



5 Circulation Plan

The dominant transportation mode in the El Dorado Hills area remains the private car. Arterial road systems servicing the community generally filter traffic to Highway 50, the major east-west regional highway serving El Dorado County. On the south side of the highway, Latrobe Road serves to collect traffic from the mostly commercial and industrial uses which currently exist. This route will continue to be the primary external road serving the proposed Valley View Specific Plan area. It is planned to be expanded north of the primary project entrance to a four lane configuration to White Rock Road and then to 6 lanes from White Rock north to Highway 50.

White Rock Road at the north end of the Plan area will eventually connect to a second major freeway interchange planned at Silva Valley Parkway. White Rock Road, itself will undergo expansion to an ultimate 6 lane configuration between Latrobe Road and the new interchange. Improvements to planned capacities of both Latrobe and White Rock are to be carried out under the County's established Road Impact Fee program to which all development in Valley View shall contribute. These improvements will be carried out externally to this Specific Plan.

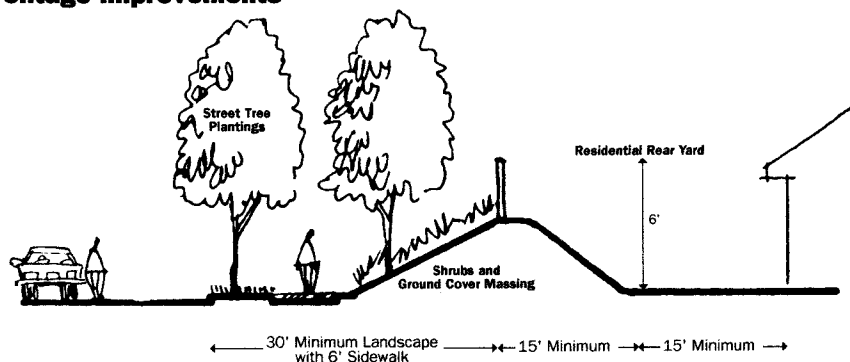
External Roads

Valley View has approximately 2 miles of frontage on Latrobe Road. The extent of this frontage abuts planned uses in the CR, VC, and SFR land use classifications and also is adjacent to substantial open space in the OS category. In order to provide a more attractive street scape and to provide visual and noise buffering of adjacent residential uses, special treatment of the Latrobe frontage shall be required. These improvements are depicted in Figures 5.1 and 5.2.

Latrobe Road

Figure 5.1

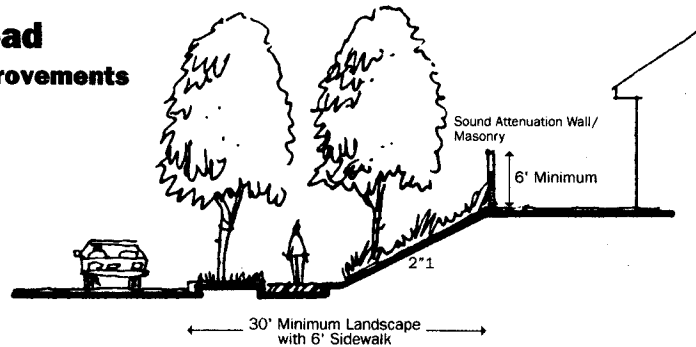
"L" Latrobe Road Type 1 Frontage Improvements



Type 1 improvements illustrated in Figure 5.1 are intended to be used where the grade of adjacent residential development is at or near the grade of Latrobe Road, itself. Figure 5.2 is an alternative configuration where the developed parcel is in an elevated situation. Where open space abuts the road, the landscape improvements will be continued except that no noise wall or berm need be constructed.

Figure 5.2

**"L" Latrobe Road
Type 2 Frontage Improvements**



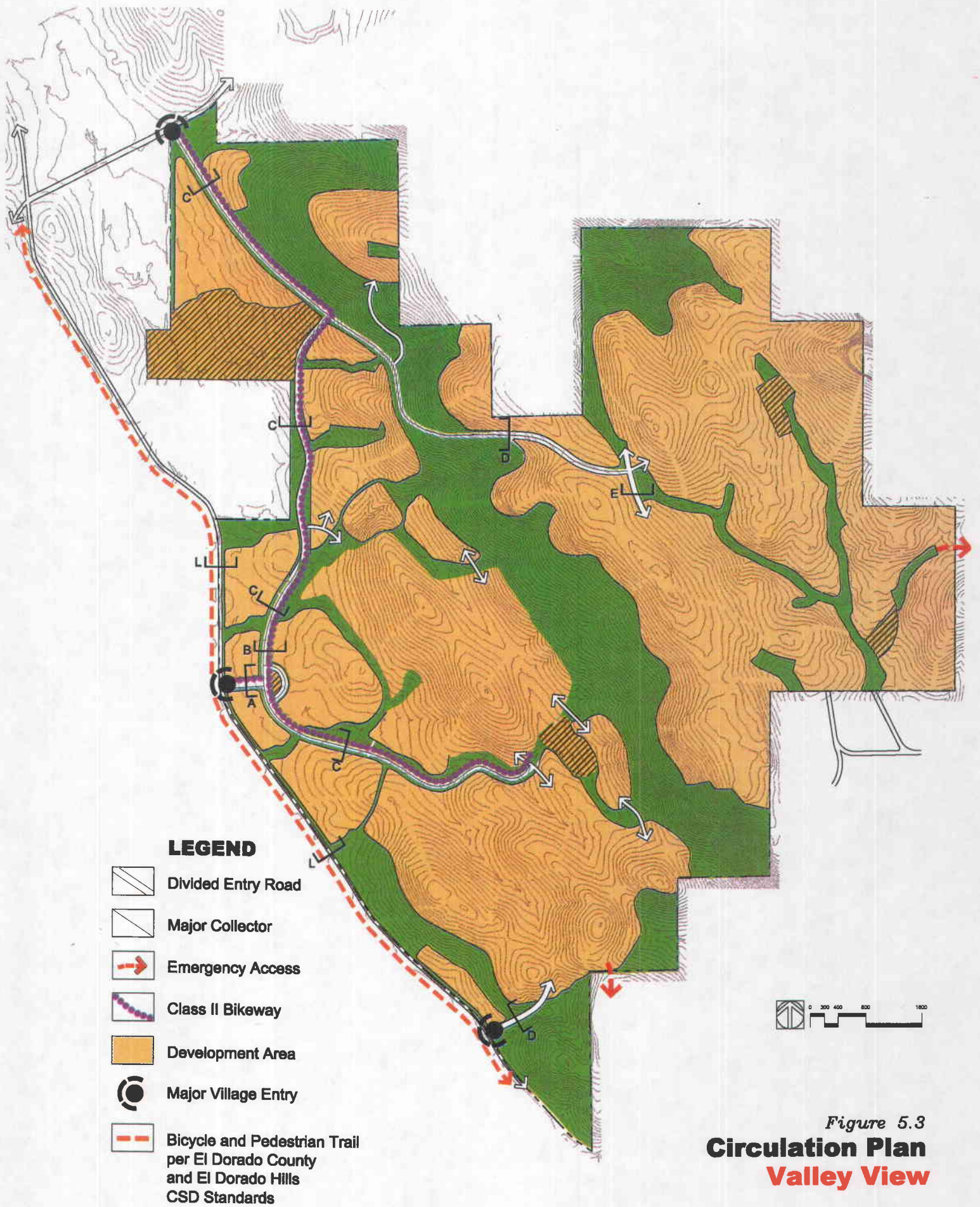
White Rock Road

The 750 foot White Rock Road frontage contains the course of Carson Creek along its length. Carson Creek is a major drainage for the El Dorado Hills area and has a peak storm flow of approximately 3500 cubic feet per second (cfs) in this vicinity. Its broad channel is broken into a number of intermediate drainages interspersed with occasional depressions classified as wetlands. The minimum road width at the crossing and the least amount of improvements within the channel are desirable in order to minimize the disruption of the floodway and wetlands. Pavement width will be held at 40 feet including bikeway.

Internal Roads

The road system planned for Valley View focuses inward. No roads within the project connect with other collector roads to provide through access to any other neighborhood or other developed area. As a result, this Plan has been developed with road profiles and circulation standards which are unique to the Plan area and differ in a number of ways from standard road configurations used in the county.

Planned internal roadways fall into one of two basic categories: major collector roads and minor collector and local roads. Major collector roads including special design entrance road segments are illustrated on the following figure 5.3, the Circulation Plan. Variations of a basic 80 foot major collector will be employed in response to the presence of slope constraints and other environmental conditions near the planned road alignment. While local roads intended to serve as access to private parcels within neighborhoods are not shown on the Circulation Plan, their typical configurations are established later in this chapter.





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Circulation Concepts

All residential and commercial parcels will be provided access from a network of public roads. In order to construct safe roads which have the capacity to handle project traffic in areas of moderate to steep terrain, roadway dimensions and rights-of-way will be reduced below that which may prevail on flatter land. This serves the purpose of reducing the extent of grading in order to construct the road and also minimizes the visual impact of such construction. In other respects, roads shall meet or exceed all standards of El Dorado County contained in the *El Dorado County Subdivision Ordinance*, the *Design Manual*, and/or *Hillside Development Ordinance* as to structural section, intersection design and the maximum allowable horizontal and vertical gradients.

Due to the curvilinear nature of planned roads which is dictated by terrain, cul-de-sacs shall be encouraged in road design and flexible lot designs such as allowance for "flag" lots shall be allowed. Sidewalks shall not be required in ER neighborhoods. Streetlights shall be sited only where necessary for reasons of safety.

At key nodes such as the Village Center, the road surface may be enhanced or sidewalks accentuated by special treatment including the use of decorative concrete curbing or textured pavement surfaces subject to the approval of the El Dorado County Department of Transportation. The use of such decorative elements within the public right-of-way shall not be mandatory but may be used to complement architectural treatment of abutting properties.

Major Collector Roads

Major collector roads in Valley View are designed to carry the highest volumes of traffic and convey it to the main arterial roads of Latrobe Road and White Rock Road. They can be either two lane or four lane roads depending upon projected traffic loads and intersection requirements. Design speeds are generally 30 mph or greater. For the most part, ingress and egress onto abutting properties is to be limited to controlled intersections and driveways to major uses such as parks and commercial development.

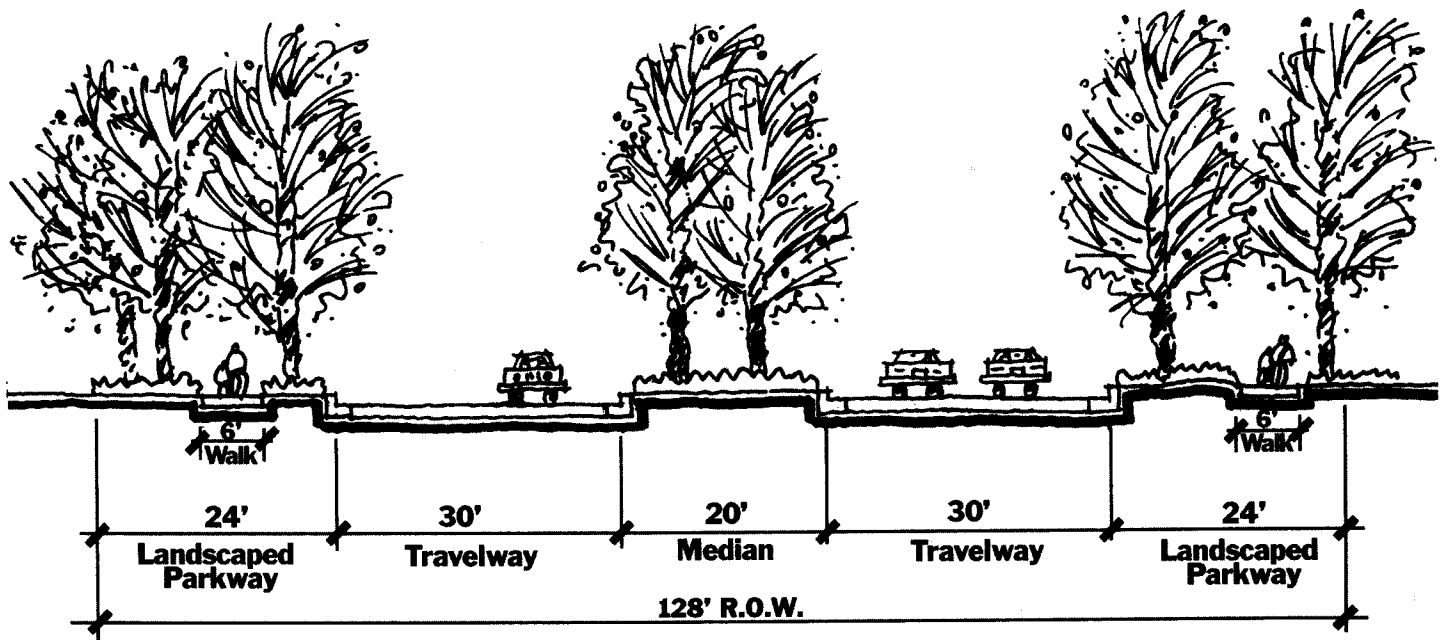
The **Entrance Parkway** (Figure 5.4) occurs only at the short segment of road bisecting the two Village Center (VC) parcels in West Valley Village. This short road is anticipated to carry the highest level of traffic of any internal roadway. The section shown is typical but does not contain any turn pockets or deceleration lanes which may be warranted by traffic considerations and projected movements. A single right-in, right-out access point may be permitted to the adjoining parcel on either the north or south but no break in the proposed landscape median shall be permitted. Road surfaces may be enhanced or sidewalks accentuated by the use of textured pavement. Such treatment

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shall not be mandatory but may be employed in order to complement adjacent architectural treatment within the Village Center. Within the 30 foot travelway, a 6 foot bikelane shall be provided.

Figure 5.4

"A" Entrance Parkway West Valley Village



The Major Collector Roads are illustrated in Figures 5.5 and 5.6 and are typical limited-access roadways designed to carry residential traffic to individual neighborhoods within West Valley Village and White Rock Village. Where the collector road travels adjacent to an open space containing wetlands or other natural features, and where special buffering is necessary such as next to the El Dorado Hills Wastewater Treatment Plant (Figure 5.6), the standard configuration has been modified to indicate the presence of landscaping contained within a landscape easement adjacent to the right-of-way. Where the collector road runs parallel to an open space such as a linear wetland/drainage feature or school or park site, a modification showing a smooth, integrated transition from the road to the open space is desirable (Figure 5.6).

Figure 5.5

“B” Major Collector/with Residential Uses on Both Sides
Variation “1”: West Valley and White Rock

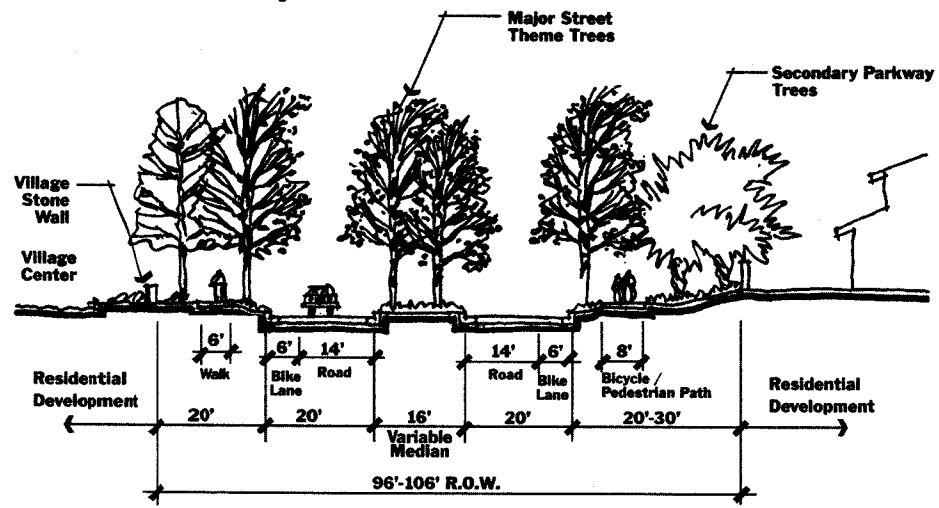
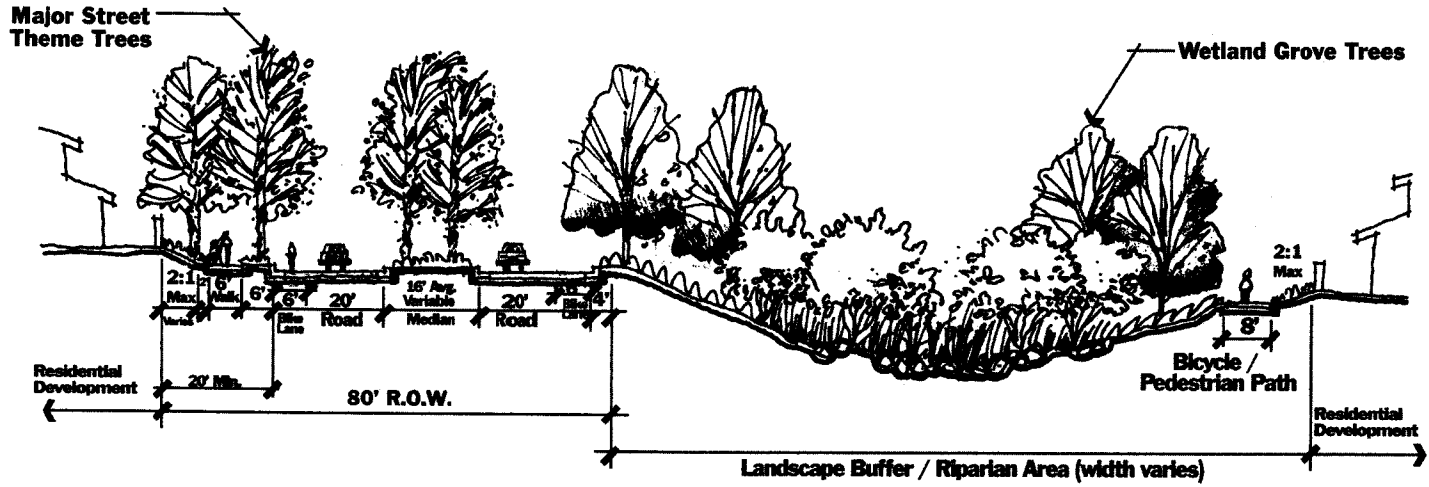


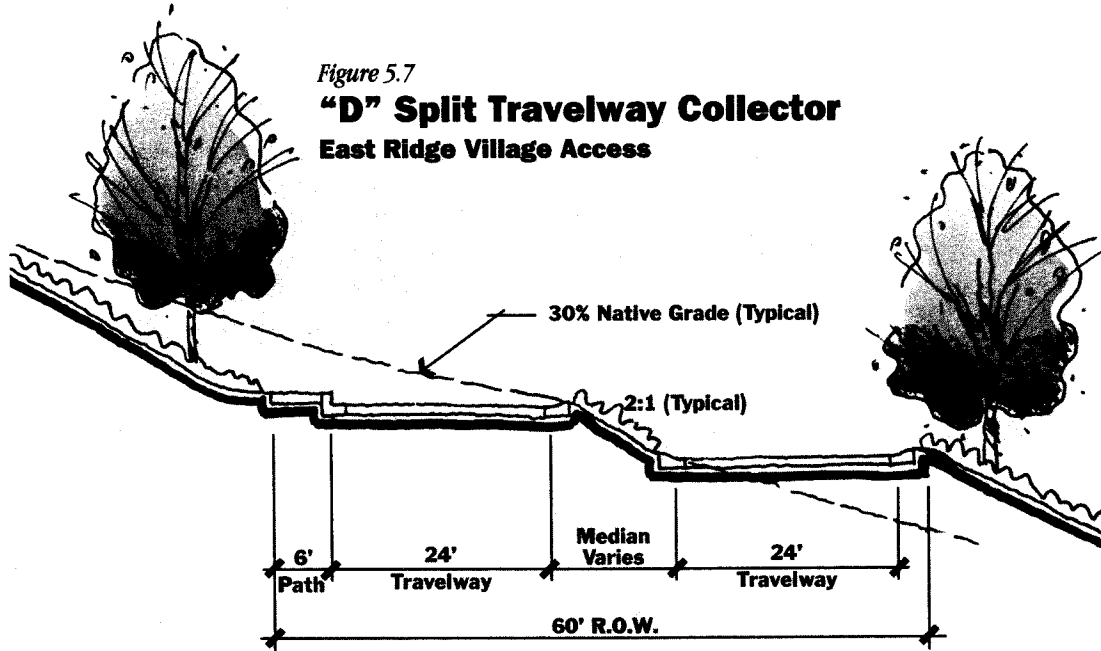
Figure 5.6

“C” Major Collector/with Landscape Buffer
Variation “2”: West Valley and White Rock

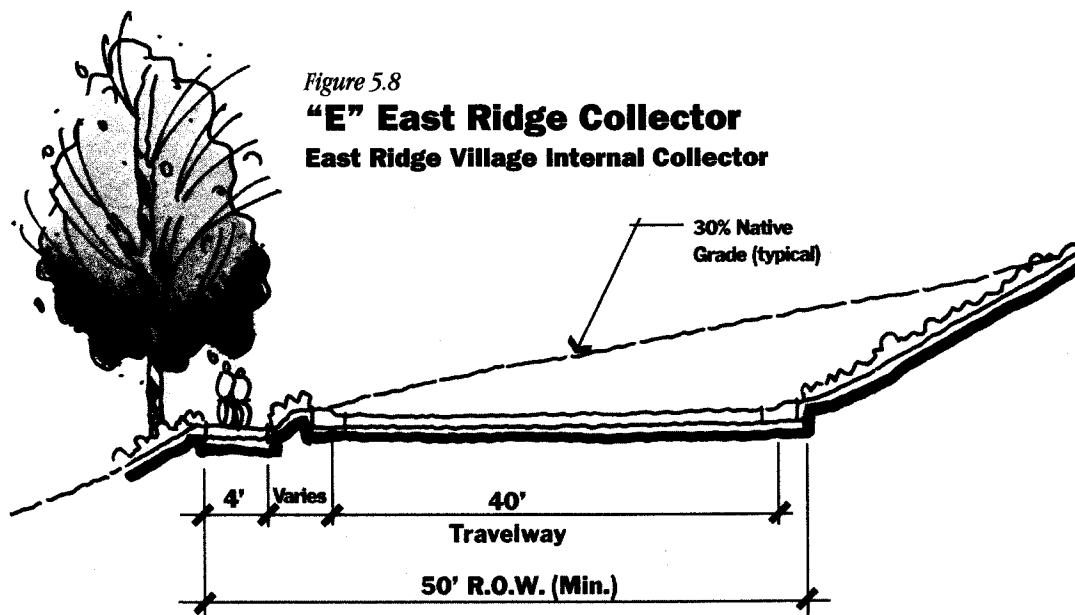


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In East Ridge Village and for the main road accessing the Village, the need to minimize grading cuts and fills and reduce the area affected by road construction makes special collector road standards necessary. Figure 5.7, a **Split Travelway Collector**, will be used in the steeper portions of the exposed slope from White Rock to the developed area of East Ridge as the main access that traverses through open space areas.



Residential properties shall generally not be served directly from major collector roads in order to prevent conflicting traffic movements which reduce capacity and sometimes present hazards. However, where future traffic loading is low, such as in portions of East Ridge Village, ingress and egress from residential driveways may be allowed. The **East Ridge Collector** standard shown in Figure 5.8 shows a paved 40 foot travelway



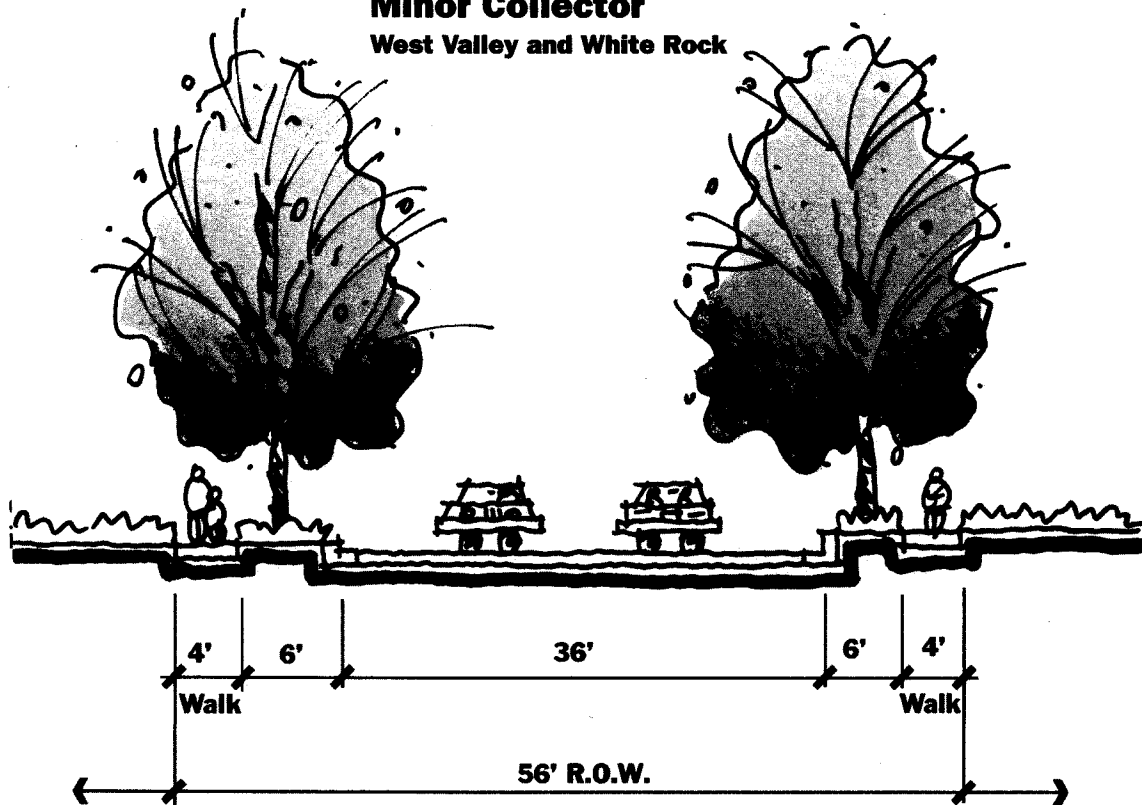
and rolled curb and gutter. Depending upon the slope of the terrain, the presence of drainage collection features and the location of the proposed pedestrian path may be adjusted to fit the situation. Direct access to this collector from residential driveways may be allowed in the interior of the Village where traffic loads are light and safety concerns are not present.

Local Roads

Local roads within the Plan area are designed to provide access to residential parcels and to carry neighborhood traffic at low design speeds. They are distinguished in West Valley and White Rock Villages as either **minor collector roads**, having a 36 foot pavement width and sidewalk on both sides and **local roads** which have no sidewalk in the ER Districts and sidewalks on both sides in all other districts. The County may delete sidewalks at the tentative map stage based upon slope and grading constraints and may require additional sidewalks at the tentative map stage based upon the site's proximity to schools and parks.

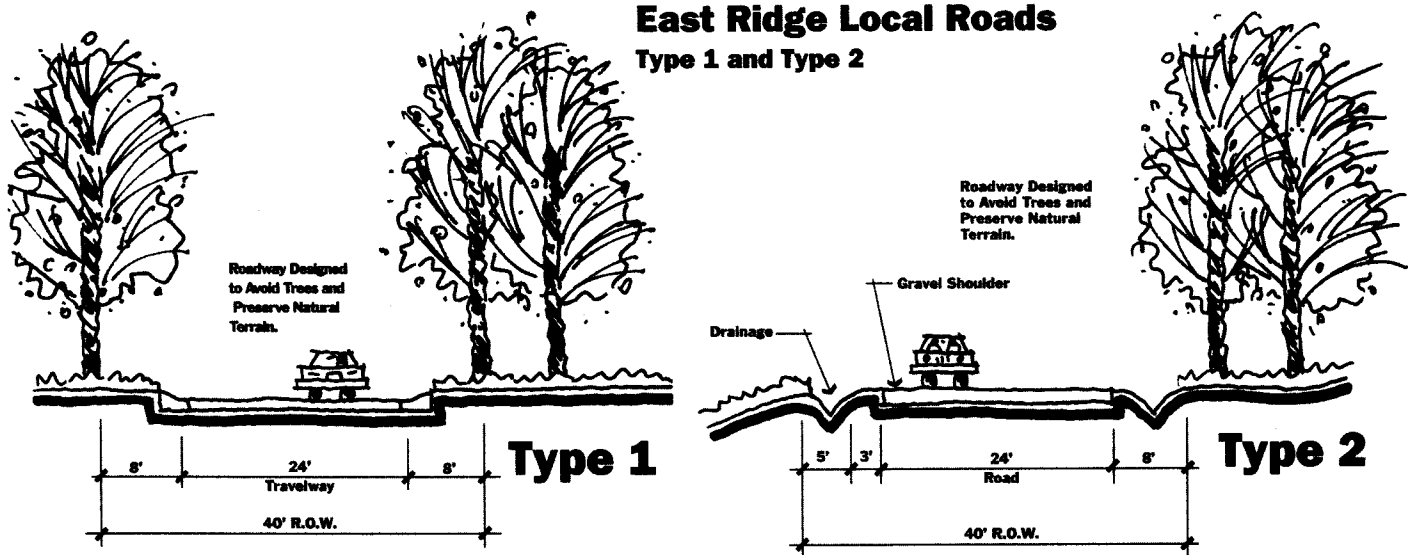
Figure 5.9

Minor Collector West Valley and White Rock



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Figure 5.10
East Ridge Local Roads
 Type 1 and Type 2



Local Roads in West Valley and White Rock Villages are shown by Figure 5.11A and 5.11B, the **Standard Local Road** sections. The Section in 5.11B shall be utilized where the County has determined at the time of subdivision approval, that no sidewalk is necessary. The sidewalks may be located adjacent to the curb, in which case a vertical curb shall be constructed, or set back from the travelway with a landscape strip between.

Figure 5.11A
Standard Local Road with Sidewalks
 West Valley and White Rock Villages

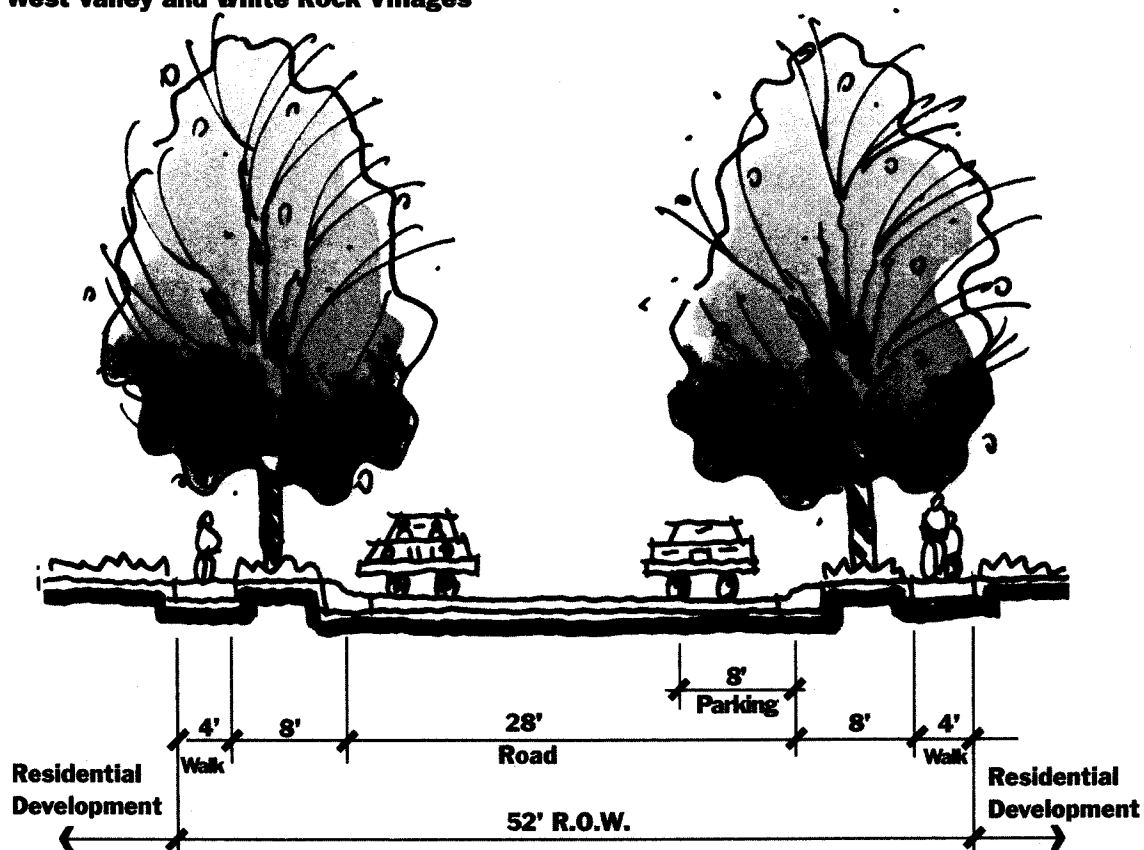
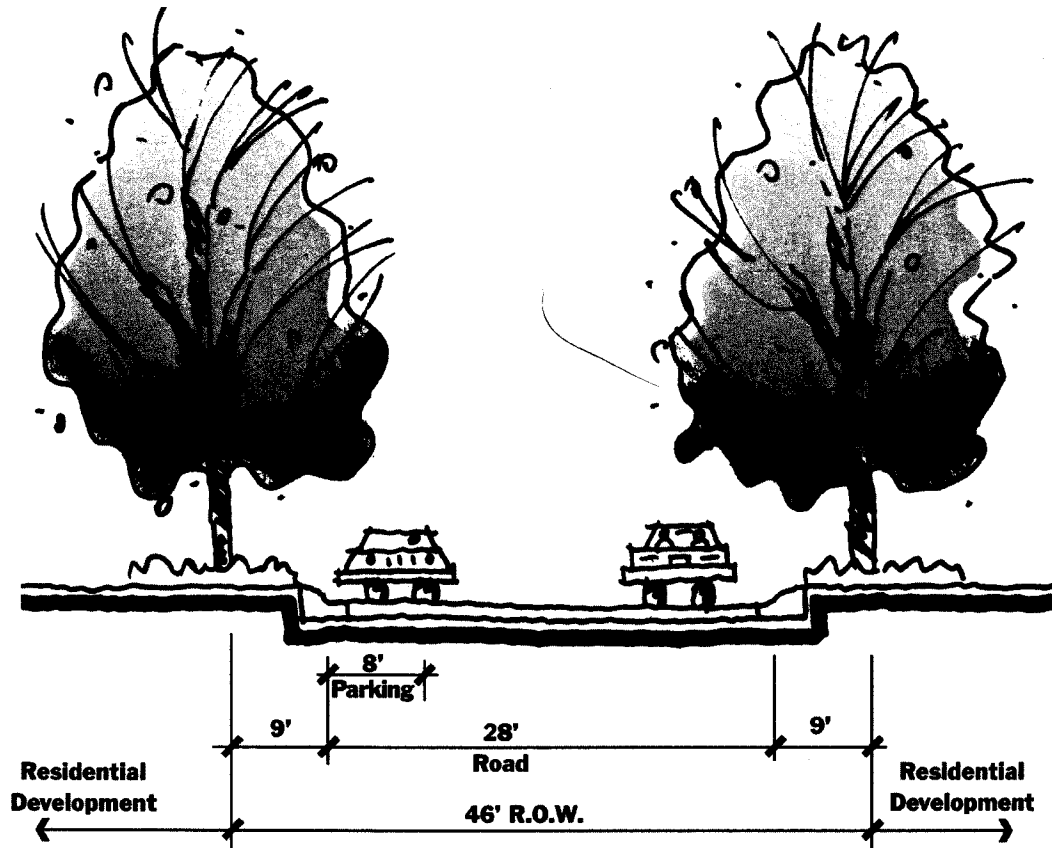


Figure 5.11B
Standard Local Road without Sidewalks
West Valley and White Rock Villages



Public Transportation

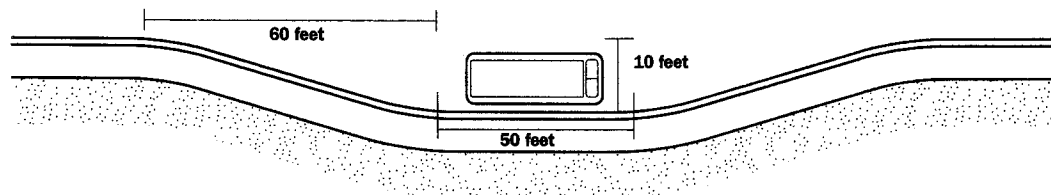
Fixed route and dial-a-ride public transit services are provided by the El Dorado County Transit Authority. Ridership is low compared to the amount of trips taken on a daily basis by residents of the county in private cars but continued improvements to the system make it an increasingly viable option.

Fixed route service is provided daily from El Dorado Hills to Sacramento and dial-a-ride service is also available in the community. These services are easily available from West Valley and White Rock Villages at the Multimodal facility recently established in Town Center.

Future improvements to the system may bring fixed route shuttle routes to El Dorado Hills at such time as the service may be commercially viable. Bus turnouts will be provided within the Plan area at key locations which can serve such uses. These facilities can also help to serve school bus service within the community. The dimensions of such turnouts shall be in accordance with Figure 5.12.

Figure 5.12

Bus Turnout Minimum Dimensions



Nonvehicular Circulation

Within the Plan area and its immediate surroundings, opportunities exist for non-motorized transportation primarily by bicycle and foot. West Valley and White Rock Villages, particularly, are within easy walking and riding distance of the neighborhood services planned for the Village Center and also within a short distance of major commercial and office uses and the Multi Modal Transfer facility located in Town Center East. For certain individuals who will be fortunate enough to both live in Valley View and work at businesses located in the adjacent employment centers, commuting can be accomplished without dependence upon the automobile.

Bicycle and pedestrian paths will be developed within the collector street system of Valley View and White Rock Villages leading to the entrances at White Rock Road and at the Village Center. These routes will also link neighborhoods to the two schools which are planned within each village. Bicycle paths will be installed both in the right-of-way as Class 2 facilities and, where feasible, within adjacent open space and greenbelt areas.



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