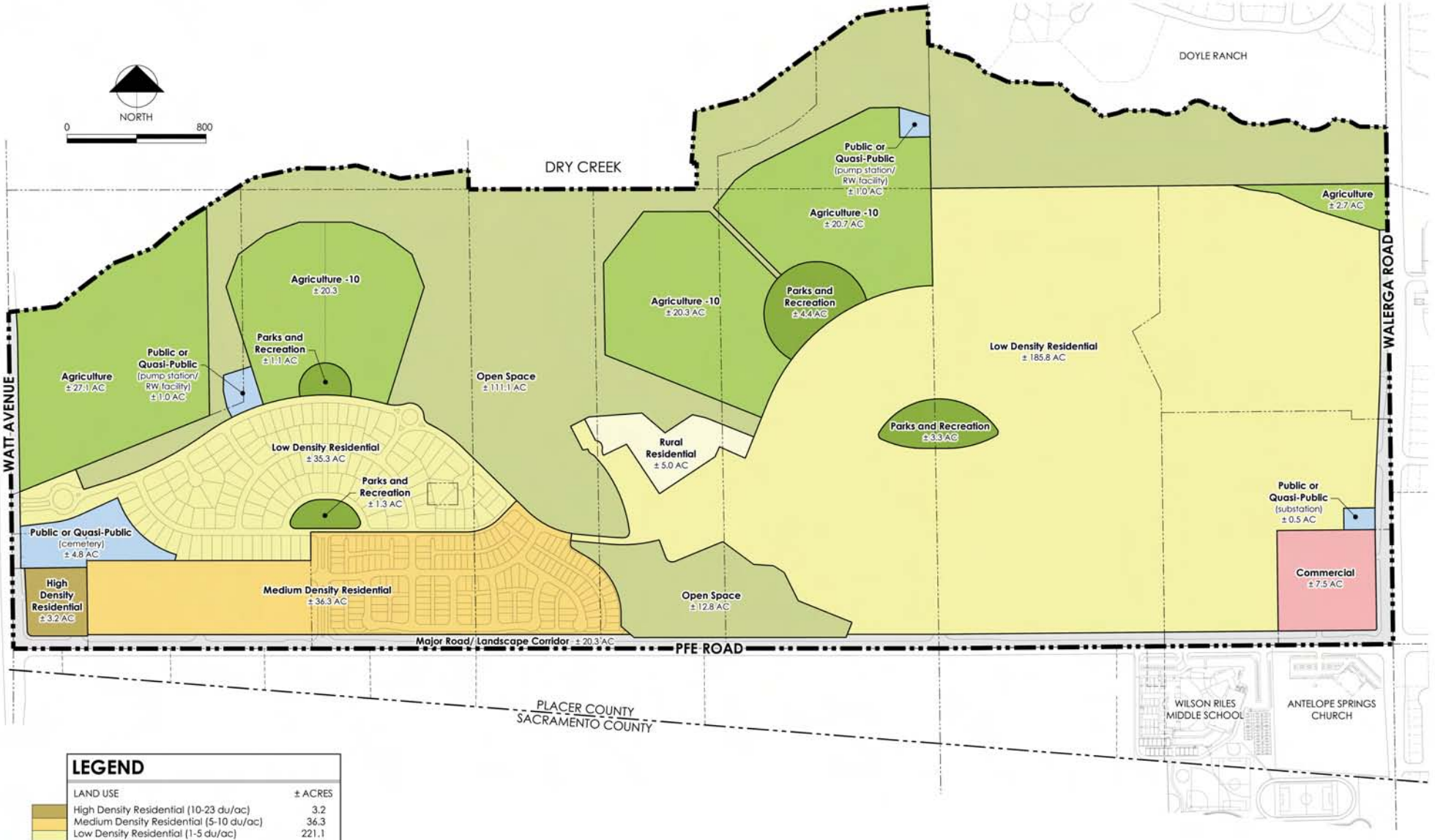
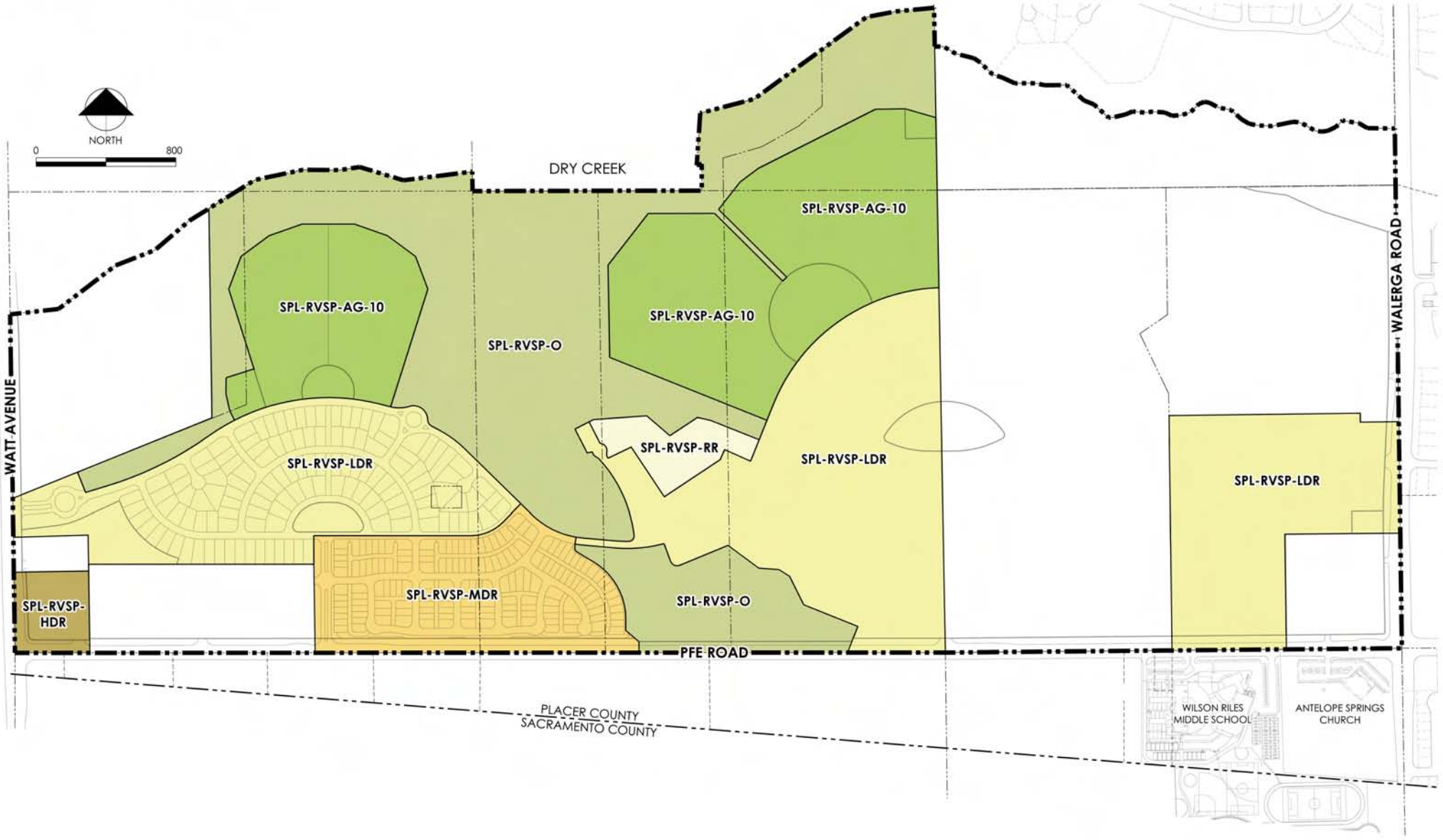
**FIGURE 3.1** LAND USE




## LEGEND

| LAND USE | ± ACRES |
|---|---|
| High Density Residential (10-23 du/ac) | 3.2 |
| Medium Density Residential (5-10 du/ac) | 36.3 |
| Low Density Residential (1-5 du/ac) | 221.1 |
| Rural Residential (2 ac min.) | 5.0 |
| Agriculture -10 (10 ac min.) | 61.3 |
| Agriculture | 29.8 |
| Open Space | 123.9 |
| Parks and Recreation | 10.1 |
| Commercial | 7.5 |
| Public or Quasi-Public | |
| Cemetery | 4.8 |
| Substation | 0.5 |
| Pump Station/ RW Facility | 2.0 |
| Major Road/ Landscape Corridor | 20.3 |
| TOTAL | 525.8 |

**FIGURE 3.2** ZONING




Note: All properties not under the control of PFE Investors shall retain their existing zoning.







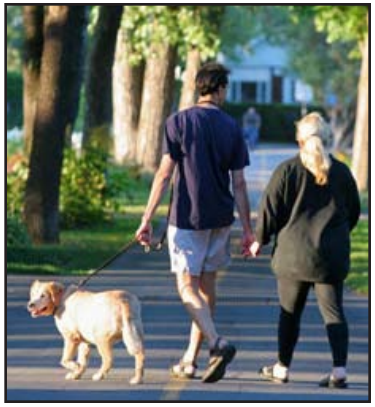
# 4. Circulation

## 4.1 CIRCULATION CONCEPT

The Riolo Vineyard circulation system is designed to offer the community a variety of transportation options. The Specific Plan accounts for all modes of personal transportation, from vehicular and pedestrian, to bicycle and equestrian.

The project proposes a hierarchy of roadways specifically designed to meet the traffic needs of the community. The Plan Area is bounded on three sides by arterial roadways (Walerga Road, Watt Avenue, and PFE Road). Various improvements to these existing roadways will be made as a part of the Riolo Vineyard project. Within the community, primary and secondary residential streets guide traffic into residential villages and provide important connections to parks and open space.

The Riolo Vineyard Specific Plan focuses on establishing a community that offers viable options for alternative transportation and encourages these nontraditional modes of travel. The project promotes bicycle travel via a combination of Class II bike lanes and separated Class I trails. A series of pedestrian pathways and sidewalks links residents to the assorted uses within the Plan Area. An extensive equestrian trail offers horseback riding through open space punctuated by oak trees and agricultural lands. Each of the various nonvehicular travel options interconnect to form a comprehensive system.



All public roadways within Riolo Vineyard are designed to meet Placer County standards and are offered for dedication to the County. Maintenance of public roadways will be funded through assessments levied by the applicable benefit district. Private alleys within the project will be maintained via a homeowner's association (HOA). Specific alignments will be determined during the Final Mapping stages. Specific obligations for financing and construction of improvements shall be identified in the development agreement(s).

***The Vehicular Circulation is shown on Figure 4.1.***

## 4.2 CIRCULATION GOALS AND POLICIES

The following goals and policies establish the framework for the Riolo Vineyard Circulation System:

Circulation Goal #1
Create a safe and efficient circulation network for all modes of travel.

Circulation Goal #2
Create visual interest by using green space as the primary focal point for the various routes and modes of travel.

Circulation Policies

1. Plan for an adequate transportation network to meet increased traffic demands through build-out of the Plan Area.
2. Establish internal circulation connections between the different land uses and residential neighborhoods.
3. Establish a network for alternative modes of transportation

that encourages walking, biking and horseback riding, thereby reducing automobile trips and their associated impacts.

4. Design roadways to take visual advantage of parks, landscaping and open space.
5. Single-load residential streets that are adjacent to parks or open space, where the plan allows.
6. Emphasize the form and function of roadways by utilizing curvilinear streets that regulate speeds, discourage cut through traffic, and interrupt static blocks of housing.

## 4.3 ROADWAY CLASSIFICATIONS

### Arterials

Watt Avenue is a north-south arterial that extends from Baseline Road in Placer County south through Sacramento County. Watt Avenue connects West Placer County with Interstate 80 in Sacramento County, and extends across the American River to provide access to US 50. The Riolo Vineyard project design accommodates the ultimate expansion of the Watt Avenue right-of-way adjacent to the Plan Area to 130 feet. This ultimate condition does not necessarily represent improvement responsibilities. Actual obligations for infrastructure improvements will be determined by a Development Agreement between the County and the individual property owners within the Plan Area, as shown on Table 2.1.

***Watt Avenue is shown on Figure 4.2, Section A.***

### Rural Arterials

PFE Road is an east-west rural arterial that extends from Watt Avenue west to the City of Roseville. The Riolo Vineyard project design accommodates the ultimate expansion of the PFE Road right-of-way adjacent to the Plan Area to 64 feet. This ultimate condition does not necessarily represent improvement responsibilities. Actual obligations for infrastructure improvements will be determined by a Development Agreement between the County and the individual property owners within the Plan Area, as shown on Table 2.1.

***PFE Road is shown on Figure 4.2, Section B.***

Walerga Road is a north-south rural arterial that extends from Baseline Road south to Roseville Road in Sacramento County. It provides access between western Placer County and the Antelope area of Sacramento County. Walerga Road was recently widened to four lanes north of PFE Road and realigned to connect with Fiddyment Road north of Baseline Road. The Riolo Vineyard project design accommodates the ultimate expansion of the Walerga Road right-of-way adjacent to the Plan Area to 106 feet. This ultimate condition does not necessarily represent improvement responsibilities. Actual obligations for infrastructure improvements will be determined by a Development Agreement between the County and the individual property owners within the Plan Area, as shown on Table 2.1.

***Walerga Road is shown on Figure 4.2, Section C.***

### Primary Residential Streets

Primary Residential Streets separating open space or agriculture from residential uses have a 45 foot right-of-way width. This section includes parking on the residential side of the street and Class II bike lanes.

***This street is shown on Figure 4.2, Section D.***

Primary Residential Streets separating parks from residential uses have a 58 foot right-of-way width. This section includes parking on both sides of the street and Class II bike lanes.

***This street is shown on Figure 4.2, Section D1.***

Primary Residential Streets with residential uses on both sides generally have a 52 foot right-of-way width. This section includes parking on both sides of the street and Class II bike lanes.

***This street is shown on Figure 4.2, Section E.***

Primary Residential Streets with open space on both sides, or separating open space from residential, generally have a 40 foot right-of-way width. This section prohibits parking but includes Class II bike lanes.

***This street is shown on Figure 4.2, Section F.***

Primary Residential Streets with landscape corridors on both sides generally have a 40 foot right-of-way width. This section prohibits parking on both sides of the street.

***This street is shown on Figure 4.2, Section G.***

## Secondary Residential Streets

Secondary Residential Streets within the Plan Area also vary depending upon adjacent land uses. Secondary Residential Streets with residential or landscape corridors on both sides generally have a 40 foot right-of-way width. This section allows parking on both sides of the street.

***This street is shown on Figure 4.2, Section H.***

Secondary Residential Streets separating parks from residential generally have a 40 foot right-of-way. This section allows parking on both sides of the street.

***This street is shown on Figure 4.2, Section I.***

## Entry Streets

Riolo Vineyard has four major entries and several minor ones. Watt Avenue and Walerga Road each provide a major entry point, and two more enter the community from PFE Road. A minor entry from PFE into the Frisvold property is anticipated to be full access. Entryways are custom designed and right-of-way widths vary in order to accommodate landscaped medians and other decorative features. This section prohibits parking on both sides of the street.

***This street is shown on Figure 4.2, Section J.***

## Private Residential Alleys

Alleys provide access to residential garages located at the rear of a lot. Alleys are private and have a 24 foot right-of-way with five foot wide multi-purpose easements on both sides. This section prohibits parking on both sides of the street. Private alleys will be maintained by the Home Owners Association or other special maintenance mechanism.

***This street is shown on Figure 4.2, Section K.***

## 4.4 TRAFFIC CALMING

A number of traffic calming features have been incorporated into the Riolo Vineyard circulation system. These features include curvilinear alignments, raised islands, and traffic circles. Such design techniques alert drivers, force vehicles to travel at slower speeds and restrict certain movements for pedestrian safety.

***Some typical traffic calming features are shown on Figures 4.3-4.6.***

## 4.5 SIGNALIZATION

Signalization, or modification of signals, is planned by the County at the intersections of PFE Road/Watt Avenue and PFE Road/Walerga Road.

## 4.6 PEDESTRIAN, EQUESTRIAN AND BICYCLE CIRCULATION

The availability of pedestrian, bicycle and equestrian trails promotes a desirable and healthy alternative to motor vehicle transportation. The Riolo Vineyard Specific Plan recognizes the vital importance of these alternative modes of travel as both a means of transportation and a recreational amenity.

***The Pedestrian, Equestrian, and Bicycle Circulation is shown on Figure 4.7.***

### Class I Trails

The Riolo Vineyard project contributes approximately 2 miles of Class I bike, pedestrian and equestrian trail to the regional Dry Creek Greenway Trail system. Upon completion of this regional system, Sacramento and Placer County residents will enjoy over 70 miles of hiking, biking, and horseback riding facilities. The Dry Creek trail meanders along the northern edge of the Plan Area beneath the canopy of the Dry Creek riparian corridor, connecting Watt Avenue with Walerga Road. This trail system consists of a combination 12 foot wide bike/ pedestrian/ utility access road and a four foot wide equestrian trail.

***The Class I Trail/ Utility Access Road is shown on Figure 4.2, Section L.***

Additional Class I bike/ pedestrian trails are located along the project sides of Walerga Road, PFE Road and Watt Avenue. This trail is eight feet wide along Walerga and PFE Roads and widens to ten feet along Watt Avenue. The Class I system connects to the Dry Creek trail and completes a 4.5 mile loop around the community.

### Class II Bike Lanes

Class II bike lanes are provided along Watt Avenue, PFE Road, and Walerga Road. These lanes are also connected internally by a Class II bike lane within the Primary Residential Street (Sections D-F) that connects Watt with Walerga along the northern edge of the residential villages. At build out, the Riolo Vineyard Specific Plan will create a

looping Class II system that extends over four miles long.

***The Class II Bike Lanes are shown on Figure 4.2, Sections A-F.***

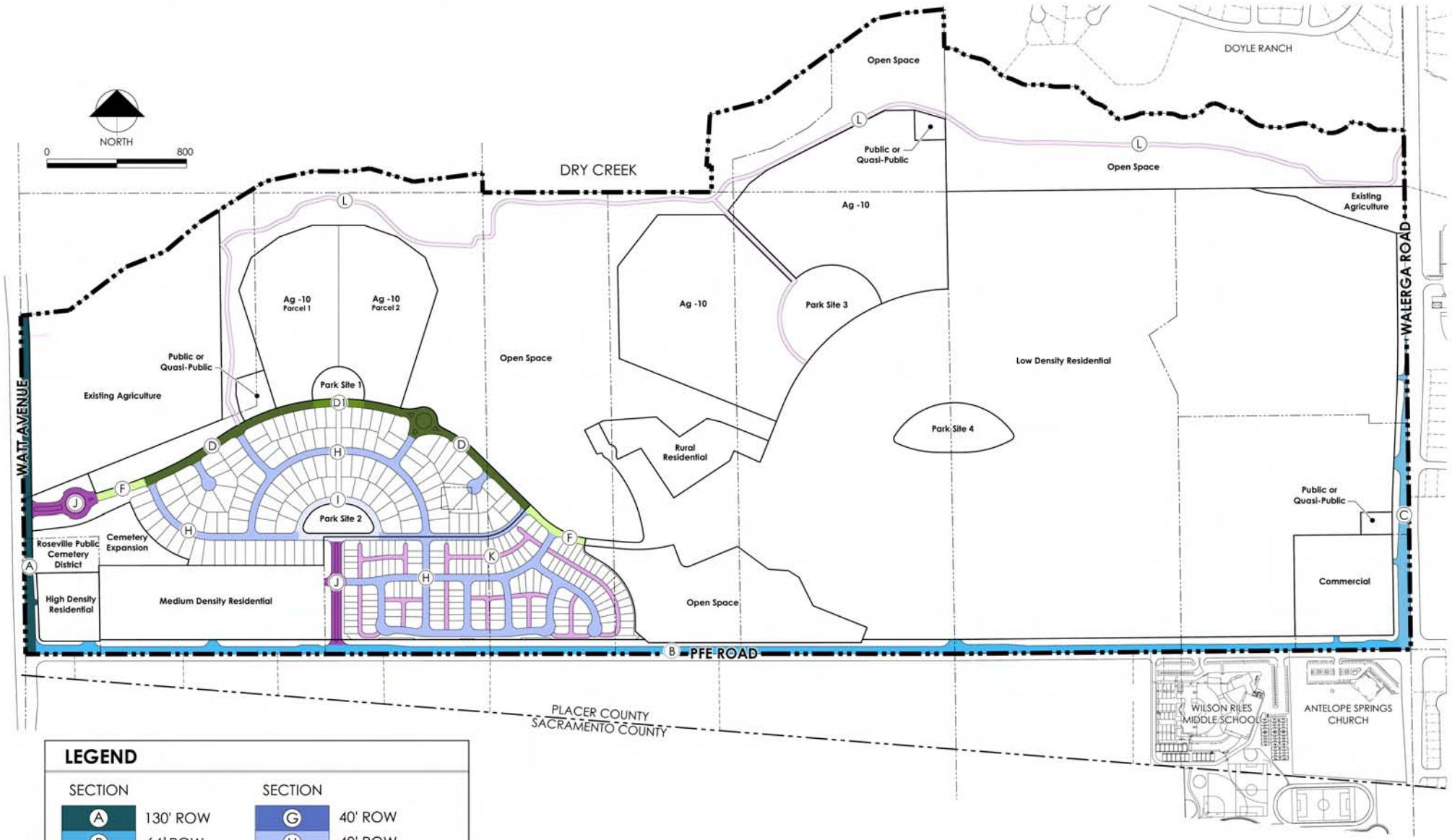
### Pedestrian Circulation

An elaborate circulation system is presented for pedestrian use, providing important linkages to parks, commercial centers, open space, schools, and churches. Three types of pathways are available depending upon the nature and intensity of the use. These walkways permeate the site and allow access to every potential destination within the community.

## 4.7 PUBLIC TRANSPORTATION

The Specific Plan encourages public transportation by incorporating covered bus stops with turnouts. Two such bus stops are located on PFE Road. One sits west of the main entrance to the Medium Density Residential village and the other sits west of the Walerga/PFE intersection at the Commercial site. The third bus stop sits north of the PFE/Watt intersection, at the High Density Residential site. Bus stops may be used for fixed route service within the Plan Area or area wide commuter service.

# FIGURE 4.1 VEHICULAR CIRCULATION

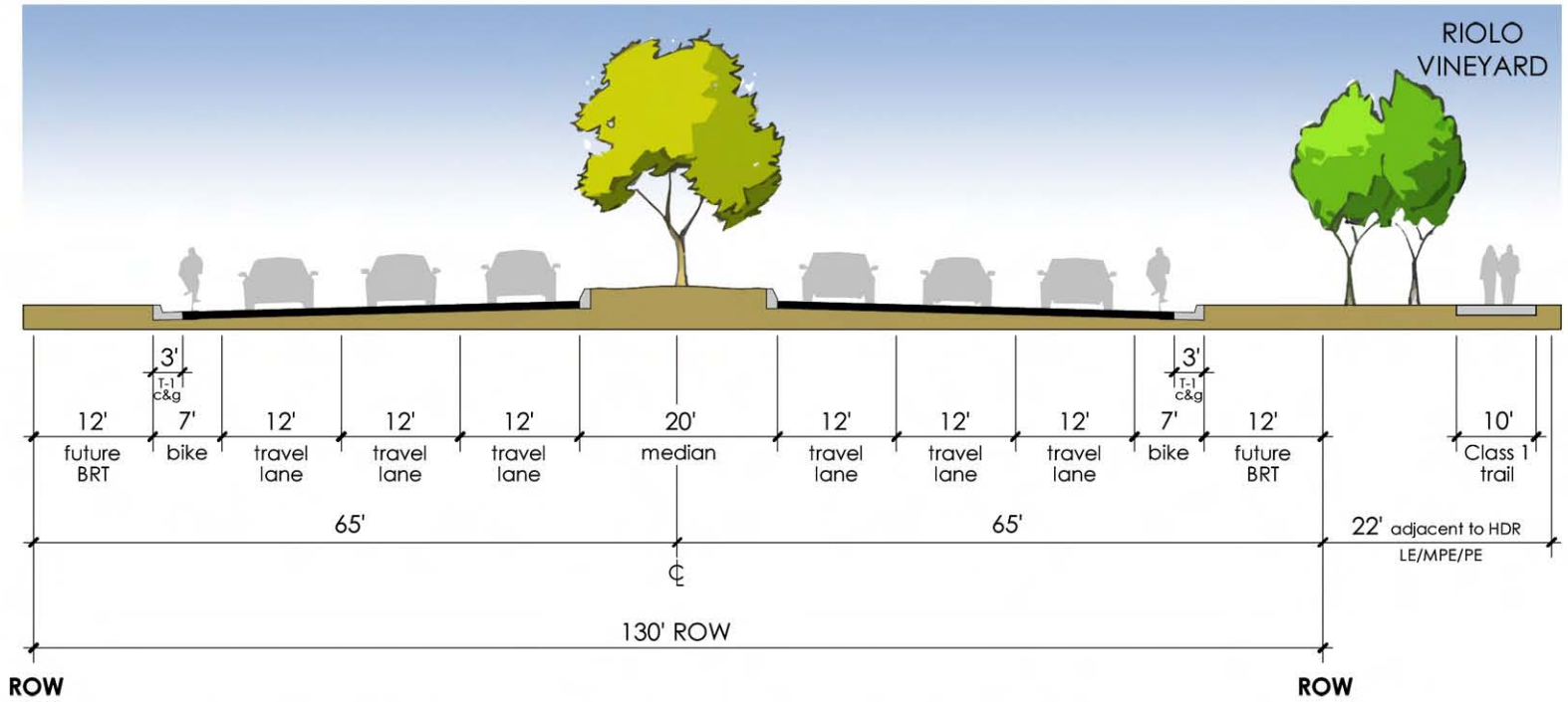



## LEGEND

| SECTION | | SECTION | |
|---|---|---|---|
| A | 130' ROW | G | 40' ROW |
| B | 64' ROW | H | 40' ROW |
| C | 106' ROW | I | 40' ROW |
| D | 45' ROW | J | ROW varies |
| D1 | 58' ROW | K | 24' ROW |
| E | 52' ROW | L | 12' Utility Access |
| F | 40' ROW | | |

Note:
Vehicular circulation patterns are conceptual.
Both horizontal and vertical alignments are subject to further revision.
Street sections not shown (Sections E & G) apply to future site planning conditions.

**FIGURE 4.2** STREET SECTIONS



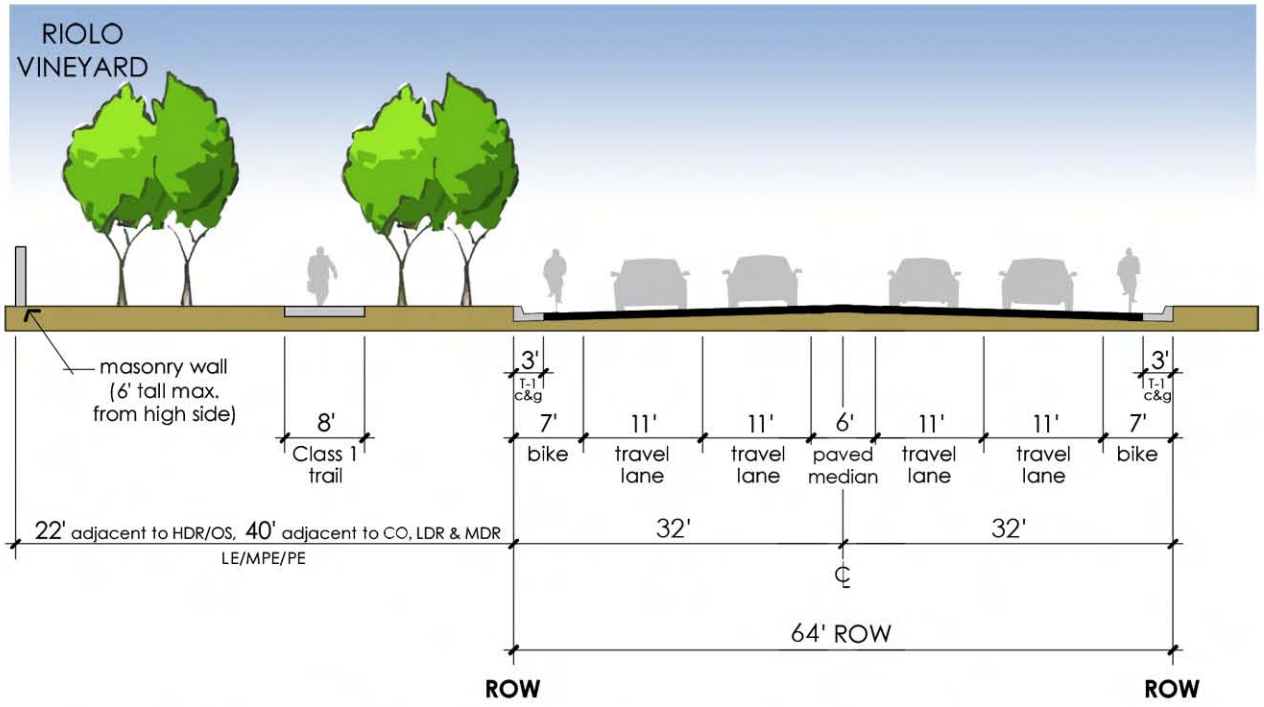

*Improvements shown above are ultimate conditions. Refer to the Development Agreement for implementation and construction responsibilities.
** Reductions to the specified widths of landscape corridors may occur in order to accommodate turn lanes, bus stops, and acceleration and deceleration lanes.

## SECTION A

## Ultimate Watt Avenue

n.t.s.

**FIGURE 4.2** STREET SECTIONS



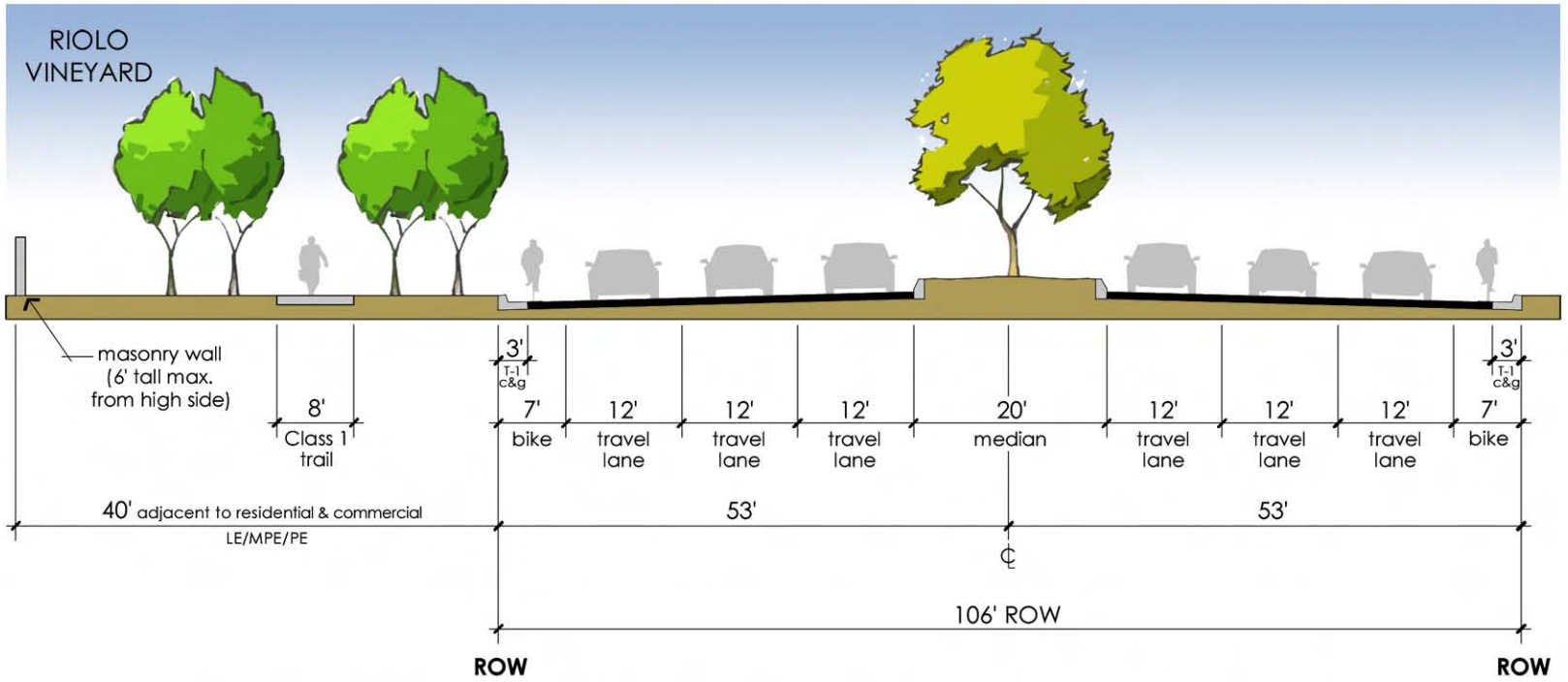

*Improvements shown above are ultimate conditions. Refer to the Development Agreement for implementation and construction responsibilities.
** Reductions to the specified widths of landscape corridors may occur in order to accommodate turn lanes, bus stops, and acceleration and deceleration lanes.

## SECTION B

## Ultimate PFE Road

n.t.s.

**FIGURE 4.2** STREET SECTIONS



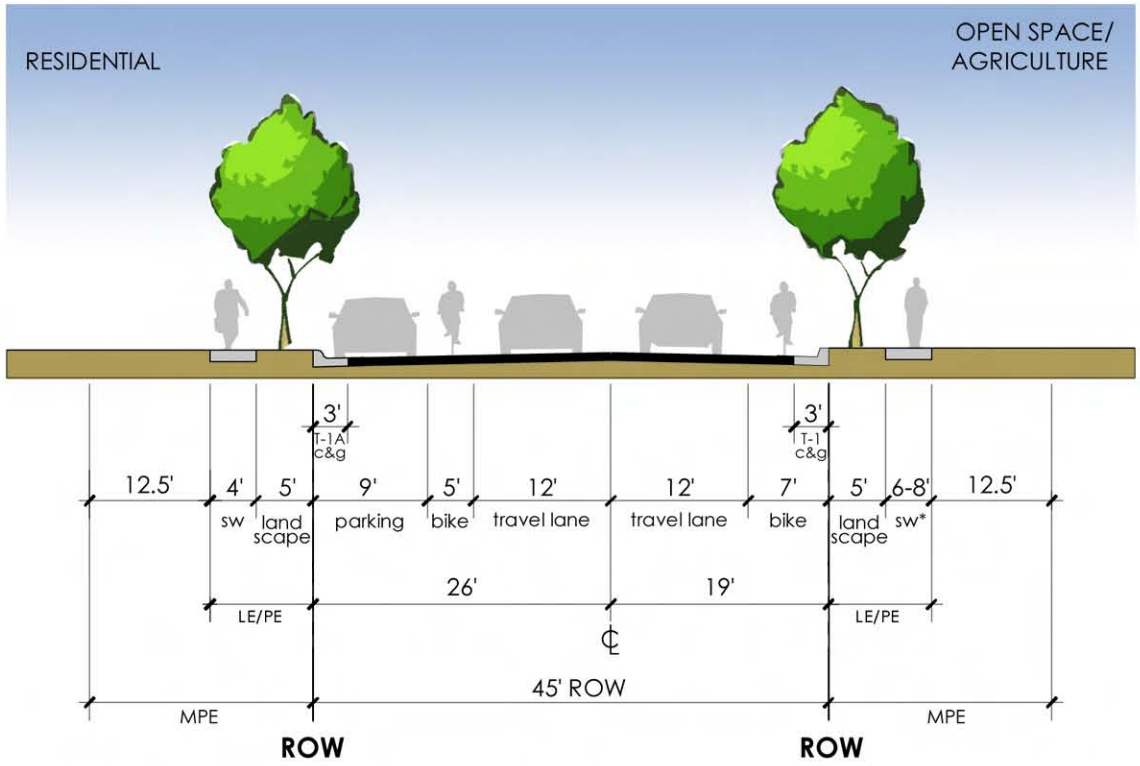

*Improvements shown above are ultimate conditions. Refer to the Development Agreement for implementation and construction responsibilities.
** Reductions to the specified widths of landscape corridors may occur in order to accommodate turn lanes, bus stops, and acceleration and deceleration lanes.

## SECTION C

## Ultimate Walerga Road

n.t.s.

**FIGURE 4.2** STREET SECTIONS



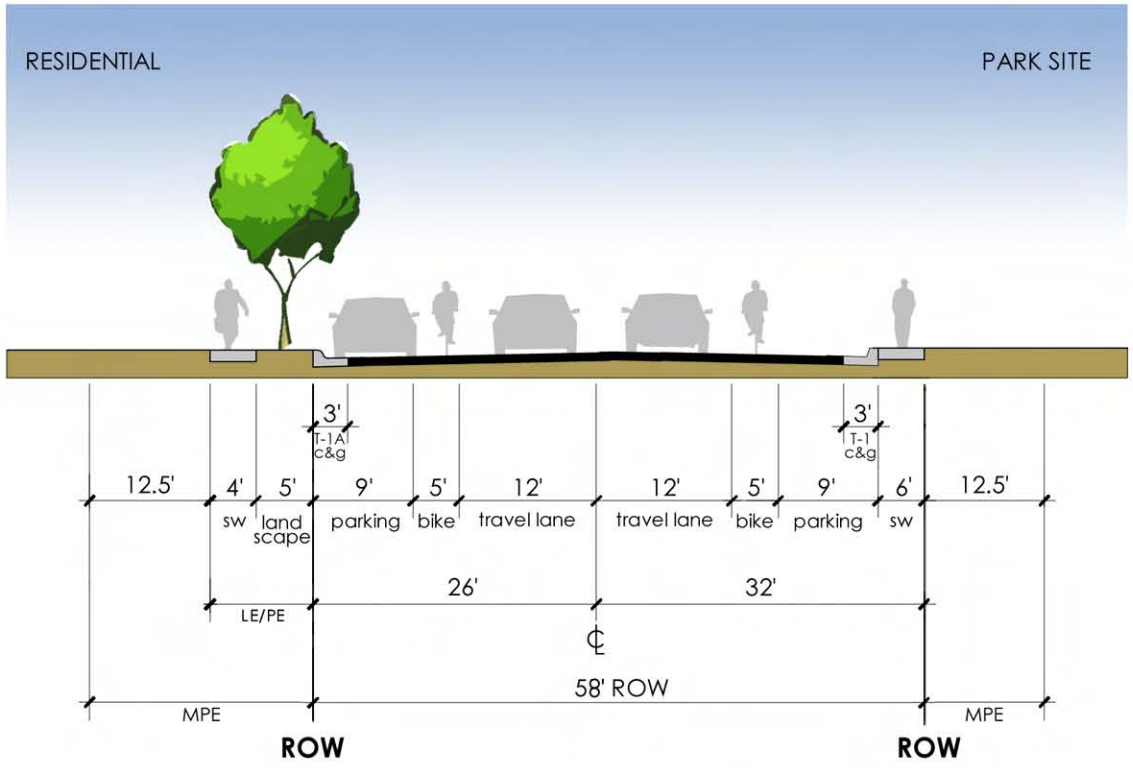

* 8' sidewalk from Watt to Class 1 trail connection, 6' sidewalk east of connection point.

## SECTION D

## Primary Residential Street

n.t.s.

**FIGURE 4.2** STREET SECTIONS



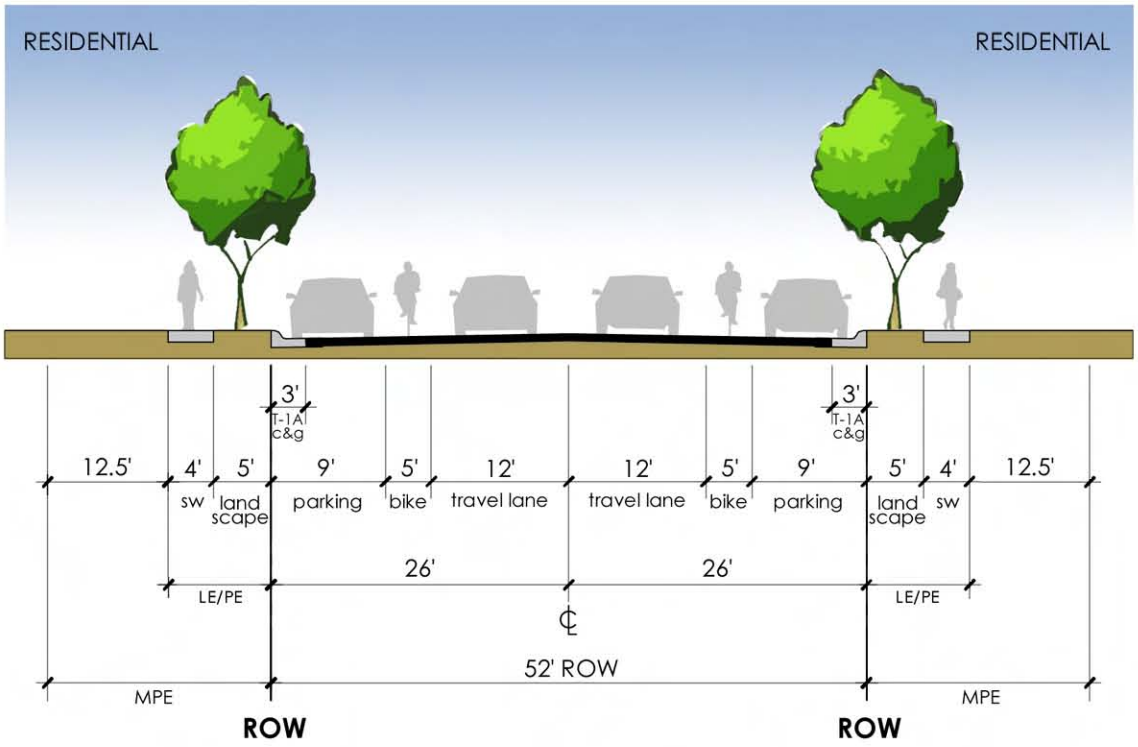

* On-street parallel parking allowed adjacent to park sites 1 & 3.

## SECTION D1

### Primary Residential Street

n.t.s.

**FIGURE 4.2** STREET SECTIONS

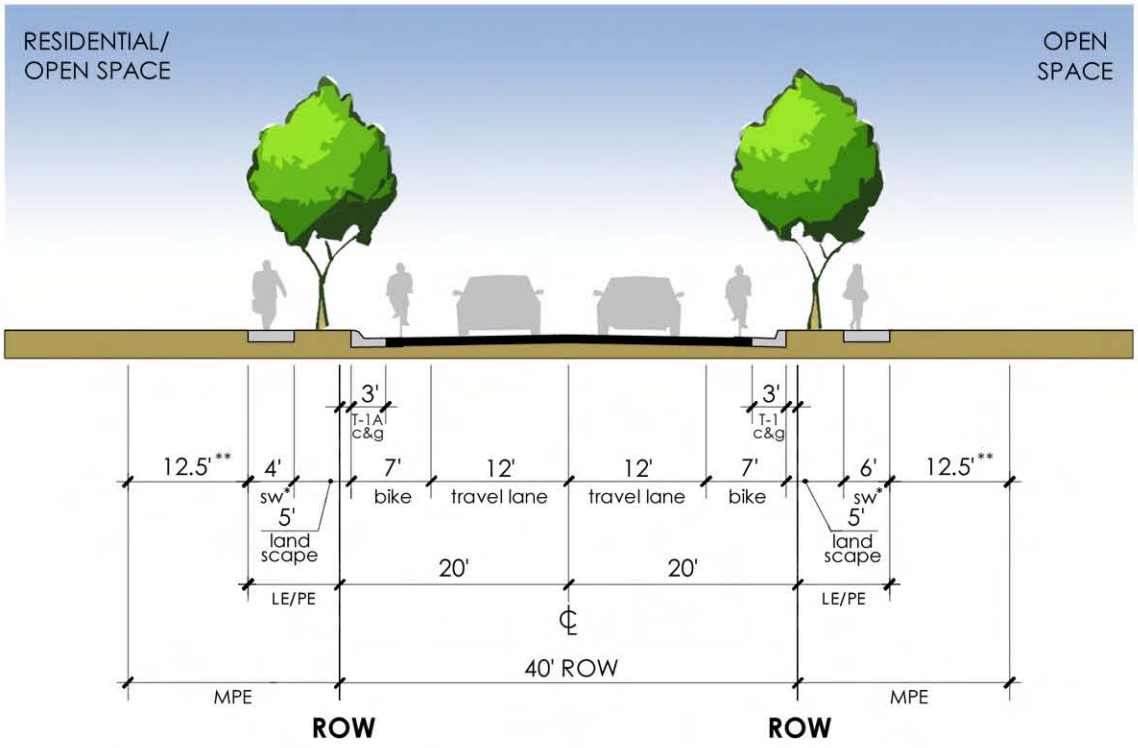



## SECTION E

### Primary Residential Street

n.t.s.

**FIGURE 4.2** STREET SECTIONS



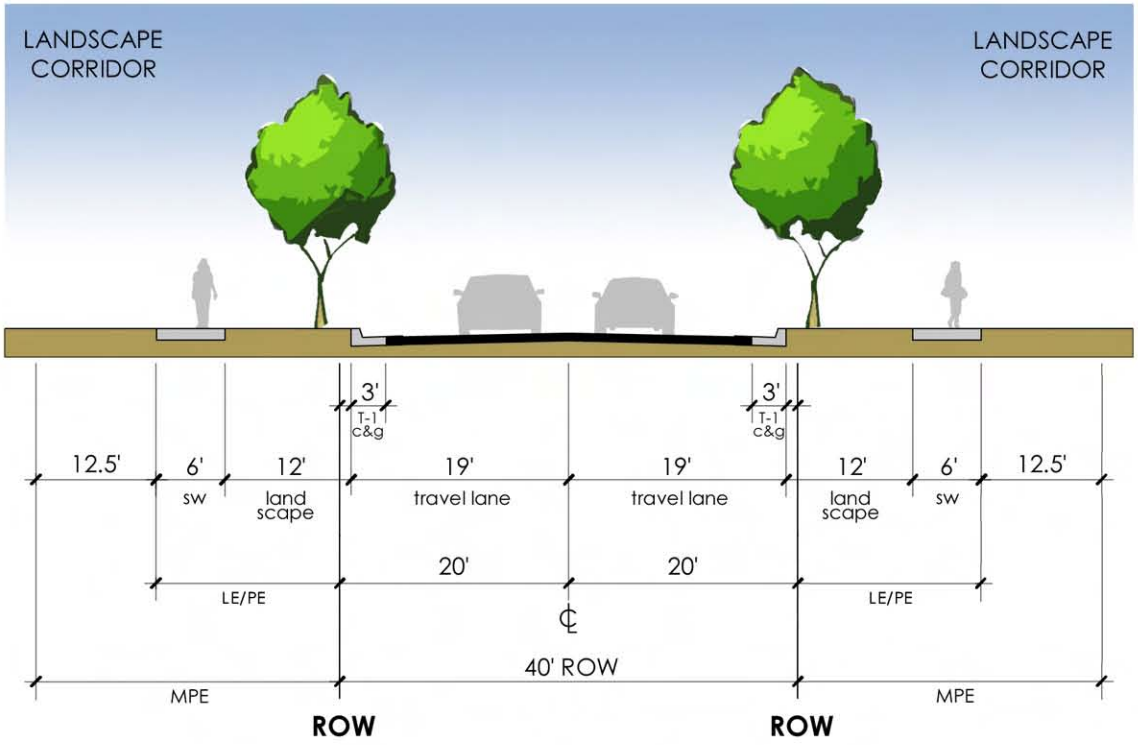

* Sidewalk monolithic at bridge crossing
** MPE reduced to 5' from back of walk within alley-loaded medium density residential neighborhood.

## SECTION F

## Primary Residential Street

n.t.s.

**FIGURE 4.2** STREET SECTIONS

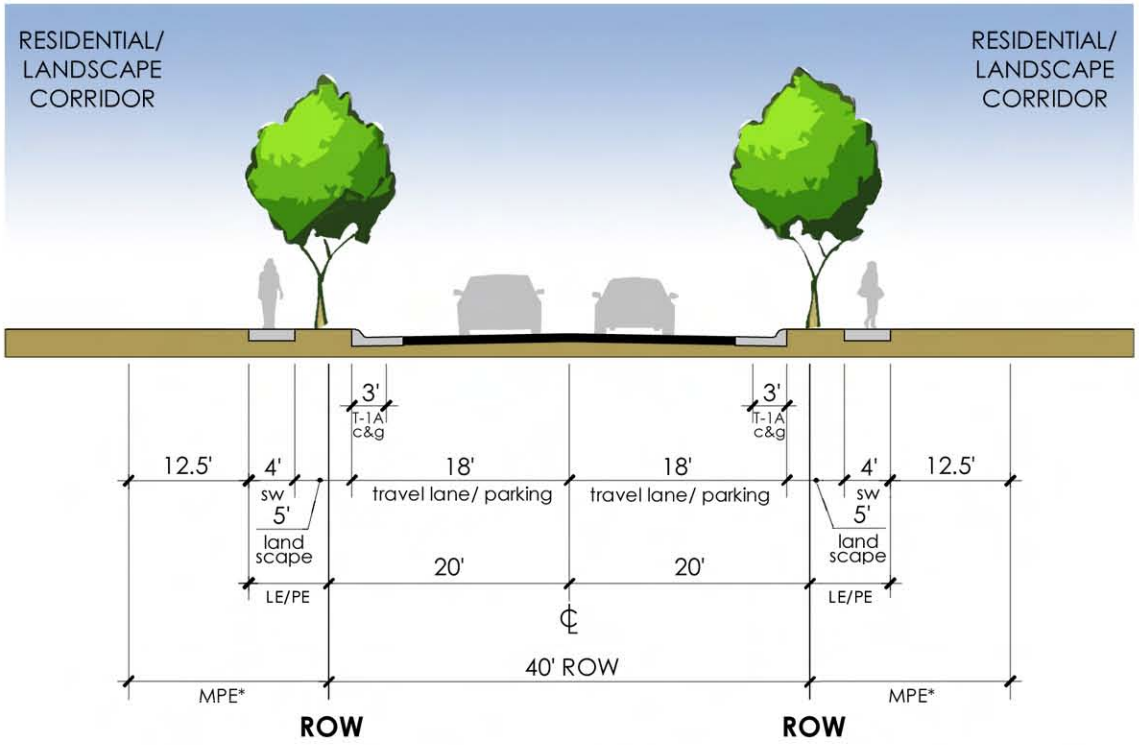



## SECTION G

### Primary Residential Street

n.t.s.

**FIGURE 4.2** STREET SECTIONS



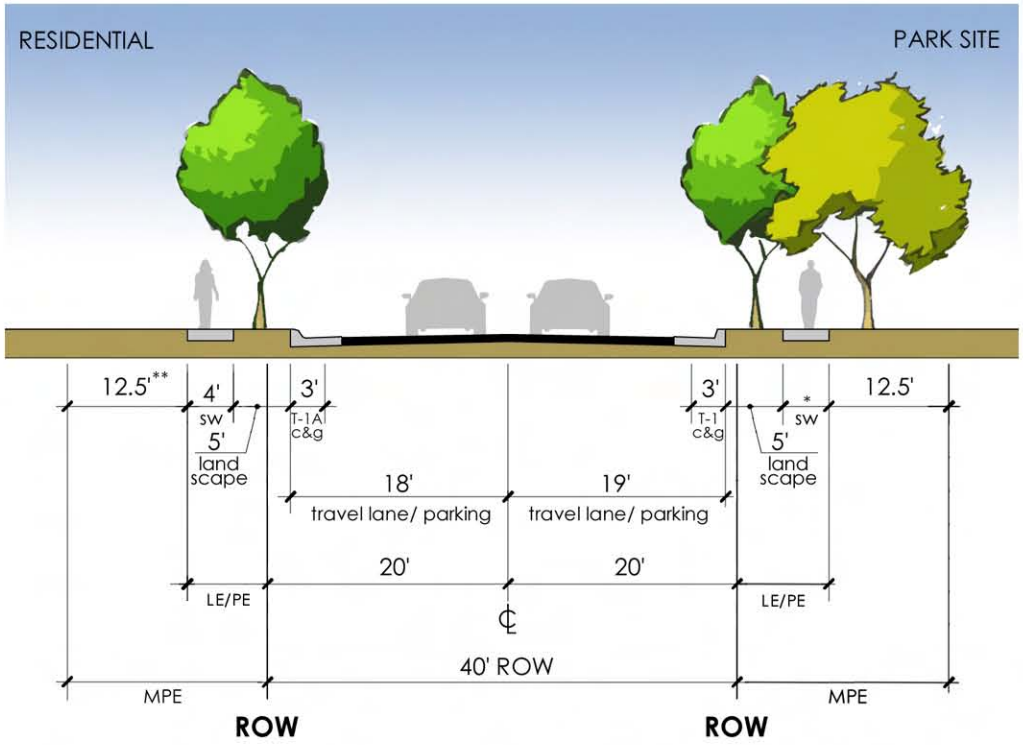

* MPE reduced to 5' from back of walk within alley-loaded medium density residential neighborhood.

## SECTION H

### Secondary Residential Street

n.t.s.

**FIGURE 4.2** STREET SECTIONS



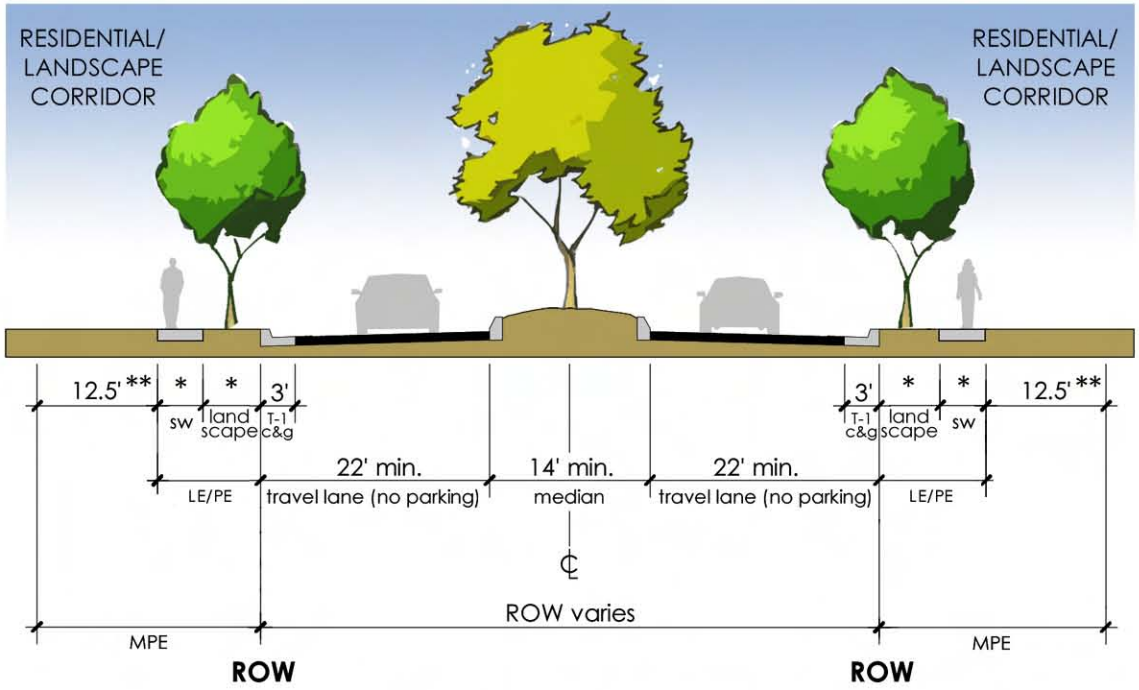

* Sidewalk and landscape widths vary (minimum sidewalk 4', minimum landscape 5').
** MPE reduced to 5' from back of walk within alley-loaded medium density residential neighborhood.

## SECTION I

## Secondary Residential Street

n.t.s.

**FIGURE 4.2** STREET SECTIONS

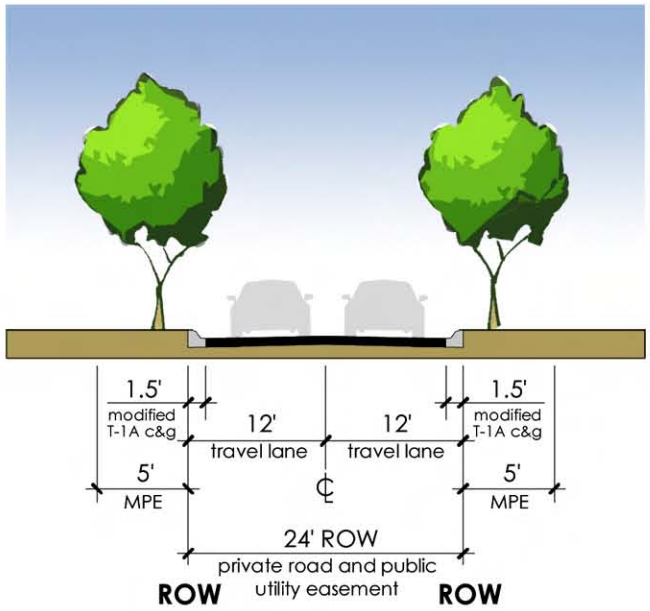



* Sidewalk and landscape widths vary (minimum sidewalk 4', minimum landscape 5').
** MPE reduced to 5' from back of walk within alley-loaded medium density residential neighborhood.

## SECTION J

### Entry Street

n.t.s.

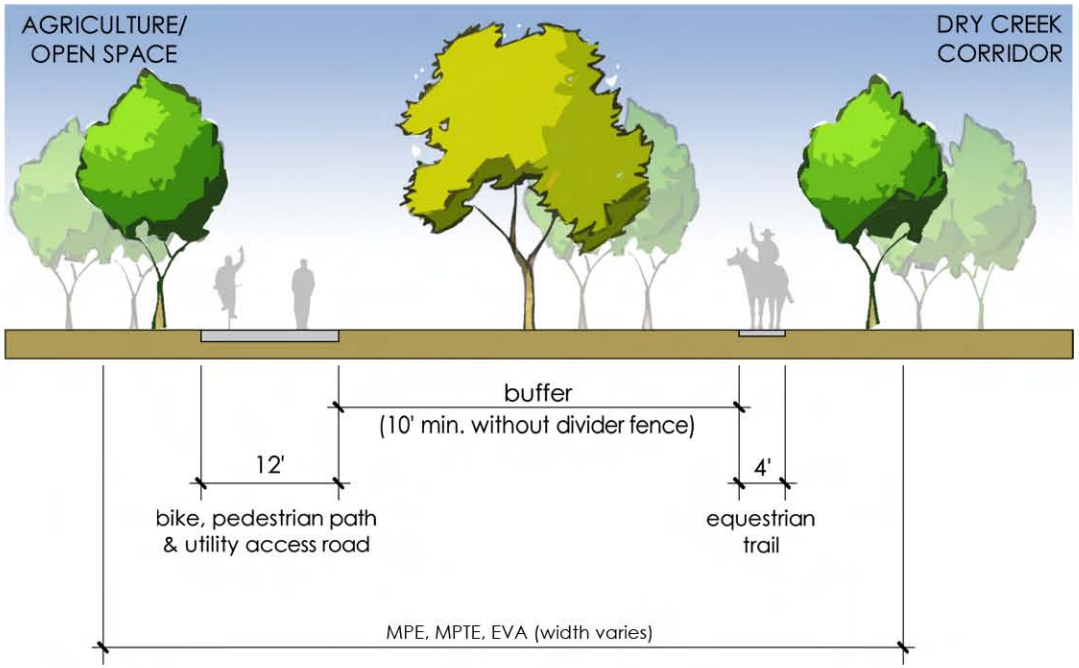



## SECTION K

### Private Residential Alley

n.t.s.

**FIGURE 4.2** STREET SECTIONS



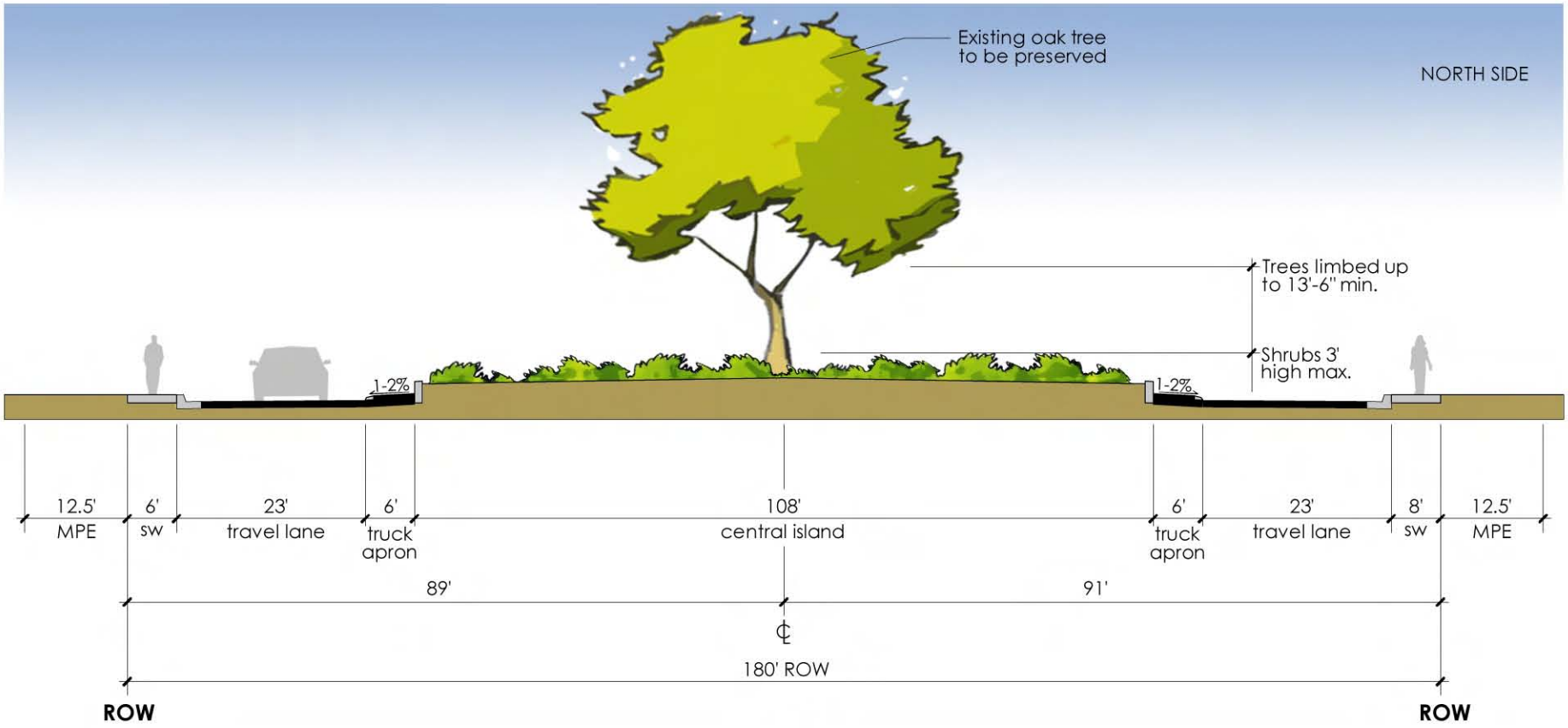

## SECTION L

### Class 1 Trail/ Utility Access Road

n.t.s.

**FIGURE 4.3** CONCEPTUAL TRAFFIC CIRCLE "A" DETAIL

**FIGURE 4.4** CONCEPTUAL TRAFFIC CIRCLE "A" SECTION

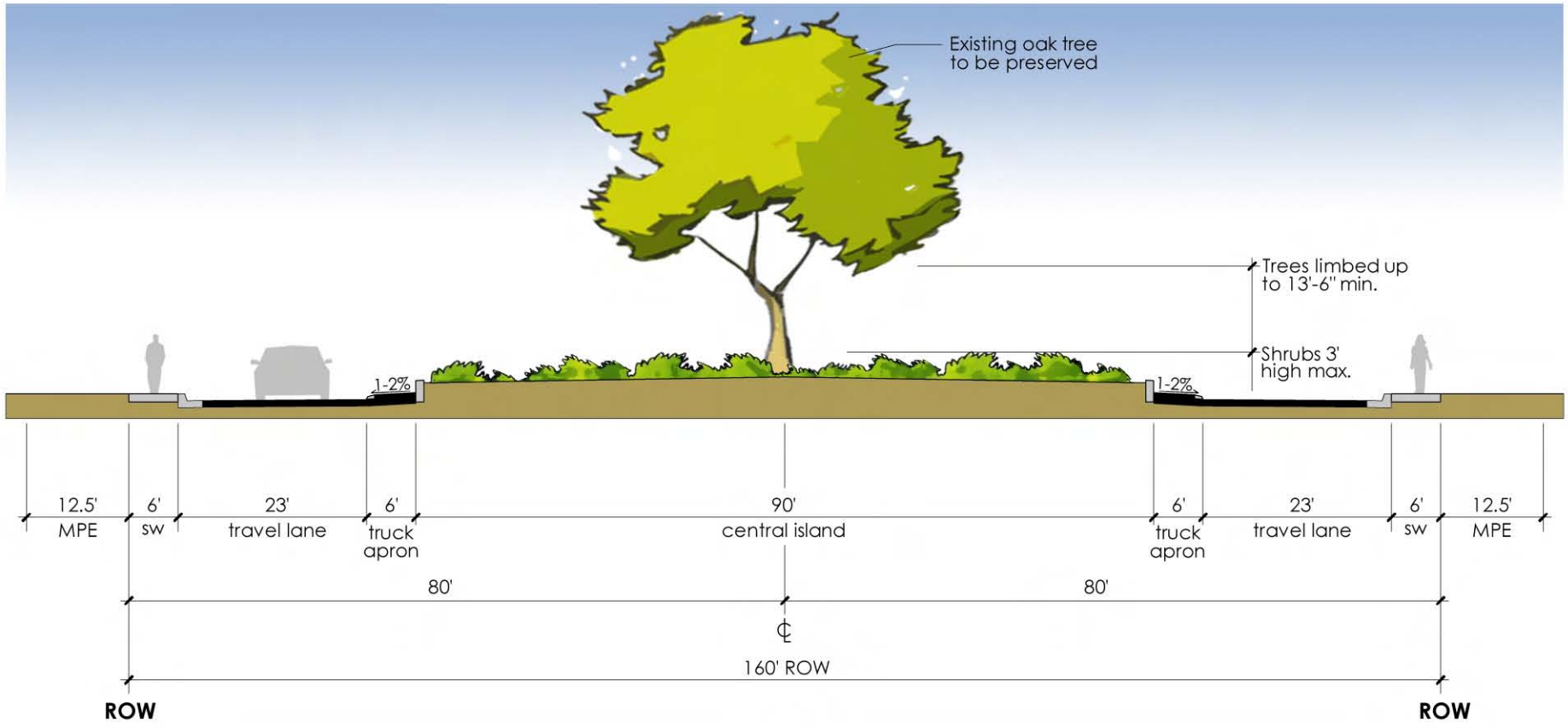



**Traffic Circle Detail "A"**

n.t.s.

**FIGURE 4.5** CONCEPTUAL TRAFFIC CIRCLE "B" DETAIL

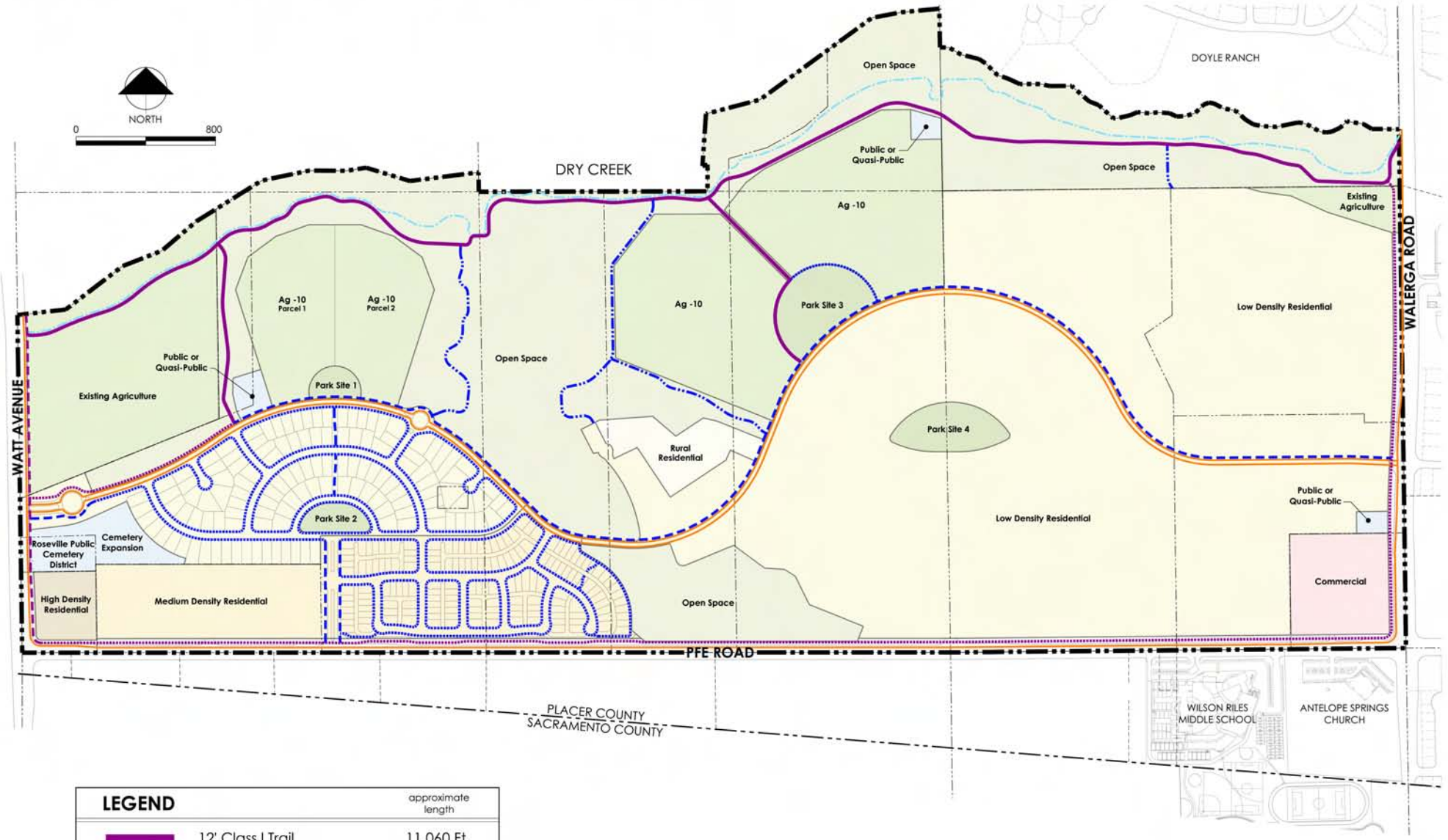
**FIGURE 4.6** CONCEPTUAL TRAFFIC CIRCLE "B" SECTION




**Traffic Circle "B"**

n.t.s.

**FIGURE 4.7** PEDESTRIAN, EQUESTRIAN & BICYCLE CIRCULATION

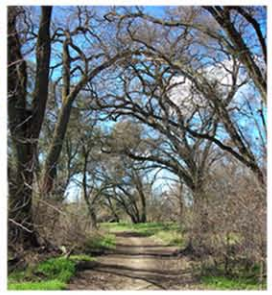



| LEGEND | | approximate length |
|---|---|---|
| | 12' Class I Trail | 11,060 Ft. |
| | 10' Class I Trail | 1,790 Ft. |
| | 8' Class I Trail | 11,290 Ft. |
| | 6' Separated Sidewalk | 10,010 Ft. |
| | 5' Pedestrian Path | 4,220 Ft. |
| | 4' Separated Sidewalk | na |
| | 4' Class II Bike Lane | 22,000 Ft. |
| | 4' Equestrian Trail | 9,110 Ft. |

Note: Pedestrian circulation patterns are conceptual.
Individual alignments and lengths are subject to further revision.
5' pedestrian path connection from Class 1 trail to Lund property shall maintain connection to LDR use after plan adjusts to revised 100 year floodplain.







# 5. Green Space

## 5.1 GREEN SPACE CONCEPT

The thoughtful incorporation of green space into a master-planned community does more to establish a sense of place than any other design feature. The Riolo Vineyard Specific Plan recognizes the importance of this element to the long-term vitality of a community. As a result, the plan provides more than 130 acres of open space, parks and landscape corridors, strategically located to complement the natural characteristics of the site.

The Riolo Vineyard Specific Plan conserves large swathes of contiguous open space connected to four public parks through generously planted landscape corridors. Park sites are located within easy walking distance of residential villages. Landscape corridors heighten the aesthetic quality of the community by emphasizing entries, softening roadways and linking key portions of the Plan Area. Broad views of open space visually link the community to the Dry Creek corridor. The graceful interaction of these three elements balances the community with the surrounding natural environment.

***The Green Space is shown on Figure 5.1.***

## 5.2 GREEN SPACE GOALS AND POLICIES

Green Space Goal #1
Provide adequate parks, open space, and recreational facilities to meet community needs.

Green Space Goal #2
Integrate parks and open space into the community and connect them with sidewalks, trails and landscape corridors.

Green Space Goal #3
Locate parks and open space amenities so that they are easily accessible to the community.

Green Space Policies

1. Provide passive resting areas adjacent to open space with amenities such as benches or seatwalls.
2. All parks and open space improvements shall be designed by a licensed landscape architect.
3. All park safety and maintenance standards shall comply with County and Americans with Disabilities Act (ADA) standards.
4. Parks shall be designed and landscaped to establish recreational value, water efficiency, ample shade and ease of maintenance.
5. Parks shall be maintained through a public or private funding mechanism acceptable to the County.
6. Natural drainage courses shall be preserved and integrated into the project design where feasible.
7. Heritage oaks and other significant vegetation shall be preserved and protected where feasible.
8. Native vegetation and wildlife shall be protected through the controlled use of herbicides and pesticides during construction and maintenance of new parks.
9. Native plants shall be utilized whenever possible.
10. Site furniture and structures shall be selected based on durability, graffiti resistance and long-term maintenance.
11. Trails shall be installed in conjunction with required subdivision

improvements and may be phased concurrently with each phase of development.

## 5.3 PARKS, OPEN SPACE AND PUBLIC RECREATION REQUIREMENTS

Placer County has established area and facility requirements for parks, open space, and public recreation based on projected population. The General Plan states that the County shall strive to achieve and maintain a standard of five acres of improved parkland and five acres of passive recreation area per 1,000 population (General Plan Policy 5.A.1). Based on a build-out population of approximately 2,477 people, the Plan Area would require approximately 12.4 acres of improved parkland and 12.4 acres of open space or passive recreation area.

***See Table 5.1 for Specific Plan Area Park & Open Space Requirements.***

## 5.4 OPEN SPACE

Open space is a vital component of any master planned community, allowing residents the opportunity to connect with nature on a daily basis. The Riolo Vineyard Specific Plan sets aside over 123 acres of uninterrupted open space, providing expansive views and linking the community to the Dry Creek corridor. The incorporation of this element invites residents to explore their local surroundings and observe native plants and animals in their natural setting.

The community has been specifically designed to provide easy access to open space amenities. Pedestrians, bicyclists, and horseback riders can utilize a number of meandering trails as alternative modes of travel through natural areas. Passive recreational nodes along these paths provide resting areas beneath shady canopies.

Open space within the Plan Area preserves a number of sensitive habitats and promotes community awareness of these important natural resources. Permitted uses within open space areas are limited to trails, fencing, drainage, mitigation, and utilities. Open space in the Plan Area will be owned by Placer County and maintained by a County Service Area. Fire Department emergency access shall be provided to all open space areas. The Riolo Vineyard Specific Plan provides more than ten times the open space acreage required by the General Plan.

## 5.5 PARKS

In addition to the passive recreational opportunities provided by an extensive trail network, the Riolo Vineyard Specific Plan designates four park sites which will provide added opportunities for green space and both passive and active recreational uses. It is the intent of the Specific Plan to provide park land within walking distance of each residential village. The concept of a walkable community is reinforced by the connections and linkage systems between all of the park sites which become a critical element in the development and success of the community.

Park sites will be programmed in accordance with typical recreation standards developed for, and based on, service area population, and