

\*\* FINAL PLAN \*\*

# Dry Creek Greenway Regional Vision

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Prepared for:  
Department of Planning,  
Placer County  
California

Submitted by:  
 **FOOTHILL ASSOCIATES**  
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## 1.0 EXECUTIVE SUMMARY

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In January, 1996, a Concept Report for the Dry Creek Greenway was produced through a collaborative effort by representatives of Placer and Sacramento Counties; the Cities of Roseville, Rocklin, and Sacramento; the Town of Loomis, The Sacramento Area Flood Control Agency, the Trust for Public Lands, and the National Park Service<sup>1</sup>. This report proposed the development of an open space system through northeastern Sacramento County and southwestern Placer County following the Dry Creek floodplain from its headwaters in Miners and Secret Ravines to its mouth at Steelhead Creek, formerly known as the Natomas East Main Drainage Canal. Since the publication of that document, Sacramento County has created the Dry Creek Parkway Plan that formally established the Parkway from Steelhead Creek to the Sacramento-Placer County line. Additionally, the Ueda Parkway has been established along Steelhead Creek, linking the Dry Creek Parkway to the American River Parkway. The Dry Creek Greenway forms the final segment of this 70 mile recreational loop trail, linking the northeastern end of the Dry Creek Parkway to the Folsom Lake State Recreation Area (FLSRA). It also includes a significant network of trails along the major tributaries of the Dry Creek system. This recreational trail system will be a major amenity for the greater Sacramento metropolitan area, creating an attraction for local residents as well as visitors.

In addition to providing important recreation opportunities, the Greenway also provides benefits to wildlife and aquatic organisms through habitat preservation and enhancement, protection of water quality in the area's streams, conservation of floodplains for floodwater conveyance, and alternative transportation for cyclists, pedestrians, equestrians, and other non-motorized traffic.

### 1.1 The Greenway Vision

The vision for the Greenway is to create a multifunction open space that includes beneficial uses in the areas of recreation, habitat, floodwater conveyance, water quality, and others. The Greenway vision consists of the following objectives:

- Preserve and enhance riparian and aquatic habitats,
- Conserve and protect significant historic, cultural and scenic resources,
- Connect the Dry Creek Parkway to the Folsom Lake State Recreation Area,
- Provide for the management of Greenway resources,
- Provide active and passive recreation opportunities,
- Preserve floodwater conveyance capacity and reduce property damage due to flooding,
- Work with existing plans and policies,
- Secure funding to sustain and complete the Greenway,
- Function as a local and regional asset,
- Facilitate land use planning and management within the Greenway.

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<sup>1</sup> Dry Creek Regional Greenway Concept Report

## 1.2 Relationship to Existing Plans

These vision statements identify those open space values that all the jurisdictions within the Greenway share so that future Greenway management will be guided by a common purpose. It is important to note that local jurisdictions already have some existing plans, policies, and ordinances that directly or indirectly address elements of the Greenway Vision. The Dry Creek Greenway Regional Vision document is not intended to duplicate or replace these adopted mechanisms. Rather it is designed to complement these planning tools by offering a comprehensive set of potential management and implementation strategies to enhance the cohesiveness of the Greenway Vision across jurisdictions.

## 1.3 Greenway Elements and Corridor Designations

The Dry Creek Greenway Regional Vision document describes the various open space corridors and trail elements that comprise the Greenway. Some of the elements are already reflected in existing planning documents that were prepared by the governmental entities with jurisdiction in the Greenway area. Other elements are recommended that are not currently in any existing plan but are important to making both recreation and habitat connections. Existing trails and those proposed in the Placer County Regional Bikeway Plan (including trails in the City of Rocklin), the City of Roseville Bicycle Master Plan, and the Town of Loomis Bikeway Master Plan are incorporated into the Dry Creek Greenway Regional Visions. Additional trails are recommended in areas where connections to local and regional bikeways would benefit recreational and transportation needs. Further improvements include designation of corridor types to aid in management, proposed nodes and staging areas, signage and other amenities, and habitat enhancement.

Three types of corridor designations occur within the Greenway: recreational, habitat with potential recreation, and habitat only. Recreational corridors provide Class I bikeway connections to major destinations within southwestern Placer County, such as downtown Roseville, the FLSRA, the Dry Creek Parkway, local and regional parks, and areas of Rocklin. While recreational corridors include recreational trails as a main element, other values as specified by the vision statements, such as habitat preservation and enhancement, remain high priorities as well. Trail planning in these areas must seek to meet recreational needs while protecting the environment.

Corridors classified as habitat with potential recreation should be managed to preserve and enhance habitat for birds, mammals, and fish, but also form important linkages between major regional bikeways. Trails are desirable in these corridors, but must be carefully located to limit impacts to riparian vegetation and the creek system. These corridors also occur in some areas where creeks pass through private property without designated public open space. Locating trails in these areas will not be possible without the willingness of the landowners to negotiate access. A fundamental principle of the Greenway Vision is that private property owners will not be forced to allow public access on their property. However, through education and outreach, these individuals will be provided with suggestions on how best to manage their property in a manner that is consistent with the Greenway Visions.

The objective of management in the corridors designated habitat only is for conservation and restoration of habitat, and protection of water quality. Recreational trails are not planned for these areas, which mostly occur on private land in the upper watershed. As

noted above, landowners in these areas will be encouraged to manage their lands to support the habitat and water quality values of the Greenway.

Both paved and unpaved trails are proposed or recommended within the Greenway. Paved trails are ten feet wide Class I bikeways suitable for bicycles, pedestrians and other non-motorized traffic. Unpaved trails are suitable for off-road bicycles, pedestrians, non-motorized traffic and, where permitted, equestrians. In some cases, the paved and unpaved trails may be located adjacent to each other in the same corridor.

Five types of nodes are proposed within the Greenway, ranging from small, local neighborhood access nodes without parking to large regional access facilities with parking, restrooms, signage and potentially picnic facilities or other amenities. These nodes are located where roads intersect the Greenway.

Recommendations for improving fish and wildlife habitat within the Greenway include increasing riparian canopy cover and diversity, restoring floodplains, reducing non-native invasive species, decreasing sedimentation, improving water quality, and other techniques to enhance ecological functioning while maintaining flood capacity.

#### **1.4 Management**

The Greenway Regional Vision assumes that management of public lands within the Greenway will generally be handled by the local governments and special districts that have jurisdiction within the Greenway area. The County of Placer, City of Roseville, City of Rocklin, and Town of Loomis will continue to be responsible for public safety and infrastructure in the portions of the Greenway that are within their respective boundaries, in coordination with the fire districts and Placer County Flood Control and Water Conservation District. The local jurisdictions have in some cases transferred management responsibility for private Greenway areas to homeowner associations or community services districts. There are also many privately owned properties within the Greenway that are currently, and will continue to be, managed by individual landowners according to local ordinances and regulations. The Vision also proposes that consideration be given to development of a joint powers authority or some other form of cooperative open space management agreement for the Greenway that would allow the local jurisdictions to leverage resources and provide for a consistent approach to resource and recreation management.

#### **1.5 Public Education and Stewardship**

Success of the Dry Creek Greenway Regional Vision is dependant upon stakeholder involvement, public education, and stewardship. Successful implementation of habitat, recreation, and water quality improvement are dependant upon the support of private landowners and watershed residents. Homeowners can have significant impacts on stream system health through many common actions such as improper or excessive use of pesticides and herbicides, improper disposal of chemicals used in car washing, failure to collect pet wastes, disturbance of soil leading to erosion, or excessive irrigation leading to disruption of the hydrologic flow regime. Individually, these actions may have a small, barely perceptible impact, but cumulatively, they can result in loss of habitat and wildlife, decline in fish populations, clogging of creek channels from excessive aquatic vegetation growth, reduction in water quality, instability of creek channels and other significant problems.

The overall strategy for public education and outreach must be comprehensive and ongoing if it is to be successful. Education and outreach should be coordinated with the many important programs that are already underway under the auspices of community groups, local governments, and the schools. The strategy should seek to increase public stewardship by 1) providing a diversity of educational opportunities that are suitable for all ages and abilities, 2) helping individuals understand how their behaviors impact the Greenway resources, 3) providing education on reasonable alternatives, and 4) enhancing residents understanding of both the geography and ecosystem function of Greenway. Such a comprehensive strategy will lead to benefits for the Greenway and the entire Dry Creek Watershed.

## **1.6 Funding**

Funding for implementation, operations, and maintenance of the Dry Creek Greenway will need to come for a number of different sources. For elements of the Greenway that are already included in local plans, some general fund revenues or grants have already been secured for capital improvements, but more resources are needed. The estimated cost for new Greenway trails and associated improvements that are not already accounted for in an existing plan is \$9.7 million including construction and acquisition. The ability of the local jurisdictions to individually or cooperatively attract additional grant funding for Greenway elements will be enhanced by being able to demonstrate how local projects contribute to the regional vision.

There are many potential grant funding sources due to the multifunctional benefits of the Greenway, including habitat enhancement, recreation, multi-modal transportation, and environmental education. Ongoing sources of funding for operations and maintenance are also needed, and it is expected that capital improvements will not be implemented unless such resources are available. Mechanisms that can be pursued to help address and/or reduce the need for funding include volunteerism, sponsorships, donations, development fees, and special assessments.

## **1.7 Implementation**

Implementation of the Dry Creek Greenway trail system and associated improvements is presented in three phases. Phase one establishes the connection between the Dry Creek Parkway and the FLSRA, through the Linda Creek-Baldwin Reservoir corridor. The second phase connects the phase one trails using existing and planned trails along Miners Ravine to Douglas Boulevard and Secret Ravine to Rocklin. Phase three includes additional trail connections contained in the various existing jurisdictional plans along False Ravine, Cirby Creek, Antelope Creek, and Secret Ravine, and trail corridors recommended by this document along Strap Ravine, Secret Ravine, Antelope Creek, and Clover Valley Creek.

The Dry Creek Greenway, once implemented, will form a highly valuable natural and community resource for residents of southwestern Placer County and northeastern Sacramento County. It will help to protect and enhance high quality fish and wildlife habitat, protect water quality, preserve the capacity of the creek channels to convey floodwater, conserve historic and cultural resources, and provide excellent recreation opportunities. This Dry Creek Greenway Regional Vision will assist local agencies to work cooperatively to implement the Greenway, secure funding, and provide for consistent maintenance and management of this regional asset.

## 2.0 INTRODUCTION

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During the last 10 years, areas of Placer County such as west Rocklin, the Granite Bay and Dry Creek-West Placer Community Planning areas in unincorporated Placer County and the Roseville Northwest, Southeast and Stoneridge Specific Plan areas have undergone rapid development. Placer County has one of the fastest growing business communities in California<sup>2</sup>. From 1998 to 2002, the population of Placer County has grown by 12.5%, with the fastest growing communities being Lincoln (113.3%), Rocklin (39.6%) and Roseville (27%). With a population approaching 265,000 in 2002 and projected to grow to 337,000 by 2010, Placer County's open space resources are under significant pressure from development.

As economic growth continues to occur within the County, people are attracted by the rural and suburban lifestyle offered by the region and the jobs being created by the expansion of the business sector. This increasing residential base means an increased need for the infrastructure that accompanies residential development, including schools, parks and open space.

Placer County, compared to Sacramento County, has a more rural atmosphere, with much of the western part of the County still in large lot residential and agricultural land uses. This is one of the characteristics that attract people to Placer County but it is continually being changed by the expanding population and rapid development. Preservation of the open space and natural resources within western Placer County must be a priority if residents and their children are to continue to enjoy the quality of life that initially brought many of them to the region. The importance of this preservation is recognized through the adoption of the Placer Legacy program.

Perhaps the largest and most contiguous open space system within this region is formed by Dry Creek and its tributaries. The Dry Creek watershed covers 52,500 acres in Placer County and encompasses the southeastern half of Roseville, most of Rocklin and all of Loomis. The major streams within the Dry Creek watershed include Dry Creek, Cirby Creek, Linda Creek, Strap Ravine, Miners Ravine, Secret Ravine, Antelope Creek and Clover Valley Creek. In contrast to other creeks in the Sacramento metropolitan area, this creek system has fairly well connected riparian corridors, relatively low erosion, and reasonably good salmonid habitat. Chinook salmon and steelhead trout still spawn in portions of Miners and Secret Ravines and Linda and Cirby Creeks, migrating upstream from Steelhead Creek (formerly the Northeast Main Drainage Canal) and the Sacramento River. Other Dry Creek tributaries may be used for spawning and shelter for salmonids as well, although spawning salmonids have not been observed in Clover Valley Creek, Antelope Creek or Sucker Ravine.

The open space, habitat, and potential recreation values of Dry Creek and its tributaries provided the inspiration for a group of local citizens to begin developing the concept of the Dry Creek Greenway in 1994. In 1995, the Dry Creek Greenway Regional Concept Plan was developed through the efforts of a citizens' advisory committee that included community open space advocates as well as representatives from the cities of Roseville and Rocklin, the Town of Loomis, the County of Placer. This concept plan proposed the establishment of a continuous system of trails and habitat areas following the major creeks of the Dry Creek system from the Placer County/Sacramento County boundary to

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<sup>2</sup> Placer County web site

the headwaters of the Dry Creek watershed. In 1999 the Dry Creek Conservancy secured a grant from the Congestion Mitigation and Air Quality (CMAQ) program through the Placer County Transportation Planning Agency (PCTPA) for development of the Dry Creek Greenway Regional Vision. Work was initiated on the Regional Vision in 2002 with Placer County acting as the administering agency for the grant.

## 2.1 The Dry Creek Greenway Regional Vision

The vision of the Dry Creek Greenway is for a connected open space system linking the Dry Creek Parkway with Folsom Lake State Recreation Area and the uplands of the watershed. Creation of an off-street trail system along the southern streams within the Greenway will form the final link in a sixty to seventy mile recreational trail loop uniting the Folsom Lake State Recreation Area, the American River Parkway, the Ueda Parkway, the Dry Creek Parkway, and the Dry Creek Greenway. Additionally, establishment of the Greenway will help preserve and enhance the existing water quality, aquatic habitat, riparian habitat, and flood capacity of the creeks. Preservation and enhancement of riparian corridors will also help maintain wildlife migration routes from the Sacramento valley to the Sierra Nevada Mountains.

The Dry Creek Greenway Regional Vision is intended to provide a common sense of purpose for the multi-jurisdictional management of the Greenway resources. Establishment of the Greenway will provide the following benefits:

- Preservation and enhancement of riparian wildlife, salmonids and other aquatic species through protection and improvement of migration corridors, cover, feeding and breeding habitat. Preservation of wildlife and fish bring benefits to local and regional communities through ecologically-based education and recreation opportunities.
- Enhancement of historic education opportunities and recognition of cultural values through protection of historically and prehistorically significant places, such as Native American heritage sites.
- Improvement of recreation opportunities such as walking, bicycling and horseback-riding through establishment of and connection to the regional open space network. The Dry Creek Greenway and associated regional trail system provides a significant recreational opportunity that local jurisdictions and businesses can use to attract tourists to the area.
- Preservation of the existing flood capacity and improved floodplain management for the Dry Creek stream system.
- Preservation and enhancement of the water quality within Dry Creek and its tributaries.
- Increased public stewardship for the streams within the Dry Creek watershed through exposure of the public to natural areas within western Placer County.

## 2.2 Dry Creek Greenway Boundaries

The Dry Creek Greenway is located in western Placer County between the Placer-Sacramento County line and the City of Auburn on the north and Folsom Lake on the east (Figure 2-1). The Greenway encompasses approximately 62 miles of open space corridor. Of these 62 miles, approximately 23.5 miles of corridor have proposed

recreational trails, 12.5 additional miles may include trails if public easements can be acquired, and the remaining 26 miles are proposed to be managed for habitat without public access. The Greenway passes through the cities of Roseville, Rocklin and Loomis as well as unincorporated areas of the County in the Dry Creek-West Placer, Granite Bay and Horseshoe Bar community planning areas (Figure 2-2).

The Greenway boundaries are an aggregate of existing floodplains as identified by FEMA, valuable riparian habitat as mapped by Placer County, designated open space in the Placer County, City of Rocklin, City of Roseville and Town of Loomis General Plans, and 100 foot set-backs around perennial streams. These factors were established based upon existing regulations restricting development in these areas and an assessment of the creek buffers necessary to meet the Greenway goals. Greenway corridors are divided into three categories that dictate appropriate activities and management goals: the lower reaches, which are largely within urban areas and already have large in-holdings of public land and designated open space, integrate multi-use trails with existing habitat; the central reaches are managed for habitat with possible recreation trails if such trails are feasible; and the upper reaches, which are largely surrounded by private property, are managed for habitat only, with no public access. Figure 2-3 presents the conceptual Greenway plan that shows these corridor types, suggested staging area nodes, and the existing bikeway network.

## **2.3 Purpose of the Dry Creek Greenway Regional Vision**

The purpose of the Dry Creek Greenway Regional Vision is to encourage the conservation of the lands within the Greenway as a permanent connected open space system, to aid in drafting specific plans and development agreements that will be sensitive to the Greenway as development occurs adjacent to the creek, to provide guidance to homeowners interested in environmental management of their properties, to identify and prioritize corridors for possible future public acquisition, to identify consistent standards for Greenway elements, and to present a management framework for multi-jurisdictional implementation and long-term maintenance of the Greenway.

### ***2.3.1 Coordination with Local Jurisdictions***

The Greenway passes through several local jurisdictions, specifically the Town of Loomis, the City of Rocklin, the City of Roseville, and the County of Placer. Each of these entities has developed General Plans, community plans, specific plans, and ordinances that reflect local values, issues, availability of resources, and land use priorities. The Dry Creek Greenway Regional Vision is not intended to replace or nullify any of these resource and land use management tools. Instead, it is intended to provide a common framework within which each of the local jurisdictions may work collaboratively to accomplish the regional protection and enhancement of Greenway resource in a manner that is responsive to the local community needs and priorities. The manner and timing with which the Greenway vision will be accomplished will vary by jurisdiction according to factors such as the availability of funding, staffing, and access constraints.

The Regional Vision also includes a number of potential projects for which funding could be sought by local jurisdictions either individually or collectively. Because these potential projects enhance the value of the Greenway, they provide both local and regional value and will be proportionally more attractive to funding sources.

**2.3.2 Coordination with Private Property Interests**

The Dry Creek Greenway Regional Vision stresses the concept of willing landowner participation. It is not the intent of the Regional Vision to recommend a trail through private property in which the land owner is unwilling for this to happen; rather, it identifies desired trail connections and potential trail routes. It is left until the implementation phase of the Greenway to negotiate with individual land owners to determine if the suggested routes are feasible, and if these alignments do not work, to reroute the trail using local streets where possible.

**2.4 Development of the Dry Creek Greenway Regional Vision**

The Dry Creek Greenway Regional Vision was developed in collaboration with representatives from the Cities of Roseville and Rocklin, the Town of Loomis, the County of Placer, and participants from local open space, landowner, and trails advocacy groups. A Project Oversight Team included participants from the four local governments, as well as Placer County Transportation Agency, and the Placer County Flood Control and Water Conservation District. Team members are listed in Table 2-1. The Project Oversight Team members provided general review of the vision development process and acted as liaisons to the effort for their jurisdiction or agency.

**Table 2-1 Dry Creek Greenway Project Oversight Team**

Name	Agency
Kent Foster	City of Rocklin Public Works
Lisa Ferrari	City of Roseville Public Works Transportation Division
Warren Tellefson	Placer County Facility Services
Brian Keating	Placer County Flood Control and Water Conservation District
Vance Kimbrell	Placer County Parks
Christopher Schmidt	Placer County Planning
Mark Rideout	Placer County Property Management
Tom Brinkman	Placer County Transportation
Stan Tidman	Placer County Transportation Planning Agency
Kathy Kerdus	Town of Loomis

A Public Planning Team was also convened for the purpose of providing detailed suggestions, review, and critique of the vision elements as they evolved. This group included citizens representing a variety of Greenway interests, as well as some of the members of the Oversight Team. The Public Planning Team met regularly and worked diligently to achieve consensus on many difficult issues. Public Planning Team members are listed in Table 2-2.

Four public workshops were also held as the Greenway Vision was under development. Two workshops were conducted in early June, 2003 to present the Greenway concept and to learn more about public interests, concerns, and priorities. One workshop was held in Rocklin and the other in Granite Bay. Once a draft Greenway vision was developed in mid-August, 2003 two additional public meetings were held to present the vision and get feedback on proposed trail alignment, land use designations, and priorities. These events were held in Granite Bay and Roseville. In addition, all meeting

agendas, minutes, and the draft Vision document were made available to the public through the project web site at [www.foothill.com/greenway](http://www.foothill.com/greenway).

**Table 2-2 Dry Creek Greenway Public Planning Team**

Name	Agency
Cathy Haagen-Smit	Bicycle Advocate
Peggy Peterson	Granite Bay Resident
Sharon Roseme	Loomis Basin Horsemen's Association
Sandy Harris	Granite Bay Homeowners Association
Stephanie Austin-Goodman	Friends and Lovers of Miners Ravine
Marilyn Jasper	Sierra Club
George Brown	West Placer Municipal Advisory Council
Noe Fierros	Placer County Planning Commissioner, District 1
John Costa	Building Industry Association
Jeff Darlington	Placer Land Trust
Ed Pandolfino	Sierra Foothills Audubon Society
Ernie McPherson	Roseville Coalition of Neighborhood Associations
Lisa Ferrari	City of Roseville Public Works Transportation Division
David Siegel	Office of Environmental Health/Rocklin Resident
Mike Wixon	City of Roseville Public Works Transportation Division
Vance Kimbrell	Placer County Parks
Kent Foster	City of Rocklin Public Works

Separate meetings were also held with representatives from the County of Placer, the Town of Loomis, the City of Roseville, and the City of Rocklin to review their specific concerns and issues related to the consistency of the Greenway Regional Vision with their local planning and creek management practices. The final Dry Creek Greenway Regional Vision is a product of the input and guidance received from all of these diverse sources.

**2.5 Organization of the Dry Creek Greenway Regional Vision**

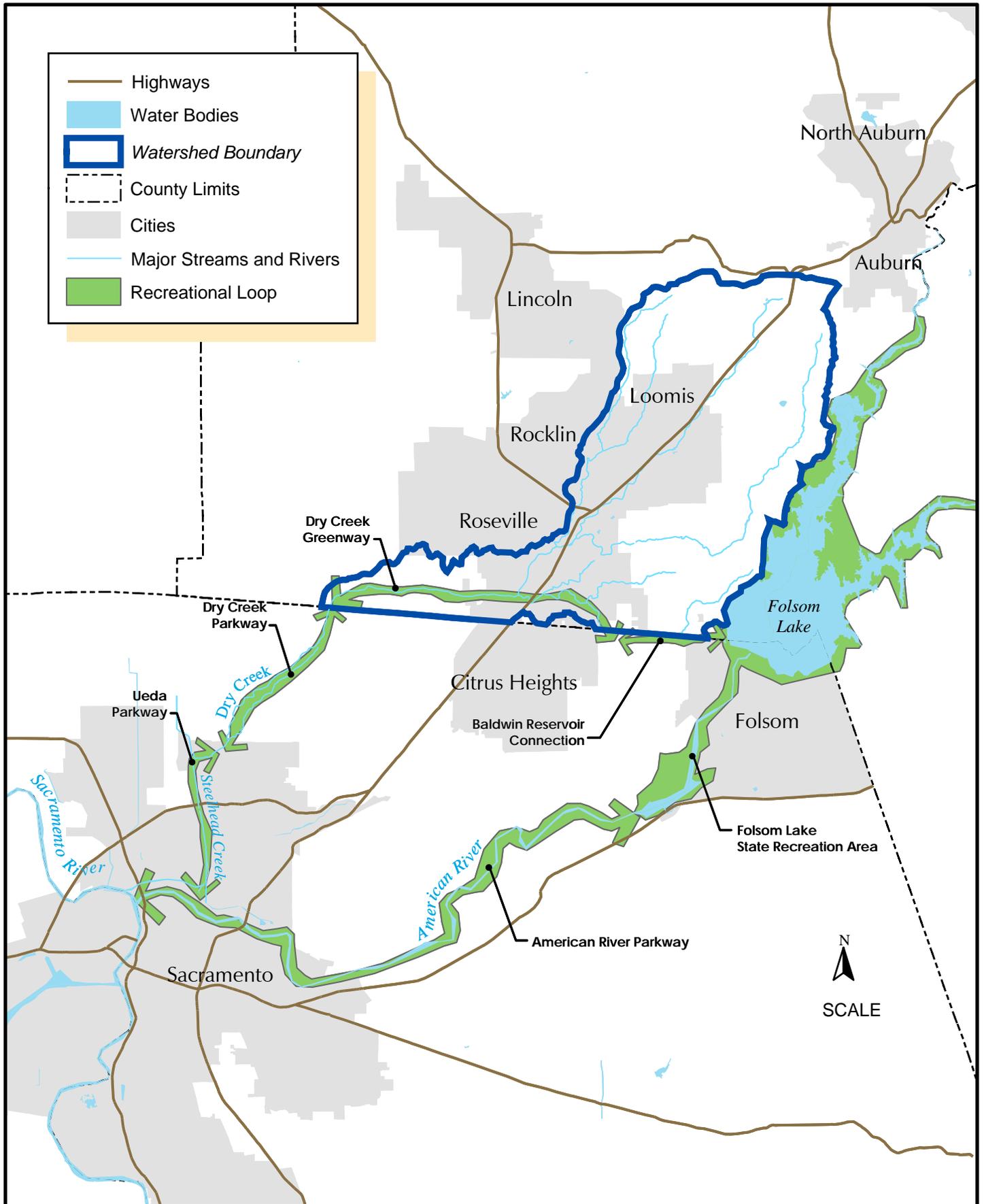
This document is organized into ten chapters. The Executive Summary is Chapter 1, and this introduction is the second chapter. The third chapter describes the existing conditions within the watershed, including geographic factors such as hydrography, floodplains, topography and soils; political/economic factors such as jurisdictions and population; land use factors such as recreation resources and environmental factors such as vegetation and sensitive species.

The fourth chapter lists the ten Vision Statements that provide the framework for the Regional Vision. The fifth chapter provides a list of potential Greenway implementation

strategies that may be used, at the discretion of local communities having jurisdiction over some portion of the Greenway, to supplement their existing policies and programs.

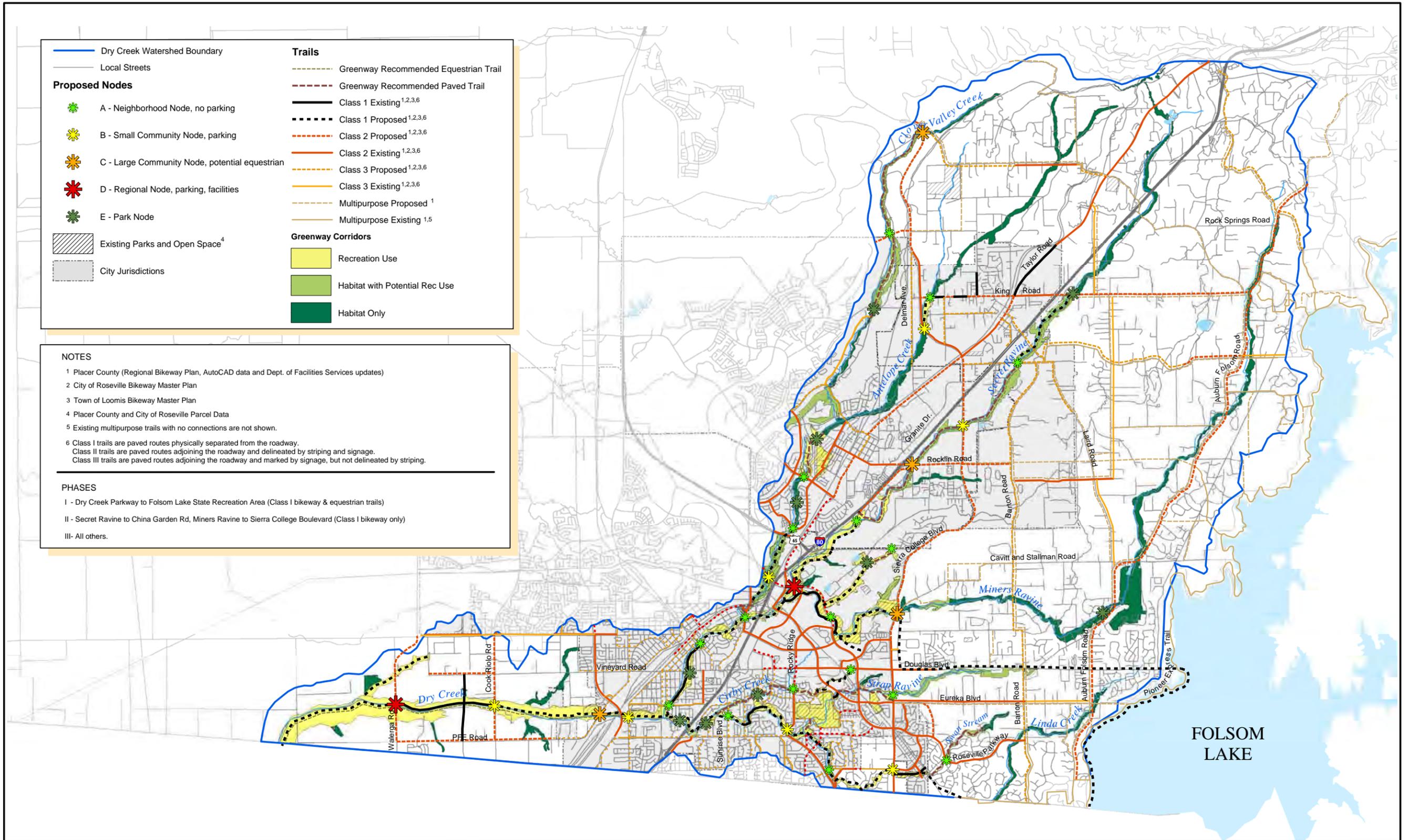
The proposed Greenway improvements are described in Chapter six. This includes further discussion on corridor types, trails, nodes, phasing, and restoration priorities. The seventh Chapter outlines the management strategy for the Greenway, including short and long-term maintenance, Greenway rules and enforcement. The role of education and stewardship are the focus of Chapter eight.

The final two chapters address funding. Chapter nine presents an estimate of the costs for implementing and managing the Greenway. Costs are divided into three phases depending upon the priority of the trail connections. Funding strategies and sources are discussed in the final chapter.



Dry Creek Greenway Location





**Proposed Nodes**

- A - Neighborhood Node, no parking
- B - Small Community Node, parking
- C - Large Community Node, potential equestrian
- D - Regional Node, parking, facilities
- E - Park Node

**Trails**

- Greenway Recommended Equestrian Trail
- Greenway Recommended Paved Trail
- Class 1 Existing<sup>1,2,3,6</sup>
- Class 1 Proposed<sup>1,2,3,6</sup>
- Class 2 Proposed<sup>1,2,3,6</sup>
- Class 2 Existing<sup>1,2,3,6</sup>
- Class 3 Proposed<sup>1,2,3,6</sup>
- Class 3 Existing<sup>1,2,3,6</sup>
- Multipurpose Proposed<sup>1</sup>
- Multipurpose Existing<sup>1,5</sup>

**Greenway Corridors**

- Recreation Use
- Habitat with Potential Rec Use
- Habitat Only

**Other Symbols:**

- Existing Parks and Open Space<sup>4</sup>
- City Jurisdictions

**NOTES**

- 1 Placer County (Regional Bikeway Plan, AutoCAD data and Dept. of Facilities Services updates)
- 2 City of Roseville Bikeway Master Plan
- 3 Town of Loomis Bikeway Master Plan
- 4 Placer County and City of Roseville Parcel Data
- 5 Existing multipurpose trails with no connections are not shown.
- 6 Class I trails are paved routes physically separated from the roadway.  
Class II trails are paved routes adjoining the roadway and delineated by striping and signage.  
Class III trails are paved routes adjoining the roadway and marked by signage, but not delineated by striping.

**PHASES**

- I - Dry Creek Parkway to Folsom Lake State Recreation Area (Class I bikeway & equestrian trails)
- II - Secret Ravine to China Garden Rd, Miners Ravine to Sierra College Boulevard (Class I bikeway only)
- III- All others.

# DRY CREEK GREENWAY CONCEPT PLAN

