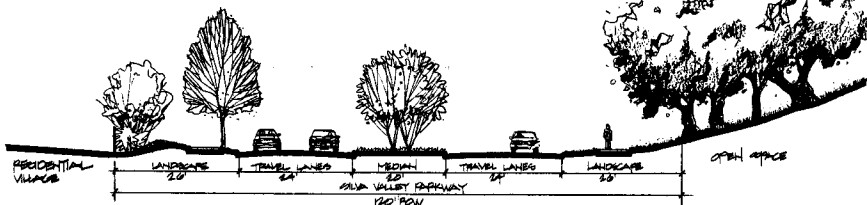
TYPICAL RESIDENTIAL STREET



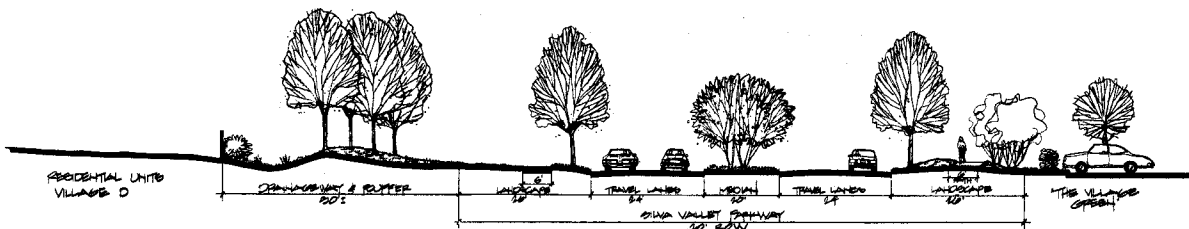
TYPICAL VILLAGE MINOR STREET



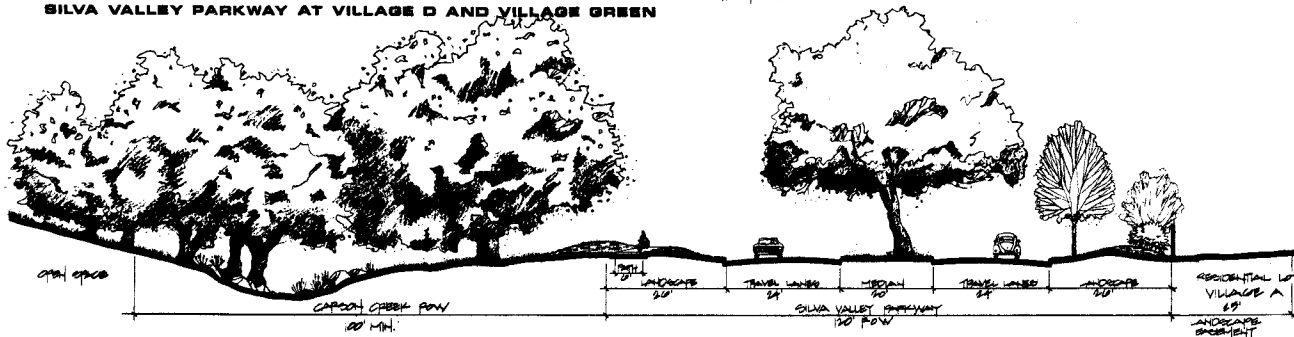
TYPICAL VILLAGE MAJOR STREET



SILVA VALLEY PARKWAY AT OPEN SPACE



SILVA VALLEY PARKWAY AT VILLAGE D AND VILLAGE GREEN



SILVA VALLEY PARKWAY AT CARSON CREEK AND VILLAGE A

ALL STREET CROSS-SECTIONS AND FINAL LOCATIONS OF INTERSECTIONS SHALL MEET THE MINIMUM STANDARDS OF THE EL DORADO COUNTY DEPARTMENT OF TRANSPORTATION

JULY 18, 1988

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The design of the interchange is proposed to be a partial cloverleaf design that will allow movement of traffic from the north and south sides of Highway 50 in both an easterly and westerly direction. The exact location of the interchange and alternative locations will be reviewed pursuant to an interchange EIR. The EIR will also identify site-specific mitigation measures to lessen significant adverse environmental effects of the interchange development. Section 1.4.7.4 of this Plan contains specific policies addressing the interchange, and requires an amendment of the Plan to address land use and mitigation measures concurrently with County action to approve a final design and location.

#### **5.4 Pedestrian Circulation**

An extensive system of interlinked trails, paths, or sidewalks are incorporated into the Specific Plan area to facilitate travel within and beyond the Plan Area by pedestrians, equestrians, and bicyclists. The pedestrian routes are intended not only to provide an alternative to automobile travel but also to foster health and social interaction among residents. The natural character of the Plan Area lends itself to a multitude of outdoor activities that will be enhanced by the pedestrian system.

These routes will connect residential villages with the Village Green/Community Center, the Bass Lake commercial area, parks, and schools. They will be available for recreational uses such as hiking, jogging, and horseback riding. The trail system within the natural open space areas will connect with points beyond the Plan Area as provided for in the El Dorado Hills/Salmon Falls Area Plan.

The pedestrian routes included within the Specific Plan area will traverse a variety of terrain and will be dedicated with the public rights-of-way and public open space. The nature of these routes are summarized in the following paragraphs.

##### **5.4.1 Natural Open Space**

Natural open space areas may include trails within dedicated public easements. These trails will be connected with other areas to create a loop system within the Plan Area. Access to the trail system will occur at designated points along the public street right-of-way. Trails may be combined with fire access roads in certain instances. The final trail alignments will be determined following field surveys.

##### **5.4.2 Residential Open Space and Private Property**

Trails or paths designated on privately owned land and open spaces occur within easements dedicated for public access. These easements will be reserved for dedication with the filing of tentative subdivision maps for each village. In most instances, these paths occur in the private open space areas, the golf course, and in privately owned open space in attached unit residential developments. Trail easements not situated within open space easements will be required on a limited basis to provide connections between residential parcels to the trail system and to natural open space. Some trails may be paved and others may be covered with another all-weather surface such as gravel, crushed rock, or natural soil.

##### **5.4.3 Drainageways**

Where possible, unpaved dirt or all-weather trails will be located along the alignment of drainageways. Combined trail and drainageway easements are intended to provide a visually interesting trail environment while reducing the amount of land otherwise required for separate facilities. In most instances, the shallow depth and gradual slope of drainage channel banks will allow trails to be located close to the bank without the need for barrier fencing. In certain areas, open rail fencing may provide an appropriate physical separation between trail users and the drainageway or adjacent uses.

#### **5.4.4 Street Right-of-Way**

Paved pedestrian paths will be provided within all street rights-of-way except the local residential streets. These paths will be paved with either concrete or asphalt, depending on location, and will meander within the right-of-way to achieve an informal, rural appearance.

#### **5.4.5 Regional Trail System**

The El Dorado Hills/Salmon Falls Area Plan indicates a regional trail system that traverses portions of the Specific Plan. The Specific Plan provides for this trail in the alignment indicated in the El Dorado Hills/Salmon Falls Area Plan along Silva Valley Parkway and Country Club Drive. The right-of-way for each of these boulevards provides a trail that can be used by hikers and cyclists. This trail will connect to points outside the Specific Plan area including Green Valley Road, Bass Lake, the Community Park, Oak Ridge High School, and the bicycle trail along El Dorado Hills Boulevard.

#### **5.5 Equestrian Trails**

The Specific Plan provides for residential uses that will accommodate horses on single family parcels in Village M. In addition, there are other properties adjacent to the Specific Plan area that will support equestrian activity. Therefore, provision of equestrian trails through the Specific Plan area should be considered as an appropriate facility for improvement by the public entity that will manage the public open space and landscape corridors. These include the right-of-way corridor for Silva Valley Parkway and Country Club Drive, the PG&E powerline easement at the north end of the Specific Plan area, and the natural open space areas.

#### **5.6 Public Transit**

Major arterial streets will be designed to accommodate local public transit. This will be accomplished by incorporating El Dorado County Transportation Commission design standards for bus turn-outs and shelters into the construction of Silva Valley Parkway and Country Club Drive and by ensuring that subsequent development of other Plan Area arterials also accommodates these standards.

#### **5.7 Park and Ride**

Space for a park and ride lot will be reserved near the intersection of Highway 50 and Silva Valley Parkway. The park and ride lot will be subject to design review and shall be approved by the County of El Dorado and by the Architectural Control Committee.

