

3.12 Key Positive Corridor Attributes

Several opportunities exist in the watershed that support the implementation of the Greenway. A partial list includes designated open space along creeks, parks within or adjacent to the Greenway, public land near the creek corridors, the proximity of Sierra College to Secret Ravine, valuable riparian vegetation, extent of floodplains and existing and proposed bikeways within the corridor. Land along the major creeks that is currently designated open space supports the Greenway Plan because trails can often be located in these areas without requiring purchase of land or easements. The exception to this is designated open space that is held by private organizations such as HOAs that permit access to residents of that HOA. However, even these common space lands preserve the open space from development, and thus preserve habitat values. They also may function as private connector routes to Greenway trails for local residents.

Parks within or adjacent to the Greenway are positive attributes. They function as staging areas providing access to Greenway trails, picnic and recreational areas for trail users to gather, relax and play, restroom areas, and focal points for larger trail events. Parks adjacent to creeks are located on publicly-owned land within the Greenway which is also available for trails. Similarly, land other than parks that is already in public ownership such as the public/quasi-public land use designation provides additional potential routes for trails.

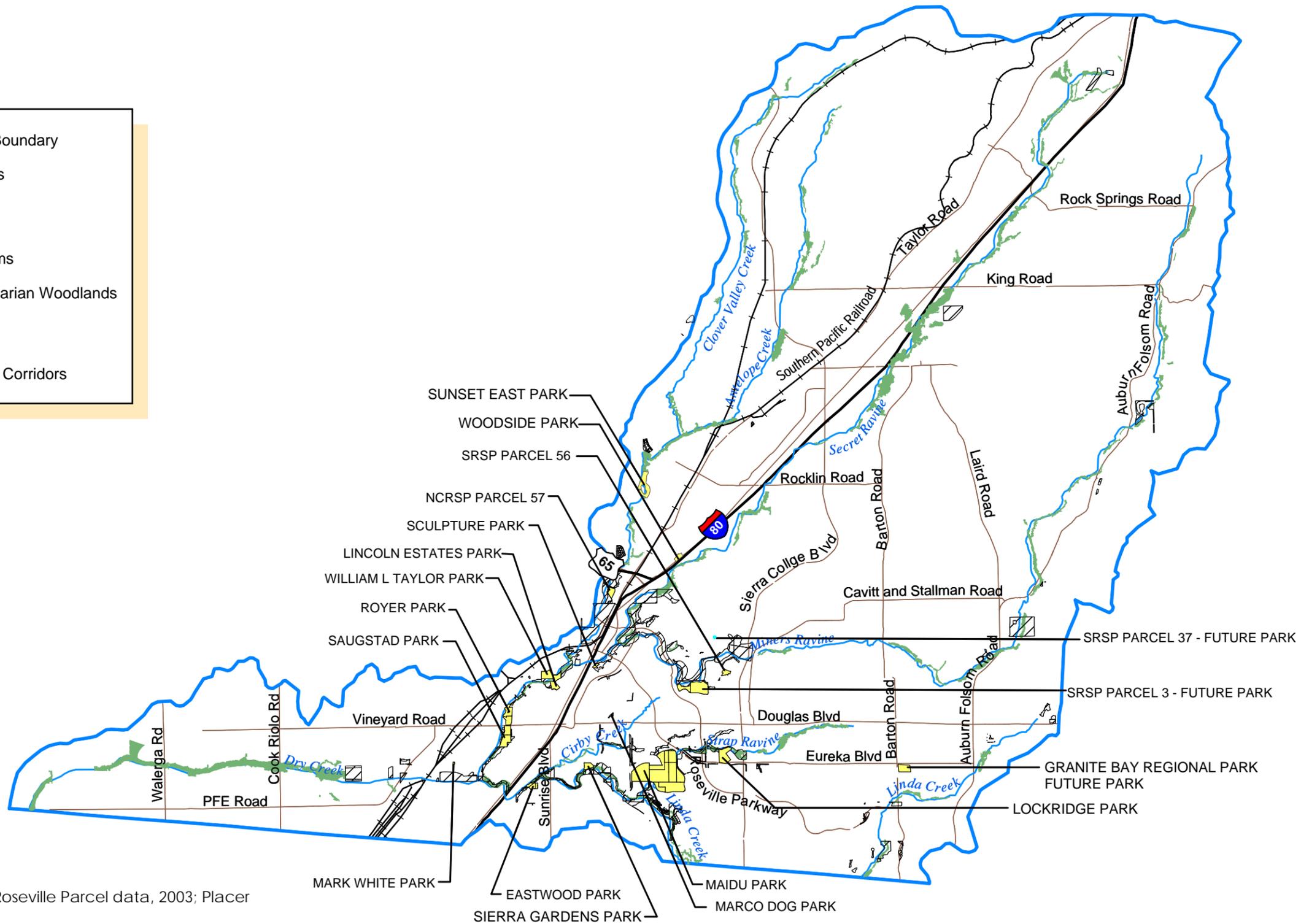
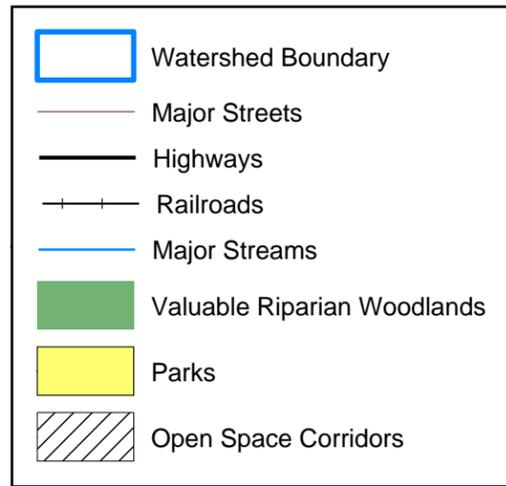
Sierra College is a positive corridor factor because of the potential involvement with Secret Ravine of students and faculty in environmental programs. The college has programs in biological sciences, earth sciences, environmental horticulture, forestry, geography, and geology, all of which could benefit from the use of the open space along the Ravine as an outdoor lab. Involvement of students at the college in creek programs may also help to build public advocacy for the creek. Sierra College can additionally function as a staging area for potential trails in that area. Elementary and High Schools are also positive factors when in proximity to the Greenway for similar reasons. Environmental programs in public and private schools often utilize natural open space for outdoor classrooms.

Valuable riparian vegetation and the 100 year floodplain are protected from development by existing City and County regulations, and because of this, they provide natural open space corridors for trails and wildlife and aquatic species habitat. Additionally, mature, intact riparian vegetation provides an aesthetically pleasing environment for urban residents seeking a respite from the city.

Finally, existing bikeways and those proposed in the City of Roseville's Bikeway Master Plan and Placer County's Regional Bikeway Plan support Greenway objectives for recreational trails where they follow the stream corridors. Several segments of Class I bikeways have already been built in Roseville along Dry Creek, Miners Ravine and Linda Creek, and where they don't exist currently, major sections are planned along Dry Creek from the Placer-Sacramento County line to the confluence of Secret and Miners Ravines, along Cirby Creek from its confluence with Dry Creek to Linda Creek, along Linda Creek from Cirby Creek to the powerline corridor east of Sierra College Boulevard, along Secret Ravine from its confluence with Miners Ravine to China Garden Road, and along Miners Ravine from its confluence with Secret Ravine to the Sierra College Boulevard crossing. Figure 3-15 maps some of these positive corridor attributes.

In addition to the physical positive corridor attributes, positive social attributes support the Greenway through public backing and stewardship. Some of the social factors that support the Greenway concept include the desire to

- recreate in natural surroundings,
- use alternative forms of transportation,
- protect streams in a natural, unchannelized forms,
- experience natural settings and wildlife,
- preserve and protect wildlife and fish,
- preserve settings for environmental education,
- create a regional amenity that will attract visitors,
- preserve sufficient flood capacity to minimize damage from storms,
- protect water quality in the streams.



Sources: Placer County and City of Roseville Parcel data, 2003; Placer Legacy westrip dataset, 1999

POSITIVE CORRIDOR ATTRIBUTES



DRY CREEK GREENWAY REGIONAL VISION

FIGURE 3-15

3.13 Barriers to Trail Development

The primary limiting factors to trail development in the Greenway include physical barriers, financial barriers and social barriers. Physical barriers include features such as road crossings and culverts; private property; habitats for species sensitive to human presence; existing incompatible land uses such as industrial sites, storage yards or any site that poses a hazard to trail users. Financial barriers limit trail development due to the cost of land acquisition, trail improvements and maintenance. Social barriers include negative attitudes of the public towards trails and usage of the Greenway, including the following concerns:

- impact of increased usage on habitat,
- privacy in residential areas,
- respect of private property rights,
- fair compensation for public acquisition of desirable lands,
- impact of traffic and increased usage on neighborhoods around nodes,
- maintenance of trails and nodes.
- Crime associated with trails and increased access to open space systems,
- Difficulty in establishing workable partnerships between local governments and the business and nonprofit sectors.

Figure 3-16 shows some of the barriers to trail development.

One of the most significant physical barriers is the crossing of the Union Pacific Railroad yards in the City of Roseville over Dry Creek. This highly industrialized area encroaches upon the creek in the area of the railroad crossing, leaving little natural habitat and little allowance for a class-I bike trail. Sufficient space may exist on the southern bank for a location of a bicycle trail underneath the bridge; however, more detailed studies would need to be performed to verify the feasibility. If it is possible, the trail would likely be confined to periods of low-flow in this section, based upon elevations of the trail and creek. If it is not feasible to route the trail under the bridge, the bikeway would either need to pass over the Foothills Boulevard bridge or follow an alternative route. An overpass structure would be expensive, and may require easements and/or authorizations from the railroad. An alternate route exists already, following Atherton Road, Foothills Boulevard and Vernon Street; however, this is a significant detour from the stream course. The preferable solution from a cost/benefit standpoint is an under-bridge trail with the existing alternate route used during high-water events.

Another significant barrier is the Interstate 80 crossings of Dry Creek and Secret Ravine. This freeway forms a major topographic feature in the watershed which affects both the Secret Ravine and Antelope Creek watersheds. It forms a significant barrier to wildlife migration which is difficult to mitigate. The bridges over the streams should be of sufficient height to allow trails underneath; however, such crossings will require engineering studies during the design phase.

The primary social barrier to trail development is private property ownership. Private land holdings far outweigh public land, and although Figure 3-15 does not show private open space that is held in common but is publicly accessible, it does demonstrate that the

large majority of the land through which the creeks flow is private property. In locations where trails are important, but land is owned by private entities, the public jurisdictions may elect to negotiate with private entities to acquire land. This may be through fee-title ownership or purchase of easements. The land in question is often not developable because it is in the floodplain, and may be acquired for a lesser value than developable land. When considering acquisition of private land for a section of trail, it is important to consider the parcels on both sides of the creek and route the trail depending upon the following criteria:

- Which alignment contains the most public land?
- On which bank(s) are the existing trails located?
- Where are the willing property owners?
- Can the trail cross the creek to take advantage of willing property owners or public land? What are the associated costs in environmental and financial terms?
- Which local streets can be used to make the desired connection in the event a route cannot be negotiated along the creek?
- If willing property owners exist, are they interested in negotiating a fee-title sale or an easement?

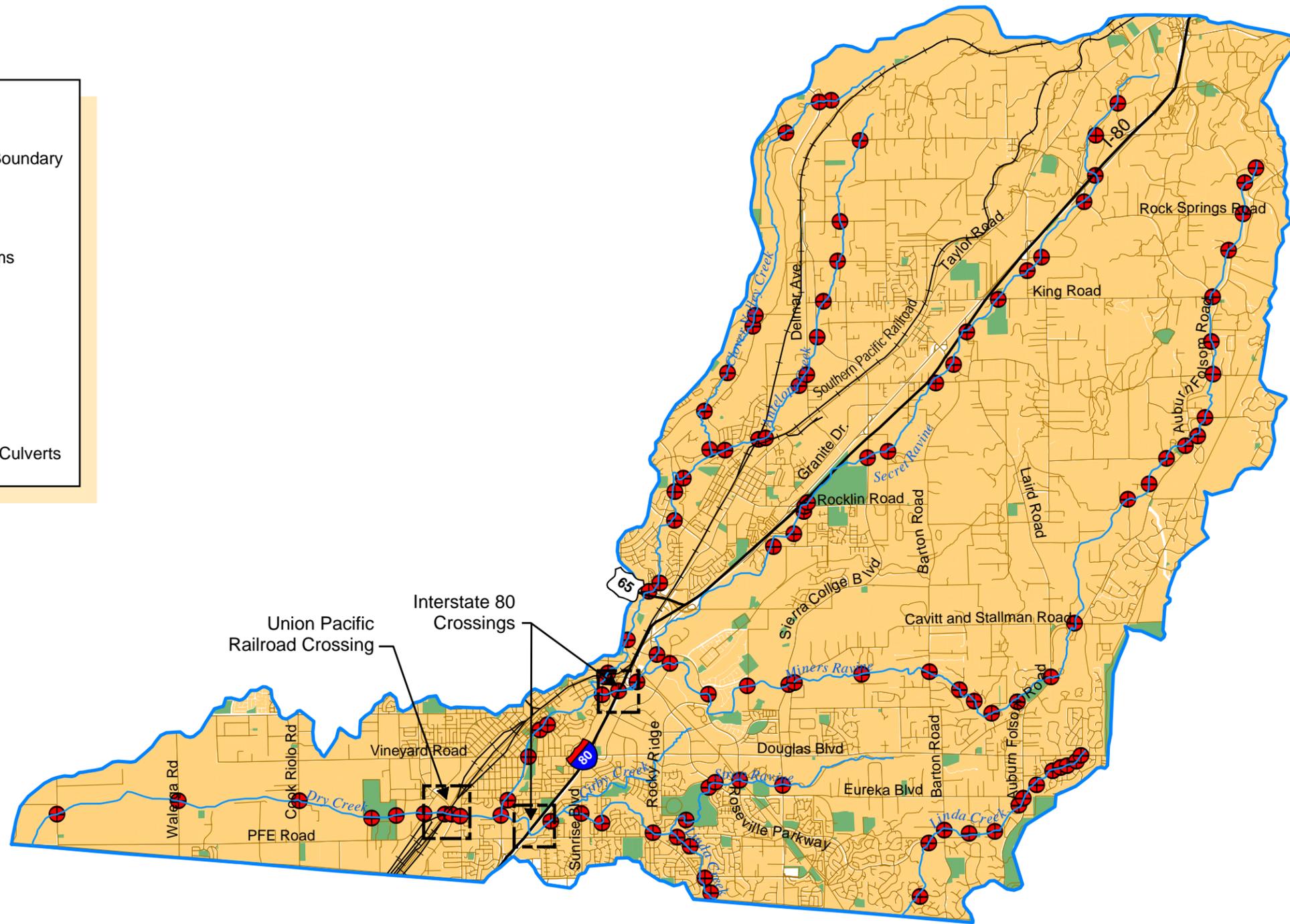
Legend

-  Watershed Boundary
-  Highways
-  Railroads
-  Major Streams

parcel

Land Use

-  Private
-  Public
-  Bridges and Culverts



Sources: Placer County and City of Roseville Parcel data, 2003; US EPA reach file 3, Basins 3.0 dataset; 1995 & 2001 Census tiger line files

BARRIERS TO TRAIL DEVELOPMENT

3.14 Compatibility of Land Use with the Greenway Concept

The Greenway passes through a wide variety of land uses, from the industrial and urban areas around downtown Roseville to large lot, low density residential communities in the upper watershed. Small and medium lot new residential developments encompass much of the lower and middle watershed, where most of the recent growth has occurred. This land use is generally compatible with the Greenway, since many of these new communities, such as Morgan Creek and Placer Vineyards, have been required by Placer County or the City of Roseville to designate the area around Dry Creek as public open space. In the lower watershed west of the City of Roseville, several new communities along Dry Creek and minor tributaries are in various stages of implementation. Morgan Creek, Doyle Ranch and Sun Valley Oaks, in particular, are constructing bikeways that meet the goals of the Greenway Plan as part of their development agreements.

The middle watershed is composed of new communities, older residential developments, and industrial and commercial uses in the area of downtown Roseville and Rocklin. The Union Pacific railroad may pose challenges to the Greenway. Industrial areas are generally incompatible with the recreational and habitat preservation goals of the Greenway; however, some of the negative impacts can be minimized by construction of berms, screening, water filtration swales or other site design techniques. In addition to negative impacts, industrial land uses can also support the Greenway because there is no impact to individual homeowners, and industrial owners may be more willing to negotiate for public access.

In some areas, such as along Dry Creek near Royer Park, existing hardscape fronts directly onto the creek without sufficient space for mitigating measures. This hardscape may be existing structures or roads. Little can be done currently to make these areas more compliant with the Greenway objectives; however, redevelopment or realignment of roads at some point in the future may create an opportunity for change.

In some areas, such as along Clover Valley Creek between Midas Avenue and Rawhide Road in the city of Rocklin, small lot existing older residential developments front directly onto the creeks without designated open space. It is unlikely that easements will be acquired or trails developed in these circumstances, since the chance of reaching universal consensus among many private property owners is slim, and the space may be insufficient for a trail corridor even if all parties were agreeable. Perhaps the best that can be accomplished in these areas is educating homeowners on the effects of household chemicals on the streams, encouraging the planting and maintenance of a healthy riparian buffer, and instilling a sense of creek stewardship in individual property owners.

Some large lots in the middle watershed (see Figure 3-8) remain vacant. These are opportunities for preserving the open space along the creeks and constructing Greenway trails if these properties are developed. Some of these types of properties have been designated as habitat with potential recreation areas, if trails would form meaningful connections with existing and proposed routes. This designation, discussed in greater detail in Chapter 4, indicates a corridor that is managed to maintain the quality of the riparian and aquatic habitat, but may include trails if easements can be acquired.

The upper areas of the watershed are dominated by large lot land uses, primarily low density residential and vacant land, with a scattering of agricultural uses. These types of

land uses generally offer greater opportunities for easement or property acquisition than the smaller lots in the lower watershed because the local jurisdictions only have to negotiate with one land owner rather than many. Additionally, large lot properties often undergo development as land values increase as a result of economic growth in the County. The permitting process that is a part of development presents opportunities for designation of open space and construction of trails. Furthermore, it may be easier to convince several large lot property owners to properly care for their riparian and aquatic resources than many small lot residents. The primary constraint presented by the upper watershed land use patterns is that little open space is currently designated in these areas. This means that easements or property will need to be acquired if any trails are to be constructed in the upper watershed.