

DRY CREEK PUBLIC PLANNING TEAM

Minutes of Meeting #3

Draft Greenway Plan

Date: May 15, 2003

Place: Roseville Civic Center

Attendees:

Vance Kimbrell, Placer County Parks,
Sharon Roseme, Loomis Basin Horsemen's Association,
Noe Fierros, Placer County Planning,
Lisa Ferrari, City of Roseville,
Chris Schmidt, Placer County Planning,
Ernie McPherson, Roseville Coalition of Neighborhood Associations,
George Brown, Dry Creek Mac,
David Stuart, Dry Creek Conservancy,
Ed Armstrong, Foothill Associates,
Kate Kirsh, Foothill Associates

Discussion

Kate related that she had met with the City of Roseville (Mike Wixon and Lisa Ferrari) to discuss the City of Roseville's comments. One suggestion that came out of the meeting was to make the goals and policies "recommended" rather than "mandatory". This will increase the likelihood that the various jurisdictions will support the Greenway Plan, especially those jurisdictions that have already established similar goals and policies.

The group discussed the boundaries and components of the Greenway. Foothill Associates had previously stated that the Greenway boundaries were created from the aggregation of the 100-year floodplain, valuable riparian habitat, City and County buffers around major streams, and existing and proposed open space from the City and County general plans. The three classes (I, II, and III) of bikeways were summarized. Vance Kimbrell with Placer County clarified that Class III bikeways are only marked with signage and do not include roadway striping. The existing and proposed bikeways shown on the distributed map and in the project GIS database were taken from the City of Roseville Bikeways Master Plan and the Placer County Regional Bikeway Plan. Vance informed the group that the County has updates to the bikeways which he will provide to Foothill Associates for incorporation into the database.

The role of trails in the Greenway was discussed briefly. It was noted that trails are the primary means by which the public will experience the Greenway. Paved trails also function as multi-modal corridors, providing alternative means of transportation for commuters, and as such, development of bikeways may qualify for funding that is directed towards development of alternative transportation.

Kate presented the three proposed land use planning categories for the Greenway: 1) Recreation, 2) Habitat with Potential Recreation, and 3) Habitat Only. The Recreation category generally occurs in areas where bikeways exist or are proposed and consists of recreational amenities such as bike/pedestrian trails, equestrian trails and staging areas. While habitat preservation and enhancement is also a major goal in the recreation area, the focus is on blending habitat and recreation. The Habitat Only corridors occur where the Greenway is bounded by private lands with no set-aside for open space. In these areas, introducing trails is costly and in many cases not feasible. The goal in the Habitat Only areas is to preserve and enhance habitat where possible, and encourage local property owners to do the same. The Habitat with Potential Recreation areas occur where official trails and/or open space are not currently designated, but where important connections with existing and proposed bikeways are needed.

The group spent some time discussing equestrian access and trails. The GIS database will be updated to differentiate between equestrian trails and bikeways. It was pointed out that the map should show a park at Walerga Road that includes an equestrian staging area. The Cook/Riolo intersection is also designated as a node, but no staging area is planned at this point. There was some discussion about private vs. public management of staging areas.

Five types of node were defined in the meeting, as follows:

- A) Neighborhood—local access, no parking, basic signage.
- B) Public—general public access, some automobile parking (horse trailers excluded), basic signage.
- C) Public—horse trailer & car parking, moderate signage, no plumbed facilities, maybe trash receptacles.
- D) Regional—full facilities, plumbed restrooms, horse trailer & car parking, full signage, security lighting, bike racks and trash receptacles.
- E) Park—Type D + park uses (recreation facilities, picnic, shelters).

Security and patrols would be needed at least at node types D & E. Maintenance would be needed if trash receptacles are included in type C as well as D & E. It was pointed out that maintenance costs for nodes C, D & E will be much higher than for types A & B, because users that access the nodes via automobile can have a much larger impact on their surroundings. Kate pointed out that this generally depends upon the design of the node and its relationship to the surrounding neighborhood. If the node is in the open with good visibility, maintenance costs which result from misbehavior will generally be less. Costs will definitely increase as we progress from Node A to Node E, but the magnitude of the increase will depend upon specific factors. Foothill Associates will refine the node definitions, and classify the nodes shown on the map.

Next, the group discussed specific locations for the three corridor types. The Habitat Only Greenway segment on Walerga Road that has a bike trail will be reclassified to

Recreation. The large area of valuable habitat off of Walerga Road is remnant oak woodland that provides an opportunity for a minor (unpaved) trail and controlled access into this area. Placer County has been working with Placer Vineyards to preserve this as a habitat reserve. They haven't yet discussed public access to the site with the developer. Kate clarified that the habitat-only designation does not preclude dirt trails, but emphasizes habitat preservation. George Brown would like to see a walking trail, perhaps with a locked gate for controlled access at this site. Signage could also be used to indicate the sensitivity of the habitat. Public access to this site could be a sensitive issue, since too many visitors could degrade the quality of the woodland.

Kate indicated that the Habitat Only classification encompasses two types of sites: those where we can't get public access because of private property, and high value habitat areas that need controlled access, perhaps with boardwalks or keyed entry. Foothill Associates will check with Tara Gee, City of Roseville, to see if they have any sites that employ these methods of public access control.

Recreational trails in Placer County are of two types: paved and unpaved. The County currently designates unpaved trails as multi-use (bicycle, pedestrian and equestrian). Roseville currently prohibits equestrian on all City trails. Motorized access is prohibited on all trails in the County, although Roseville allows personal transportation devices such as Razors that travel less than 5 mph. Motorized wheelchairs are exempt from these restrictions, and all Class I trails should be fully accessible. Posts used to deter vehicle access to the trails can sometimes be a barrier for wheelchairs. It was noted that it is difficult to prevent motorcycle access if wheelchair access is provided. However, Vance Kimbrell said that Motorcycles have not been a problem on County trails.

It is desirable to locate equestrian trails along streams to the extent possible within the Greenway, although local and state regulations which provide minimum setbacks from the streams must be followed. Even though Roseville prohibits equestrian access to the trail system, there are some informal horse trails within the City limits. Kate asked if the City was interested in identifying one or two of these as formal equestrian trails. LBHA will provide the locations of these trails, and Lisa Ferrari will investigate further.

An issue was raised regarding trail alignments in the Morgan Creek project. Proximity to a golf course requires that the Class-I trail along Dry Creek be located in the riparian zone to avoid safety hazards, but the Dry Creek/West Placer Specific Plan prohibits locating trails in the riparian zone. Planning for the Greenway may encounter regulatory challenges such as this when locating trails in the Greenway and allowing people to enjoy the riparian area. This is important because it helps in building consensus for environmental protection, encourages participatory stewardship, and reduces adverse environmental impacts such as erosion, vegetation damage, and stream bank instability associated with informal trail networks that evolve in the riparian zone.

The group next discussed acquisition priorities. Foothill Associates will develop a GIS algorithm to prioritize areas for potential easement or other acquisition based upon several factors such as critical connections, large lot vs. small lot, existing informal trails, habitat quality, private ownership and undeveloped land. Undeveloped land will be

heavily weighted in this analysis because there is greater opportunity for the County to acquire easements, fee title, or otherwise implement the Greenway objectives in these areas.

The meeting concluded with a discussion on the public outreach forums. Two meetings will be held in early June. The first is on Monday, June 2 from 6:30 to 8:30 pm at the Rocklin Library. The second is on the following Saturday, June 7th from 10:00 am to 12:00 pm in the Granite Bay Library. These meetings will focus on presenting the Greenway goals and concepts and soliciting public input. A copy of the announcement has been provided to the PPT for distribution to their organizations.. Everyone is encouraged to attend one of these sessions.

The next meeting of the Public Planning Team will be on June 19th from 9:30 am until 11:30 am in the Roseville Civic Center.