4.1 INTRODUCTION

The Eagle Ranch Specific Plan circulation system is designed to provide a functional and efficient circulation network for automobiles, bicyclists, pedestrians, and equestrians. The intent is to provide a rural streetscape character with narrow roads, gravel shoulders, landscaped medians (where appropriate), and trails. The street system is comprised of a network of collector and local residential streets designed to accommodate traffic generated by future residents. All interior roads within the Eagle Ranch Specific Plan area will be maintained by the Eagle Ranch Homeowners’ Association (HOA). The Circulation Plan (Figure 4-1) has been incorporated into the Eagle Ranch Specific Plan (ERSP) consistent with § 65451(a)(2) of the State Government Code.

Based on the policy framework established in Section 2 of this Specific Plan, this section describes the overall circulation plan and standards.

4.2 CIRCULATION PLAN

A hierarchy of connected streets, ranging from primary collectors to local residential streets and private access easements (PAE), will meet the circulation needs of the community. Non-motorized modes of travel, including bicycle and pedestrian travel, are realized by a network of trails and paths. The Circulation Plan (Figure 4-1) illustrates the motorized circulation routes identified for the Specific Plan area.

4.3 ROADWAY CLASSIFICATIONS AND SECTIONS

A variety of street widths and designs within the Specific Plan area will accommodate the range of anticipated traffic volumes and physical conditions. Streets will generally be curvilinear in design to maintain consistency with the overall design theme of the Specific Plan area and the character of the topography. Existing natural features will be incorporated into the right-of-way landscape design and may be augmented by the installation of additional landscape features.

Descriptions and street sections for each street design are provided. All public and private street cross-sections are included in Figures 4-2 to 4-6. The following roadway designations are planned and shall act as the street standards for the Specific Plan area:

- Primary Rural Collector (Main Loop Road)
- Secondary Rural Collector (Resort Loop Road)
- Primary Rural collector with Median (Main Loop Road)
- Local Road
- Private Access Easement (PAE)
4.3.1 Primary Rural Collector (Main Loop Road)

Primary rural collector roads serve as the circulation spine for Eagle Ranch. Two primary rural collectors are proposed, with the first connecting Atascadero Avenue to San Carlos Road and a second east-west connection to Atascadero Avenue (see Figure 4-1). A typical street section consists of a 60-foot minimum right-of-way with one (1) 11-foot-wide paved travel lane in each direction. The remainder of the right-of-way includes a 4-foot-wide minimum or 2-foot-wide minimum unpaved shoulder (see Figures 4-2 and 4-3 for shoulder widths), an 8-foot-wide paved multiuse path, a minimum 5-foot-wide biozone separating the multiuse path from the paved travel lane, and landscaping. Where a primary rural collector includes a median, the remainder of the right-of-way includes 2-foot-wide unpaved shoulders, a minimum 5-foot-wide biozone separating the multiuse path from the paved travel lane, a variable width drainage swale separating the two (2) paved travel lanes, an 8-foot-wide paved multiuse path, and landscaping.
Street right-of-ways and cross-sections can separate and/or flare near intersections to accommodate project entry features and turn lanes as necessary. Curve widenings will be included, as deemed necessary, and will be part of the final design. In order to retain the rural character of the street, no curbs or gutters are provided. Biozones are proposed in place of turf planting strips in order to collect runoff, filter pollutants, allow for infiltration, and provide visual interest. Median trees shall be limited to a palette of small-diameter trees. Residential lots that take access off of a primary rural collector are required to enter the street in a forward manner. This will require private driveways to incorporate a hammer-head, semi-circular, or other design solution that allows for vehicles to turn around on the property prior to entering the primary rural collector.

**Figure 4-2** Primary Rural Collector (Main Loop Road)

**Figure 4-3** Primary Rural Collector with Median (Main Loop Road)
4.3.2 Secondary Rural Collector (Resort Loop)

Secondary rural collectors are streets that are intended to collect vehicles from local streets and then distribute them to primary rural collector roads. A typical street section for secondary rural collector streets consists of a 50-foot-wide right-of-way with one (1) 11-foot-wide paved travel lane in each direction. The remainder of the right-of-way includes 4-foot-wide minimum unpaved shoulders (see Figure 4-4). Street right-of-way and street cross-sections can flare near intersections to accommodate neighborhood gateways and turn lanes as necessary. Curve widenings will be included, as deemed necessary, and will be part of the final design. In order to retain the rural character of the street, no curbs or gutters are provided. Bicycles shall be permitted to utilize travel lanes on secondary rural collectors within the Specific Plan area.

Figure 4-4 Secondary Rural Collector (Resort Loop)
4.3.3 Local Road

Local roads provide direct access to individual homes and private access easements. These streets are designed to discourage through-traffic and promote low speeds. A typical street section consists of a 50-foot-minimum right-of-way, with one (1) 10-foot-wide travel lane in each direction and a 4-foot-wide shoulders. The remaining right-of-way can be asymmetrically distributed on either side of the street, with a minimum of 5 feet on one (1) side (Figure 4-5). To maintain the rural character of the roadways, curbs and gutters are generally discouraged. However, curbs shall be permitted on all streets as needed to control drainage. Curve widenings will be included, as deemed necessary, and will be part of the final design. Pedestrians are permitted on right-of-way shoulders. Bicycles shall be permitted to utilize travel lanes on local roads.

Figure 4-5  Local Road
4.3.4 Private Access Easement (PAE)

Private Access Easements (PAE) provide direct access to clusters of not more than fifteen (15) residential lots, but they do not provide for through-traffic. A typical cross-section consists of a 30-foot-wide minimum easement with a 18-foot-wide paving section and 1-foot drivable shoulders allowing for a minimum 9-foot-wide paved travel lane in each direction. Ortega Road shall include a 20-foot wide paved section. A 5-foot wide biozone will be provided on one side to improve water run-off quality (Figure 4-6). Each PAE will end in either a cul-de-sac or “T”-shaped (or hammerhead-shaped) paved turnaround area that may also provide access for private driveways to individual lots. The determination of the use of cul-de-sac or hammerhead at the end of each PAE will depend on construction feasibility including slope, preservation of native trees, and other site constraints. Circular cul-de-sacs shall be installed whenever feasible, as determined on a case by case basis by the City Engineer. An illustration with minimum standard dimensions for these turnaround areas is found in Figure 4-7. Corner lots shall take access off of the PAE. PAE’s are privately owned and maintained by the HOA.

*Slope, paved width, and material standards identified on applicable vesting tentative map

Figure 4-6 Private Access Easement (PAE)
4.3.5 Private Driveways

Private driveways provide access through an owner’s lot to their residence from any of the Specific Plan area roadways previously described. Maintenance of private driveways will be privately funded. Private driveways are subject to design review and shall be reviewed by the HOA ARC. Private driveway development standards are found in Table 3.5 and design guidelines are found in Appendix A.

4.3.6 Ranch Roads

Several miles of unpaved ranch roads exist within the Specific Plan area. It is the intent to use portions of these roads for continuing agricultural operations and for fire/maintenance access if needed. These roads will not be open/accessible to the public. No improvements beyond general ranch maintenance are proposed for these roads. Select roads may be used as trails where marked by signage.
4.3.7 Emergency/Fire Access

Two emergency/fire access roads are proposed within the Specific Plan area. The first provides access from the primary rural collector to Ortega Road. The second provides access to Atascadero Road. Both access points will be gated and closed off to through-vehicle traffic. Pedestrian and non-motorized traffic will be permitted. Turnarounds at each side of the gates shall meet minimum Fire Department standards. The Eagle Ranch HOA shall maintain emergency access roads located within the Eagle Ranch Specific Plan area.

4.3.8 Off-Site Roads

Some project frontage roads, such as San Rafael Road and Atascadero Avenue, may require improvements such as shoulders, pedestrian pathways, bikeways, and curve widening or overlay to meet current City standards. Final road improvements will be developed in accordance with current City Standard Engineering Plans and Specifications as practical. Refer to Appendix D for a list of public and quasi-public improvements.
4.3.9 Roundabouts

Roundabouts are intersection control devices that aid in calming traffic and reducing pollution emissions by reducing idling vehicles. They also can reduce traffic delays and movement through intersections (otherwise controlled by stop sign or signalization). These circular intersections are designed to channel vehicles in a counter-clockwise direction through an intersection without the use of traffic signals or stop signs. Traffic speeds are typically reduced to 15 mph to 20 mph or less without compromising safety or efficiency.

There are three (3) roundabouts proposed within the Specific Plan area. Their locations are referenced on the Circulation Plan (Figure 4-1). An illustration of a roundabout is shown below in Figure 4-9.

*Figure 4-9 Roundabout Illustration*
4.3.10 Gateways and Access Points

Eagle Ranch lots will be accessible by a combination of 10 access points and gateways. This includes emergency access, driveway access to lots via existing roads, primary gateways, and secondary gateways.

The Specific Plan area is accessible from the following locations that connect to the City’s existing circulation system:

- The Atascadero Avenue south entry (primary) - includes entry monumentation - see Figure A-5
- The Atascadero Avenue north entry (primary) - includes entry monumentation - see Figure A-4, A-8
- The San Carlos Road entry (secondary) - includes entry monumentation - see Figure A-6, A-9
- The upper San Diego Road entry (local) - includes entry monumentation - no design proposed in Specific Plan
- The San Rafael Road entry (local) - no design proposed in Specific Plan

Appendix A includes conceptual direction regarding the location and design features associated with project site gateways and access.
4.4 TRAIL NETWORK

Consistent with the Circulation Element’s goal of promoting alternative modes of transportation, this Specific Plan includes bicycle, pedestrian, and equestrian circulation routes which provide access throughout the interior of the planning area and connect to the existing pedestrian and bicycle network outside the area. Approximately 17 miles of trails will be accessible to the public and Eagle Ranch homeowners. The ERSP includes four (4) different trail classifications as described below. The conceptual trail network is shown in Figure 4-11 Trail Network Plan. The following section describes planned walking, biking, and equestrian trails in more detail.
Multiuse Path

A multiuse path provides bicycle and pedestrian travel on a paved right-of-way, separated from any street. Equestrians are not permitted on multiuse paths. Approximately 3.7 miles of multiuse paths are proposed within the Specific Plan area and will be located adjacent to a primary rural collector. Multiuse paths include an 8-foot-wide paved travel surface and 2-foot-wide shoulders on both sides, or a 2’ shoulder on one side and a 5’ minimum biozone on the other side (refer to Figures 4-12, 4-13, and 4-14.) The Eagle Ranch HOA will be responsible for maintaining multiuse paths within the Specific Plan area.

Figure 4-12  Trail Section: Multiuse Path Adjacent to Roadway
Pedestrian/Equestrian Divider Fence

To improve safety for trail users on multiuse paths adjacent to unpaved trails, a pedestrian/equestrian divider fence should be provided. This fence should be placed between the two trails when they are closer than eight (8) feet apart. Pedestrian/equestrian divider fences shall be comprised of a 36” high wood post and rail fence that includes two (2) wood rails. The specific location of trail fencing will be determined during the implementation of trails, which will be in connection with maps recorded as part of development under the Specific Plan.

Figure 4-13  Trail Section: Multiuse Path Adjacent to Unpaved Trail
Figure 4-14  Trail Section: Multiuse Path and Unpaved Trail Adjacent to Roadway

- 5' Biozone
- 4' Shoulder
- 11' Travel Lane
- 11' Travel Lane
- 5' Biozone
- 8'
- Multiuse Path
- Unpaved Trail
- 2'
- 6' Min. Shoulder
- Property Owner Maintained Landscape. Varies
- Existing Dirt Ranch Road
- Pedestrian/Equestrian Divider Fence

60' Right-of-Way
**Unpaved Trails**

An unpaved trail permits a variety of users including equestrians, mountain bikers, walkers, and joggers. Unpaved trails are provided within open space areas and connect residential neighborhoods to Specific Plan area amenities such as the Village Center. Approximately 10.1 miles of unpaved trails are proposed. When the trail location corresponds to the location of an existing ranch road/trail, the existing improvement will stay. Dirt trails within the Eagle Ranch HOA Open Space will be maintained by the HOA. In sensitive areas, trails may be reduced to 3-feet wide. The ALPS Connector Trail (see Figure 4-11) is an unpaved trail within the Agriculture (ER-AG) zone that will also be maintained by the HOA. The Hwy 101 Trail (see Figure 4-11) is an unpaved trail located within the Agriculture (ER-AG) zone that will be maintained by the ranch operator.

*Figure 4-15 Typical Trail Section: Unpaved Trail*
**Multiuse Path Along Atascadero Avenue**

A multiuse path, including an 8-foot-wide paved travel surface and 2-foot-wide shoulders on both sides, will be provided along western portions of Atascadero Ave (the project side of the street) between San Rafael Road and Santa Barbara Road. *Figure 4-16* illustrates a typical section for these portions of Atascadero Avenue. Equestrians are not permitted on multiuse paths.

*Figure 4-16*  Trail Section: Multiuse Path Along Portions of Atascadero Avenue Looking South
National Forest Service Connector Trail Easement

An approximately 2.7-mile trail easement through Eagle Ranch, referred to as the National Forest Service (NFS) Connector Trail Easement, is proposed within the northwestern portion of the Specific Plan area (Figure 4-11). This trail will link to the Los Padres National Forest. This unpaved trail should be three (3) feet in width or less in order to navigate steep terrain and sensitive areas. To keep the trail as maintenance-free as possible, it should be designed to have a grade/slope of five (5) percent or less and not exceed grades greater than twelve (12) percent where a steeper grade is necessary. The trail may require a pedestrian bridge for a creek crossing and should blend in with the site character and slopes as much as possible. Only the easement dedication is proposed as part of the Eagle Ranch Specific Plan. The National Forest Service Connector Trail on Eagle Ranch property will be installed and maintained by a governmental or non-governmental organization (NGO). Precise trail easement to be prepared at time of trail construction and should be located within the area identified by the NFS Connector Trail Easement Corridor Boundary (see Figure 4-11).

Figure 4-17 Trail Section: National Forest Service Connector Trail Easement
**Trail Implementation**
The following steps for construction and maintenance of the trails at Eagle Ranch shall be followed:

1. Developer builds trail system (except the National Forest Service Connector Trail).
2. Developer offers City a trail easement.
3. City accepts offer of easement dedication within 60 days.
4. HOA maintains the trail (except NFS Connector Trail).
5. City indemnifies the underlying land owner to protect the HOA and Ranch against claims for accidents or injury occurring on a public amenity.

**4.4.1 Trail Staging/Park and Ride Area**
A trail staging area is proposed near the Atascadero Avenue/Santa Barbara Road entry (see Figure 4-18). This public staging area is intended to accommodate equestrians, bicyclists, and walkers who wish to access the 16.5 miles of trails within Eagle Ranch. The staging area may include amenities such as pull-through equestrian vehicle parking, standard-sized vehicle parking, hitching posts, fencing, trail signage, and 20 Park & Ride spaces. Required trail staging amenities are listed below Figure 4-18. Overnight parking is not permitted.
Required Trail Staging Amenities

- Minimum 20 car parking spaces
- Minimum 6 trailer parking spaces
- Trail signage map
- Non-paved parking surface
- Picnic tables
- Single-stall restroom
- Trash cans
- Drought-tolerant landscaping
- Perimeter fencing
- “Mutt Mitt” dispenser
- Minimum 20 designated “Park and Ride” spaces
- Minimum 4 Bike racks/lockers
- Water connection and meter

Figure 4-18  Trail Staging Area Conceptual Illustration