

Circulation Element

Current Conditions: Access to the Plan Area is provided by several major roads including El Dorado Hills Boulevard, Green Valley Road, and, indirectly, Highway 50. Francisco Drive, currently an extension of El Dorado Hills Blvd. bisects the site north to south. Green Valley Road, which forms the southern boundary of the Plan Area, is the major local east-west traffic arterial in the west El Dorado County area north of Highway 50. Highway 50 is reached from the Plan Area by El Dorado Hills Boulevard, and may be reached in the future via the proposed Silva Valley Road. Overall circulation is sufficient for the present population. However, as population growth increases, road capacities will need to be expanded.

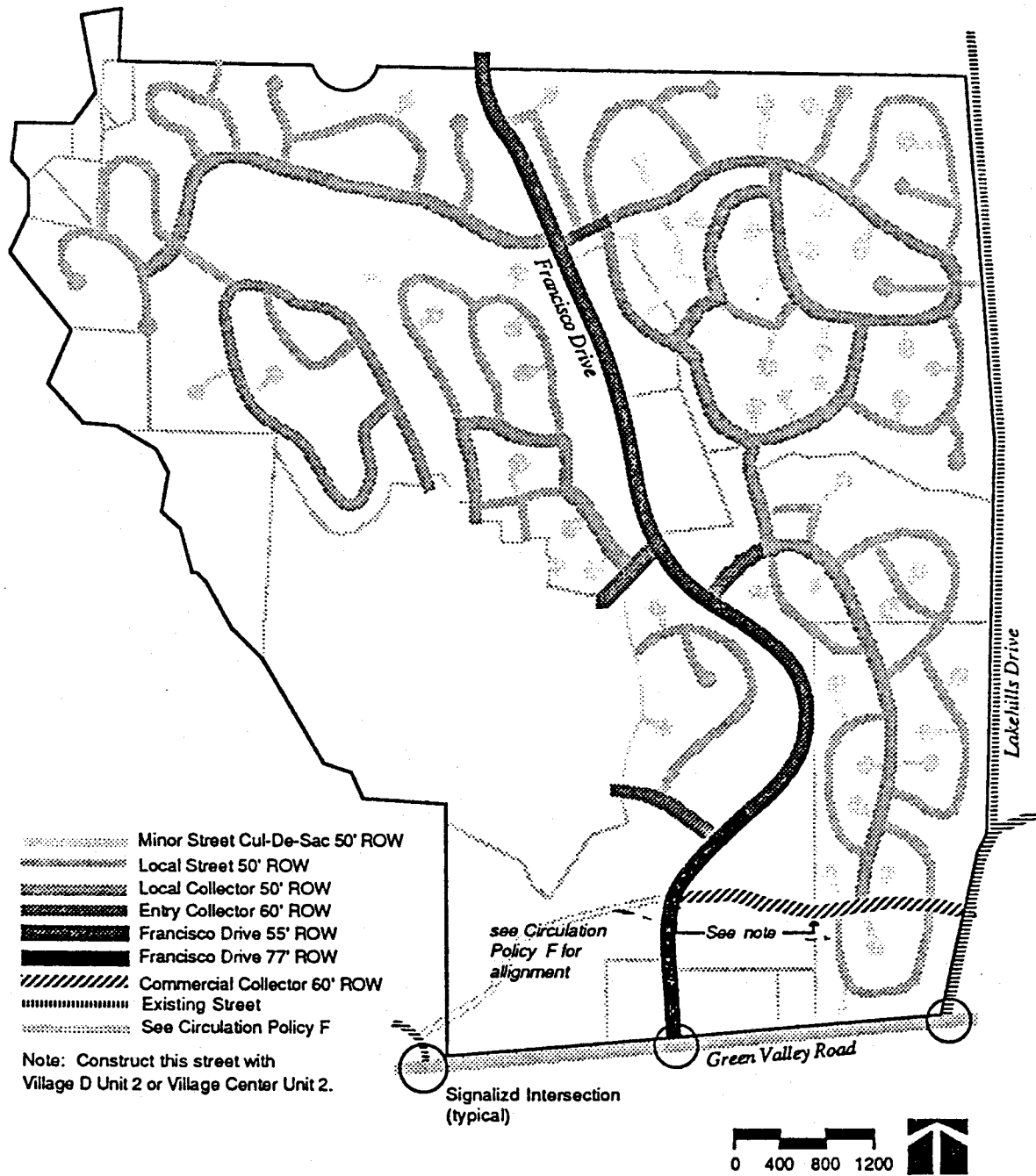
Proposed Circulation The road plan and street system proposed for the Specific Plan is based upon serving the village concept described earlier. The primary vehicular access is the proposed re-alignment of Francisco Drive and upgrading as a scenic drive with a landscape corridor. Francisco Drive will provide the access to each of the villages at selected entry points. No direct individual lot access will be permitted. The road system for and within each village together with Francisco Drive form a system of vehicular circulation which is in keeping with the village theme.

Accessibility to the Marina School and the adjoining parks is enhanced by the proposed network of looping streets and village entry points. The El Dorado-Salmon Falls Area Wide Plan indicates the need for a trail system along Francisco Drive. The proposed landscape corridor includes such a trail.

Through traffic typically will not travel between villages. However, Villages B and C are connected and the traffic generated within Village B and C will travel between them.

An area-wide traffic study was prepared for the El Dorado County by the firm of Omni-Means to determine needed traffic systems and existing limitations. As a result of the Omni-Means Report, the County has adopted a traffic mitigation fee which will help finance a variety of needed improvements within the El Dorado Hills/Salmon Falls Area Plan. Street circulation systems have been purposely designed to link with existing streets which presently stub to or traverse within the property. The design of the Plan eliminates further traffic impacts upon Lakehills Drive-Salmon Falls Road.

Current Area Plan Policies The El Dorado Hills/Salmon Falls Area Plan directs the development of the area wide circulation system through the following policies:



Specific Plan Circulation Policies

1. Future road extensions outlined on the Land Use Map (Figure 7) shall be constructed as areas develop. (Policy F.1)
2. Cost effective transportation alternatives are strongly encouraged. A transit system linking employment and shopping areas with residential areas should be studied as the area grows. El Dorado Hills Boulevard and Highway 50 shall be designated Transportation Corridors. (Policy F.4)
3. Potential "park 'n ride" lots as identified on the land use map, shall be considered with the development of those parcels. (Policy F.6)

Policy A . Road system improvements will be constructed to assure a direct relationship between the phasing of "Village" development and the availability of road capacity consistent with the County's level of service standards. The road system improvements will include the public and private streets that are interior to each village, and the upgrading of Francisco Drive to provide access to each of the villages, the multi-family and the commercial areas.

Implementation:

Construction of the internal road system will be accomplished in phases on the basis of demand. Individual segments of the internal road system will be constructed concurrent with the development of internal phases pursuant to recording of a final map for specific subdivisions. Construction of the improvements to Francisco Drive will occur in two phases.

Phase One improvements will occur simultaneously with the development of the first residential village. The improvements to Francisco Drive will provide for traffic capacity to serve all of the single family residential development proposed for Villages A, B, and C, and will be complete before occupancy of the first residential unit in any of the three villages. Phase One improvements to Francisco Drive include:

1. Realign and reconstruct Francisco Drive with two 12 foot lanes and 4 foot shoulders separated by a 16 foot wide lawn/tree planted median (as illustrated in Figure 9-c) from Green Valley Road north to the northern boundary of the Specific Plan Area. In addition, construct a total of four 12 foot travel lanes from Green Valley Road to a point 200 ft. north of Marina Park Drive where the road section will taper back to two lanes.
2. Construct roadside corridors parallel to the travel lanes of Francisco Drive as variable width scenic landscaped corridors (as illustrated in Figure 10). The width shall be a minimum of 20 feet and may be wider depending on the natural terrain features, such as gentle slopes with little existing tree cover. Improvements to the landscape corridor will be increased to attenuate noise pursuant to Policy A of the Specific Plan Noise Element.

3. Construct the entry from Francisco Drive for Village A, B and C and install adjacent landscaping and other improvements as necessary.
4. Construct lane tapers and approaches necessary to connect the four lane road section at Francisco Drive to Green Valley Road.

Phase Two improvements will be triggered by the development of the commercial and multi-family projects within the Specific Plan. Prior to approval of any development entitlement for the designated commercial and multi-family areas (other than a residential sales and information center), the following improvements will be required:

5. Construct appropriate lane approaches, left and right turn lanes, and other improvements found necessary by the County to provide a fully integrated connection for the northerly encroachment of Francisco Drive to Green Valley Road.
6. Construct a commercial street from Francisco Drive to the eastern boundary of the designated commercial and multi-family areas with four 12 foot travel lanes and 4 foot shoulders as shown in Figure 9-c. In addition, construct intersection improvements of this commercial street to Francisco Drive within the Plan Area as determined by the County.

Policy B. Provide for alternative travel modes to the automobile as a means around and through the Plan Area.

Implementation:

1. Provide a pedestrian/bikeway corridor along one side of the Francisco Drive travel lanes as shown in Figure 10. The location of the pedestrian/ bikeway will be dictated by the terrain and landscaping.
2. Design the pedestrian system to create a landscaped environment separate from the auto travel lanes.
3. A park and ride facility shall be provided for on the Francisco Drive frontage of Village F or the Village Center in a design and location as recommended by the County Transportation Director. Development of the park and ride facility shall occur concurrently with development of the adjacent property unless earlier development is deemed necessary by the County Transportation Director.

Policy C. Local streets, cul-de-sacs, and collector streets shall be designed with adequate road widths to provide bicycle and pedestrian circulation as illustrated in Figure 8.

Policy D. Subdivisions shall be designed to contain roads of adequate capacity to provide access to adjacent properties within the Specific Plan Area. Properties within the Plan which will be accessed by private roads shall be provided with unrestricted access through the private roads for the purposes of the subdivision.

Policy E. Developments within the Specific Plan Area shall be responsible for their fair share of improving roadways and intersections as identified in the 1984 El Dorado Hills/Salmon Falls area Traffic Circulation Study. These developments shall also be responsible for a proportionate share of funding roadways and intersections identified in the Specific Plan Environmental Impact Report Traffic Study as identified below:

i Road Improvements

- a. Widen Green Valley Road to four lanes west of Francisco Drive to Sacramento County line.
- b. Widen Green Valley Road to four lanes east of Francisco Drive to Salmon Falls Road and the future El Dorado Hills Boulevard.
- c. Widen El Dorado Hills Boulevard to four lanes south of Francisco Drive to Governor Drive.
- d. Widen Francisco Drive to four lanes from Green Valley Road to El Dorado Hills Boulevard or construct the new two-lane section of El Dorado Hills Boulevard from Green Valley Road to Francisco Drive.

ii Intersection Improvements

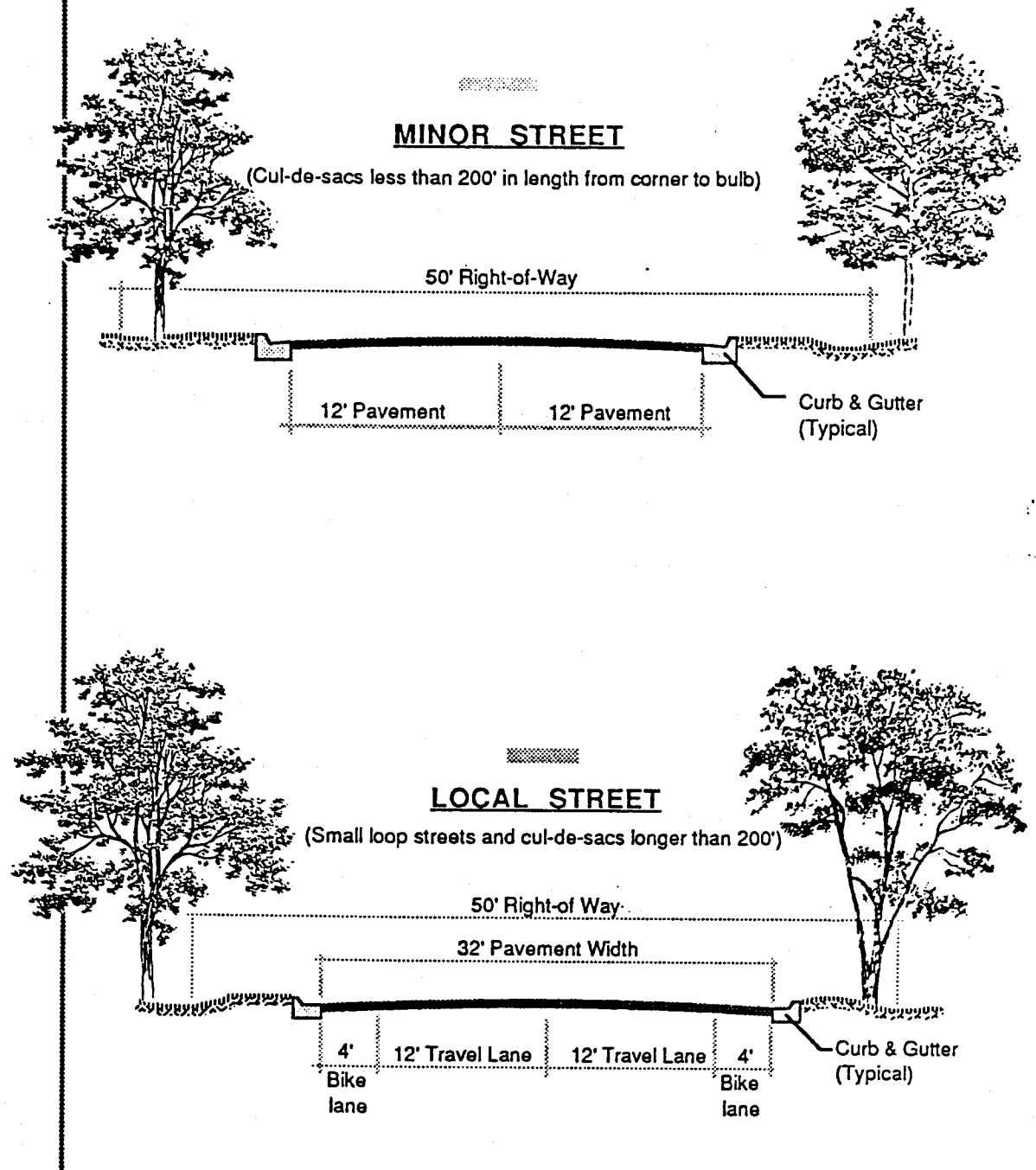
- a. Traffic signals at Green Valley Road and Salmon Falls Road.
- b. Traffic signals at El Dorado Hills Boulevard and Francisco Drive.
- c. Modify the existing traffic signal at Green Valley and Francisco Drive when road widening occurs.

Implementation:

1. Developments within the Specific Plan Area shall pay road improvement fees as shown on Figure 11a, which may be adjusted annually to keep up with inflation. It is recognized that the fees shown on Figure 11a are currently being considered for revision by the County. At such time as the County adopts such revisions, the fees as shown on Figure 11a shall be adjusted to the revised amounts. The modification of traffic signals at Green Valley Road and Francisco Drive (Policy E. ii.c above) shall be installed when traffic warrants contained in the California Department of Transportation Traffic Manual are met.
2. If at such time as traffic volume on the above referenced roadways reaches 15,000 vehicles per day (LOS "F") for 30 days or more a year, or traffic volumes on the above referenced intersections cause warrants (i.e., California Department of Transportation Traffic Manual) for traffic signals to be met and insufficient funds exist in the road impact fee account, the County shall not grant any further discretionary entitlements to development within

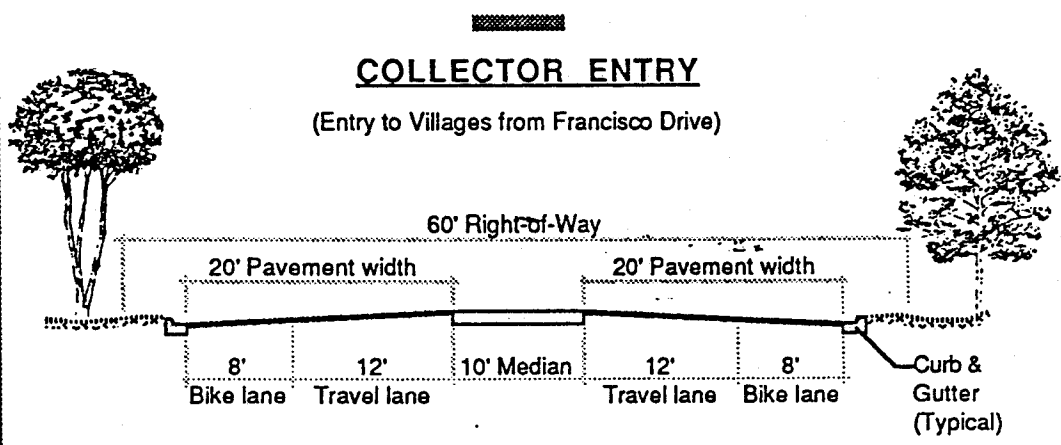
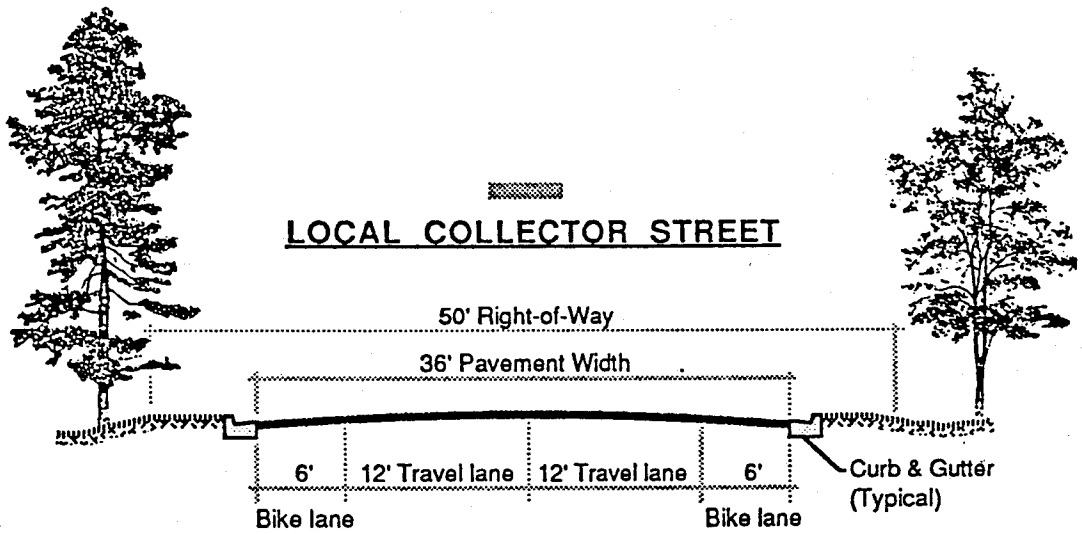
Street Sections

Figure 9a



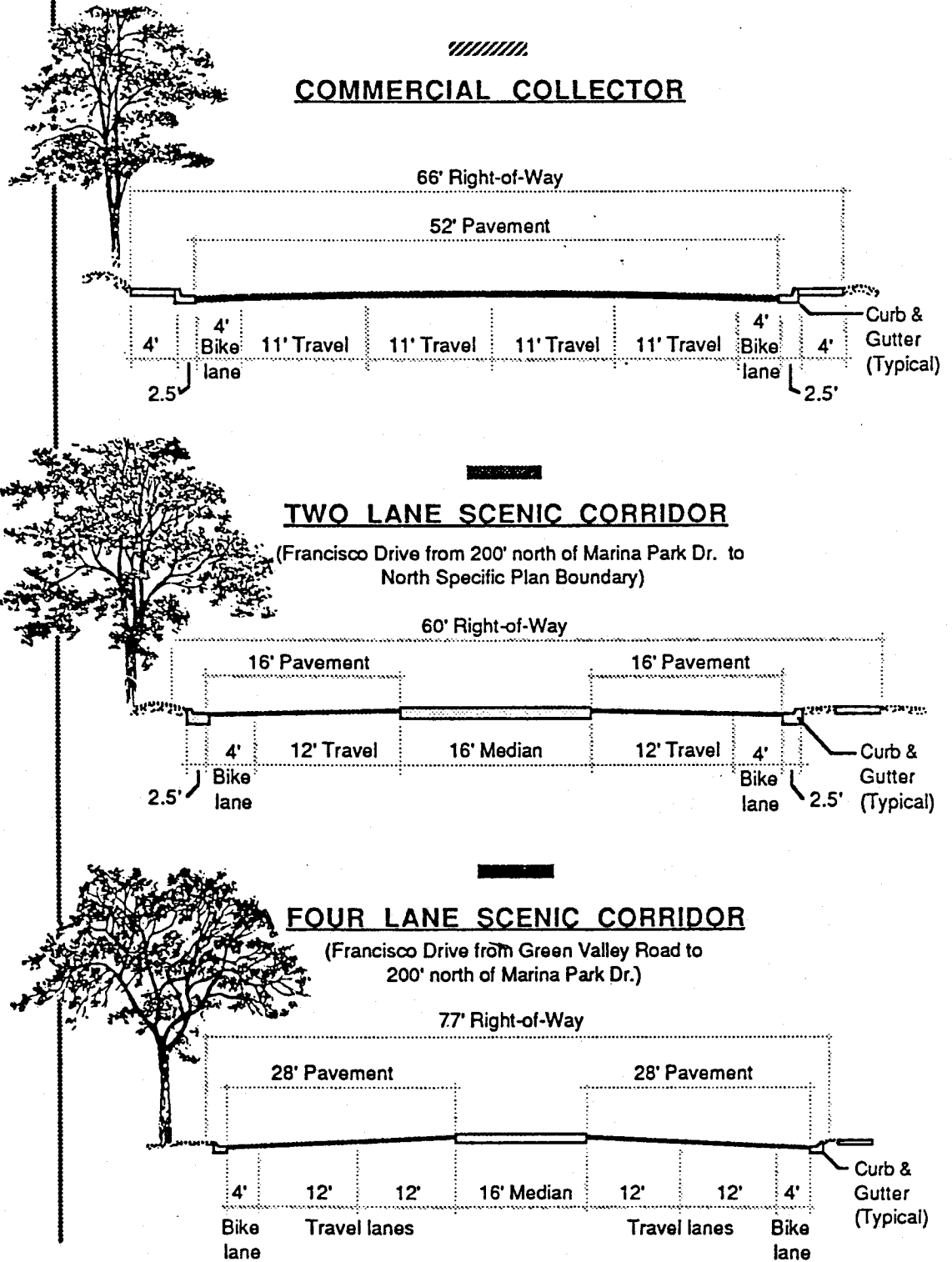
Street Sections

Figure 9b



Street Sections

Figure 9c



the Specific Plan Area until the necessary road and/or intersection improvements to those specific roadways and/or intersections identified above are made.

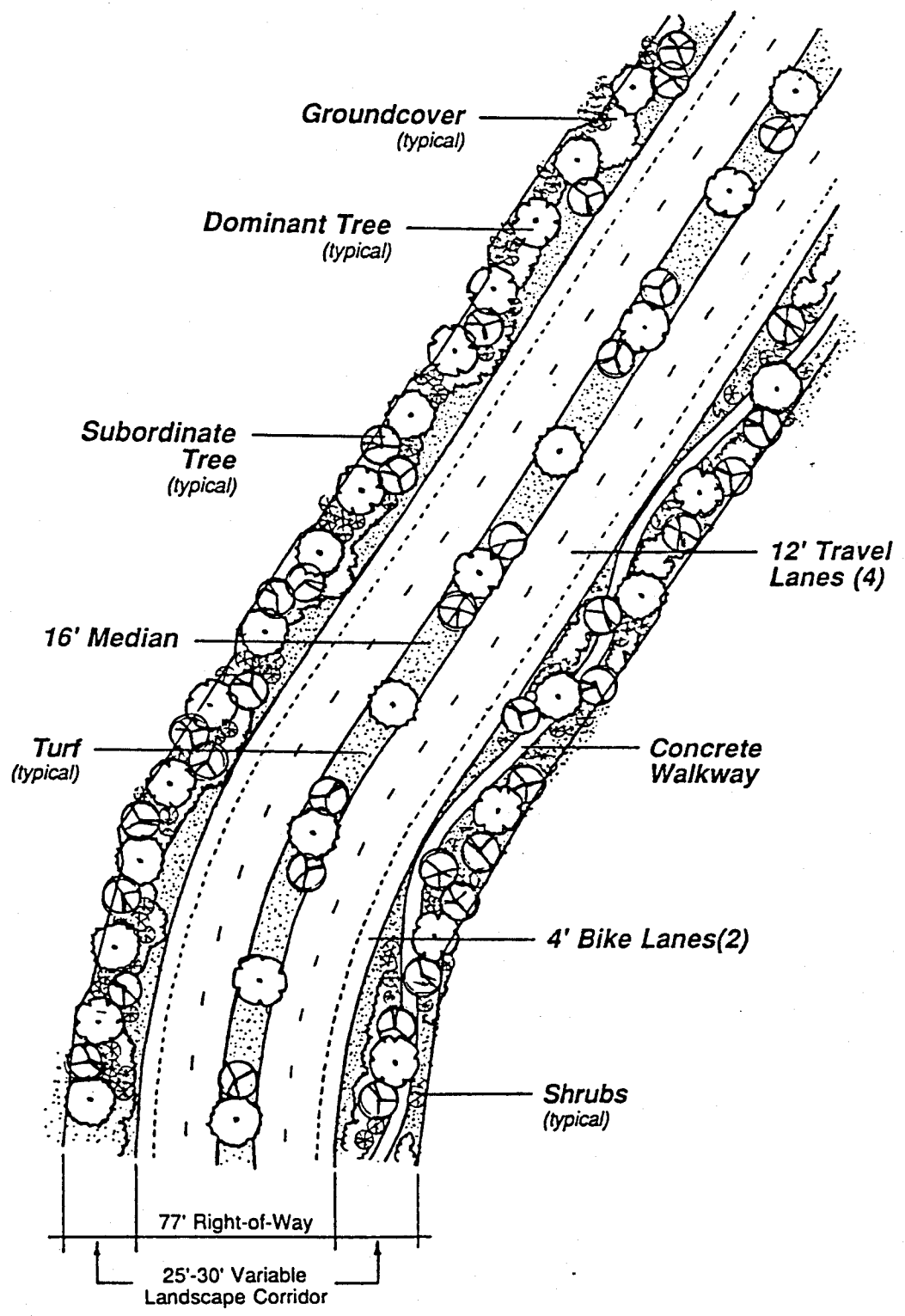
Policy F. There shall be a road connection between Francisco Drive and Green Valley Road through Village F. The exact design and location of the road connection shall be subject to a traffic study prepared when a development entitlement for Village F is submitted to the County. The traffic study shall include analysis of alternative connections to Green Valley Road including use of the Brown's Ravine Road Connection.

Policy G. There shall be a local road connection between Village B and Lakehills Drive. The exact location of the road connection shall be determined with submittal of a tentative subdivision map for Village B.

Policy H. Developments within the Specific Plan Area shall be required to dedicate necessary road rights-of-way for Green Valley Road, Salmon Falls Road, and Lakehills Drive at the development approval stage.

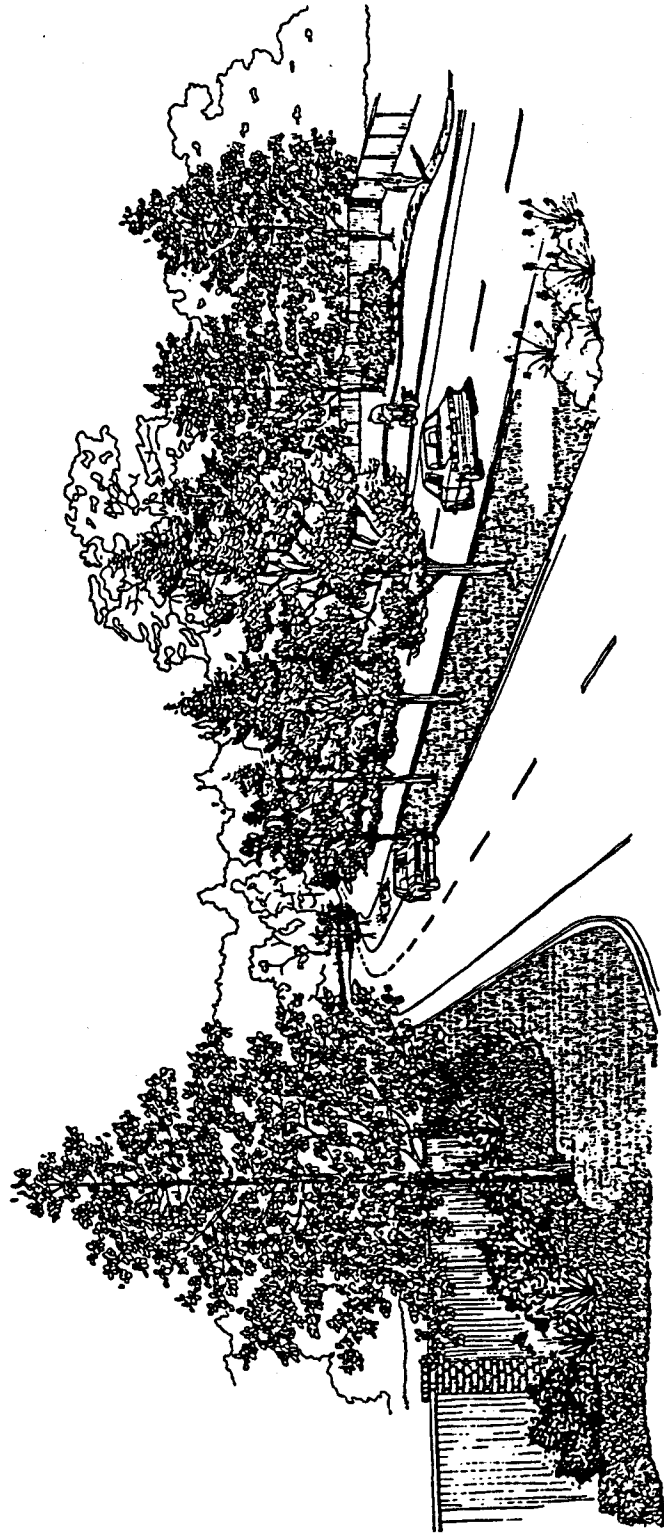
Plan View: Francisco Drive

Figure 10



Landscaped Corridor: Francisco Drive

Figure 11



Road Improvements Fee Structure

Figure 11a

\$168.67/Trip 1987 Year

Land Use Description	Unit	Daily Traffic		Fee
Single Family Residential	Unit	10.0	Trip/Unit	\$1686.70/Unit
Mult. Family Residential	Unit	6.0	Trip/Unit	\$1012.02/Unit
Comm. Shopping Center	S.F.	0.0656	Trip/S.F.	\$11.06/S.F.
Comm. Office Center				
-Medical Office	S.F.	0.0546	Trip/S.F.	\$9.21/S.F.
-General Office	S.F.	0.0177	Trip/S.F.	\$2.99/S.F.
Parks	Acre	6.0	Trip/Acre	\$1012.02/Acre

The following table from the "Northwest El Dorado Hills Specific Plan Environmental Impact Report" shows daily traffic rates for Land Use.

Northwest El Dorado Hills Specific Plan Trip Generation Rates

Land Use Description	Unit	Trip Generation Rates			Total
		Daily	Evening Peak Hour		
			In	Out	
Single Family Residential	Unit	10.0	1.7	1.3	1.0
Multi-Family Residential	Unit	16.0	1.4	1.2	1.6
Comm. Shopping Center					
-17.8 AC Site	1000 S.F.	65.6	2.9	3.0	5.9
Comm. Office Center					
-Medical Office	1000 S.F.	54.6	1.9	3.0	5.9
-General Office	1000 S.F.	17.7	1.4	2.4	2.8
Parks	Acre	16.0	1.3	1.3	1.6

* Rate interpolated from ranges published by Institute of Transportation Engineers.

Sample Calculation for Fee:

$$\frac{65.5 \text{ Trips}}{1000 \text{ S.F.}} \times \frac{\$168.67}{\text{Trip}} = \frac{\$11.06}{\text{S.F.}}$$