

### 6.3.2 Type C Nodes

#### Dry Creek at Atkinson Street

Sufficient space exists at the Atkinson Street bridge over Dry Creek for a Type C node. This node would include parking for horse trailers, signage, and potentially porta-potties, picnic tables or trash receptacles. The north bank west of Atkinson is broad, relatively flat and does not have significant riparian vegetation in the open space (Figure 6-21). This parcel is designated open space and zoned floodway which limits development in this area. This area already contains informal multipurpose trails on the north bank of the creek that lead downstream.



Figure 6-21 Atkinson Street Potential Staging Area

The current road network should be sufficient to handle the increased traffic that this node would generate. It is relatively close to Foothills Boulevard, a major four lane arterial, and access to the node would primarily occur from Foothills Boulevard to Atkinson Street. While Atkinson Street is moderately busy, curb cuts and intersections are infrequent, and this road appears to have the capacity to handle the increased traffic volume (although traffic studies will be required to confirm this).

The existing character of this area is industrial fringe. The contrast between the railroad switching yard, the adjacent light manufacturing facility and undeveloped lots and open space along Dry Creek is dramatic (Figure 6-22).

This node provides access to the equestrian and bicycle/pedestrian trails downstream along Dry Creek that connect the Dry Creek Greenway to the Dry Creek Parkway. It forms a significant component of the Greenway system that forms the upstream end of the equestrian trail from the Parkway. Construction of this node should be a high priority.



Figure 6-22 Dry Creek at Atkinson Street

#### **Clover Valley Creek at Sierra College Boulevard**

The Type C node on Clover Valley Creek at the Sierra College Boulevard overpass provides access to the multipurpose trails along English Colony Way, and the proposed equestrian trails along Clover Valley Creek and in the Bickford Ranch development. A Type C node in this location is predicated on the construction of the potential multipurpose trail along Clover Valley Creek, and that is dependant upon successful negotiations with land owners for an easement.

The location for this node is not immediately apparent, although several possibilities exist. The easement in the area of Sierra College Boulevard and English Colony Way is wide, approximately 250 feet, which might be sufficient for a small parking area that would accommodate one or two horse trailers. This node could occur on either side of the road, although access from the southwest side of the Sierra College Boulevard would eliminate the need for trail users to cross the street to access the proposed Clover Valley Creek trail (Figure 6-23).

At the end of Caperton Court is a vacant parcel owned by the Placer County Water Agency that contains a pond. A node could potentially be located on this parcel. The route for the trail would need to be determined prior to selecting either location for the node. Currently, the Sierra College Boulevard and English Colony way intersection is surrounded by single family residential and farm properties. A vacant, privately owned parcel abuts the Placer County Water Agency parcel on the south side and also adjoins the creek. An easement negotiated on this parcel would provide the needed connection.



Figure 6-23 Vacant Land at Sierra College Boulevard and English Colony Way

Due to the potential conflict between public users and the Water Agency, this plan recommends creating a small Type C node for equestrian access at the intersection of English Colony Way and Sierra College Boulevard. This node would only accommodate a small number of horse trailers, depending upon available space. Overflow parking would be available at the Traylor Ranch Bird Sanctuary and Nature Reserve, approximately 4800 feet from the trailhead, and equestrians from that location can access the Greenway through the multipurpose trail on English Colony Way. An on-demand traffic light over Sierra College Boulevard may be required to allow equestrians to safely cross that street.



Figure 6-24 Clover Valley Creek and Sierra College Boulevard

### Secret Ravine at Rocklin Road

The Rocklin Road bridge over Secret Ravine is just downstream of the Sierra College campus. Primary access for the Greenway in this area may occur through the campus; however, parking on college grounds requires payment of a fee, and alternative unpaid access points should be available to the public. Additionally, equestrians need access to the proposed multipurpose trails up and downstream of this point, and this may be unavailable through Sierra College (Figure 6-25).



Figure 6-25 Secret Ravine at Rocklin Road Showing Sierra College Campus

A Type C node located near the Rocklin Road crossing would provide free access to the Greenway. Sufficient undeveloped land exists on east and west stream banks on the north side of Rocklin Road. The parcel between Interstate 80 and Secret Ravine would be suitable for this node (Figure 6-26).

Ownership is private, zoned commercial. Negotiations would be required with the private landowner, and could potentially be done in conjunction with development of these properties.



**Figure 6-26 Undeveloped Land on West Bank, North of Rocklin Road**

#### **Miners Ravine at Sierra College Boulevard**

A large parcel west of Sierra College Boulevard on both banks of the creek is designated open space. Current plans specify construction of an off-channel detention basin adjacent to the north creek bank on this parcel by the PCFCWCD. This area will also accommodate a large community access node (Figure 6-27).



**Figure 6-27 Miners Ravine at Sierra College Boulevard**

This node will provide access for bicyclists and pedestrians to the west and east, and equestrians to the proposed multipurpose trail to the east following Cavitt and Stallman Road. The trail crossing of Sierra College Boulevard poses a problem. This road is heavily trafficked. The ideal solution would be to pass the trail beneath the bridge; however, the existing bridge height is insufficient for this (Figure 6-28). Planned widening of Sierra College Boulevard to four lanes and potential redesign of the bridge structure may accommodate an under-bridge crossing. Lacking that, the best option may be to install a traffic control structure on Sierra College Boulevard.



Figure 6-28 Bridge on Miners Ravine at Sierra College Boulevard

### 6.3.3 Type D Nodes

#### Dry Creek at Walerga Road

An existing class I paved trail connects Walerga Road to Cook Riolo Road on the south side of Dry Creek (Figure 6-29). In the vicinity of Walerga Road, an informal unpaved trail parallels the paved track (Figure 6-30). A node located near the Walerga Road Bridge would provide access for equestrians, bicyclists, pedestrians and other trail users to the paved and unpaved trails upstream and downstream, connecting into the Dry Creek Parkway at the County line approximately 2 miles downstream.

The open space buffer on the south creek bank east of Walerga Road provides adequate space for a Type D node (Figure 6-31). The existing trailhead provides parking for one or two vehicles as well as an existing plastic trash can. This should be upgraded to parking for automobiles and horse trailers, plumbed or vault-style restrooms, trail signage, and potentially picnic tables.

Yellow star thistle appears to be a problem in some areas along the existing trail. A management plan should be developed to deal with this invasive plant species.



Figure 6-29 Class I trail at Walerga Road



Figure 6-30 Informal Unpaved Trail

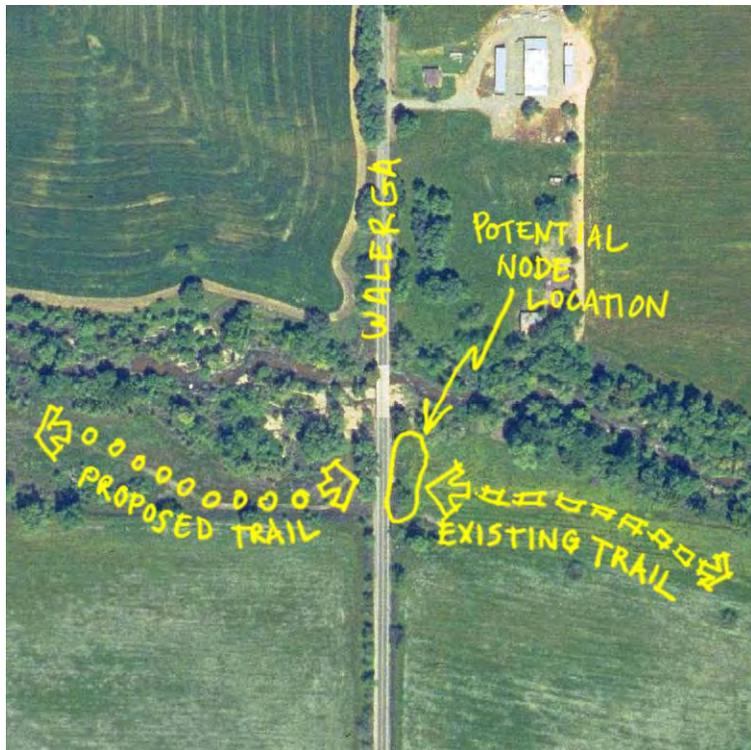


Figure 6-31 Dry Creek at Walerga Road

### Secret Ravine at Roseville Parkway

A type D node located in this fully developed, centralized location would provide a primary access point to the Greenway. The open space corridor in this area is wide, varying from 540 feet on the south side of Roseville Parkway to over 1200 feet on the north side. Most of this open space is set 8-10 feet below the level of the adjacent roads and businesses and within the 100 year floodplain. This open space is bordered on the west by a Union 76 station & Burger King south of Roseville Parkway and a Marriott Fairfield Inn to the north. It may be possible to locate a staging area within the 100 year floodplain just east of the Union 76 station or on the opposite side of Roseville Parkway below the Marriott (Figure 6-32), if the staging area were designed to not impede floodwater and to limit the amount of volatile organic compounds entering the waterway during flood events.



**Figure 6-32 Open Space on Secret Ravine at Roseville Parkway**

Informal multipurpose trails run upstream and downstream from the Roseville Parkway Bridge (Figure 6-33). About ¼ mile downstream, they provide access to the existing Class I trail that parallels Miners Ravine from its confluence with Secret Ravine to just downstream of the intersection of Rocky Ridge Drive and Roseville Parkway.

Figure 6-34 shows the section of Secret Ravine between Roseville Parkway and Eureka. The significant amount of open space in this area is apparent from this aerial photograph. As can also be seen, undeveloped land between Taylor Road and Secret Ravine, near the Secret Ravine and Miners Ravine confluence, presents an alternative location for a node.



Figure 6-33 Multipurpose Trail along Secret Ravine

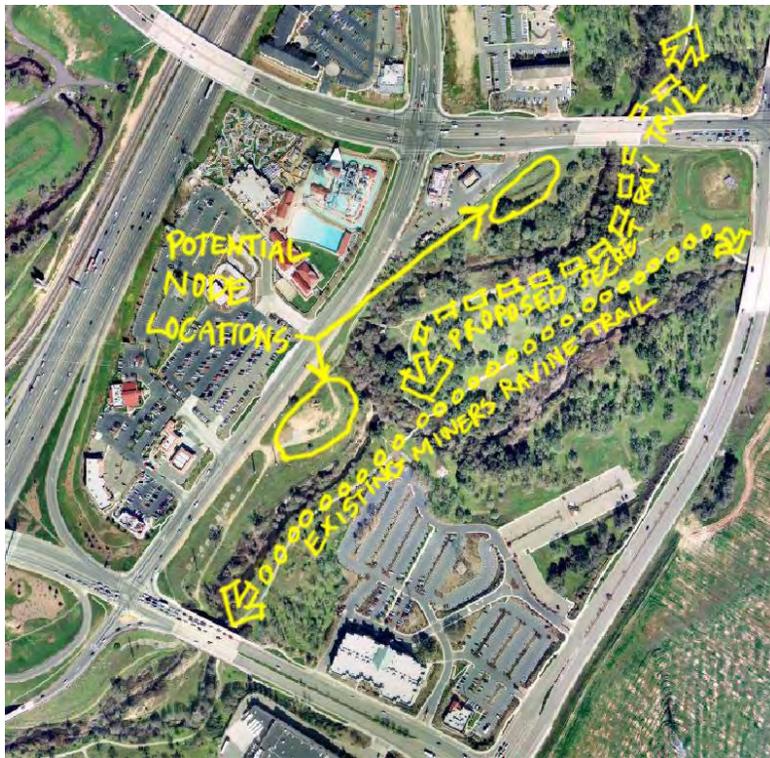


Figure 6-34 Secret Ravine at Roseville Parkway

This land is currently zoned "highway commercial," and is privately owned; however, the potential exists to develop some form of cooperative agreement with private entities to provide public access to the Greenway from this location. One of these parcels contains

two large powerline towers. Adjacent to these towers may be a likely location for a node. If sufficient space is available and easements can be secured, this location is preferred due to the ease of access from Taylor Road and the relationship of this site to the creek.

The large parking lot just south of the confluence is part of for the United Artists theater complex on Eureka Boulevard. It is possible that the City could also arrange some form of cooperative agreement with this business to allow parking for Greenway access.