



## **RANCHO MURIETA COMMUNITY SERVICES DISTRICT**

15160 JACKSON ROAD  
RANCHO MURIETA, CALIFORNIA 95683  
916-354-3700  
FAX – 916-354-2082

### **AGENDA**

*“Your Independent Local Government Agency Providing  
Water, Wastewater, Drainage, Security, and Solid Waste Services”*

#### **SPECIAL BOARD MEETING**

**APRIL 20, 2017**

4:30 p.m.

At Lake Calero Entrance to the Trails in Rancho Murieta

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#### **BOARD MEMBERS**

Mark Pecotich	President
Morrison Graf	Vice President
Les Clark	Director
John Merchant	Director
Gerald Pasek	Director

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#### **STAFF**

Darlene J. Thiel	General Manager
Paul Wagner	Security Chief
Paul Siebensohn	Director of Field Operations
Eric Thompson	Controller
Suzanne Lindenfeld	District Secretary

**RANCHO MURIETA COMMUNITY SERVICES DISTRICT**  
**SPECIAL BOARD MEETING**  
**April 20, 2017 ~ 4:30 p.m.**

All persons present at District meetings will place their cellular devices in silent and/or vibrate mode (no ringing of any kind). During meetings, these devices will be used only for emergency purposes and, if used, the party called/calling will exit the meeting room for conversation. Other electronic and internet enabled devices are to be used in the "silent" mode. Under no circumstances will recording devices or problems associated with them be permitted to interrupt or delay District meetings.

**NOTICE IS HEREBY GIVEN** that the President of the Board of Directors of the Rancho Murieta Community Services District has called a Special Meeting of the Board to be held on April 20, 2017 at 4:30 p.m. at the Lake Calero entrance to the trails in Rancho Murieta.

**AGENDA**

1. **CALL TO ORDER, ROLL CALL** - Determination of Quorum - President Pecotich **(Roll Call)** 4:30
2. **ADOPT AGENDA (Motion)**
3. **COMMENTS FROM THE PUBLIC**  
*For this Special Meeting, members of the public may **ONLY** comment on items specifically agendized. Members of the public wishing to address a specific agendized item are encouraged to offer their public comment during consideration of that item. With certain exceptions, the Board may not discuss or take action on items that are not on the agenda.*  
  
*If you wish to address the Board at the time of the agendized item, as a courtesy, please state your name and address, and reserve your comments to no more than 3 minutes so that others may be allowed to speak. (5 min.)*
4. **THE BOARD OF DIRECTORS WILL TOUR THE RANCHO MURIETA TRAILS, ALONG WITH AN INFORMATIONAL BRIEFING BY AND QUESTIONS AND ANSWERS WITH THE PARKS COMMITTEE REPRESENTATIVES AT THE TRAIL KIOSK BY THE LAKE CALERO ENTRANCE TO THE TRAILS IN RANCHO MURIETA (DISCUSSION)**  
*Members of the public are welcome and invited to attend the tour. Attendees must provide their own transportation and should wear shoes and clothing appropriate for walking outdoors and on uneven ground. A map showing the tour stops and parking areas is attached.*
5. **DIRECTOR COMMENTS/SUGGESTIONS**
6. **ADJOURNMENT (Motion)**

"In accordance with California Government Code Section 54957.5, any writing or document that is a public record, relates to an open session agenda item and is distributed less than 72 hours prior to a regular meeting, will be made available for public inspection in the District offices during normal business hours. If, however, the document is not distributed until the regular meeting to which it relates, then the document or writing will be made available to the public at the location of the meeting."

Note: This agenda is posted pursuant to the provisions of the Government Code commencing at Section 54950. The date of this posting is April 17, 2017. Posting locations are: 1) District Office; 2) Rancho Murieta Post Office; 3) Rancho Murieta Association; 4) Murieta Village Association.

## MEMORANDUM

Date: April 17, 2017  
To: Board of Directors  
From: Darlene J. Thiel, General Manager  
Subject: Background Information for Trail Site Visit Meeting on April 20, 2017

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### RECOMMENDED ACTION

No action; discussion only.

### BACKGROUND

The information attached was compiled by Director Pecotich as the Rancho Murieta Community Services District (District) representative on the Parks Committee. It is requested that each Director read the packet information in preparation of the April 20, 2017 Trail Site Visit. The packet contains:

1. Pertinent trail sections excerpted from the three (3) Park Development Agreements.
2. Exhibit E – RMA October 2016 version supplied to Sacramento County.
3. Excerpts from the 2002 Lakeview Supplemental EIR regarding the provision of trails.
4. Alder Creek Plan, September 2013, for comparative purposes (similar to Rancho Murieta in many ways).
5. Three (3) community case studies for comparative purposes.

Discussion of specifics related to ideas and suggestions that the Board of Directors may have regarding trails and input to the District's Parks Committee representative (Director Pecotich) as a result of this site visit will be scheduled for the District's May 17, 2017 Regular Board of Directors Meeting.

**The following 6-pages are the trail excerpts from the three Park Development Agreements. All are consistent on trails and state Exhibit E trails are 'conceptual' and 'changes are subject to consent of the Park Committee'**

RECORDING REQUESTED BY:

Rancho Murieta Association  
7220 Murieta Drive  
Rancho Murieta, CA 95683

NOV 25 1991

AND WHEN RECORDED MAIL TO :

Rancho Murieta Association  
7220 Murieta Association  
Rancho Murieta, CA 95683  
Attn:

PAGE NO 1295

**PARK DEVELOPMENT AGREEMENT**

This Agreement is entered into as of June 28<sup>th</sup>, 1991, by and among the Rancho Murieta Association ("RMA"), the Rancho Murieta Community Services District ("CSD" or "District") and the First Interstate Bank of California, a California corporation, as Corporate Co-Trustee for Pension Trust Fund for Operating Engineers ("PTF" or "Landowner"). The following owners of land within Rancho Murieta have separately and independently entered into this Park Development Agreement with RMA and the District: Winncrest Homes, Inc., FN Projects, Inc., N.T. Hill, Inc., Rancho Murieta Properties, Inc. ("RMPI"), CBC Builders, Inc., and SHF Acquisition Corporation. (Hereinafter, those owners of land within Rancho Murieta that have executed this Agreement, including PTF, will be referred to collectively as "Landowners".)

WHEREAS, Landowner owns those lands described in Exhibits A-1 and A-2 attached hereto (hereinafter the "Property"); and

WHEREAS, the Property subject to this Agreement is limited to a portion of the area within the District referred to hereinafter as Rancho Murieta North; and

WHEREAS, the parties mutually desire to establish a reasonable and orderly program for the development of quality park projects within Rancho Murieta; and

WHEREAS, the present and future homeowners in the Rancho Murieta community will benefit by a comprehensive park program on which they may rely; and

WHEREAS, the parties have met and conferred through the establishment of an ad hoc committee and the committee has developed a Park Development Plan (hereinafter referred to as the "Plan") which consists of a Park Site Plan (attached hereto as Exhibit B), a Park Facility Matrix (attached hereto as Exhibit C) and a Park Financing Plan (attached hereto as Exhibit D); and

parcel") identified as the Clementia Community Park in the Park Site Plan, which shall be located within the area which is more particularly described in Exhibit F-1 and shown in Exhibit F-2, attached hereto and incorporated herein by reference, for the amount of six hundred thousand dollars (\$600,000.00). Conveyance of the 20-acre parcel shall be subject to obtaining approval from County of a parcel map creating the parksite as a legal parcel for purposes of conveyance to RMA. At such time as RMA is prepared to acquire the 20-acre parcel, an escrow shall be opened with a title company selected by RMA, and thereupon RMPI agrees to diligently pursue the filing and processing of all necessary applications and documents required by the County to create the 20-acre parcel. RMPI agrees to cooperate in good faith with RMA in establishing a mutually acceptable location for the 20-acre parcel within the area described in Exhibits F-1 and F-2, with a configuration acceptable for RMA's intended use as a park site. The conveyance shall be made free of any liens and encumbrances including those imposed as part of the formation of any improvement district or community facilities district.

**3. Pedestrian and Bike Trail System.** Landowners agree to develop and upon completion, grant to RMA at no cost to RMA, a system of pedestrian and bike trails, constructed to standards and specifications as approved by the Parks Committee and consistent with state and federal regulations, which shall be incorporated in subdivision maps as development progresses. The pedestrian and bike trails may be incorporated in the road sections of subdivisions or through parks to be dedicated to RMA or granted as separate parcels (or easements) as determined by subdivision design and County of Sacramento approval. The trail system may include a river crossing, subject to any required approvals and any conditions imposed thereon by all applicable government agencies. The approximate locations of trails to be developed are shown on Exhibit E attached hereto. It is expressly understood and agreed that locations shown on Exhibit E are conceptual only and that the actual trail configuration shall be as shown on final residential subdivision maps to be approved by the County of Sacramento. Such locations must be consistent with the density permitted under the Rancho Murieta Planned Development Ordinance No. 77-10 ("PD Ordinance"), applicable state and federal statutes and regulations, and customary and reasonable planning and marketing objectives. Changes in the plan shown in Exhibit E will be subject to the consent of the Park Committee, such consent not to be unreasonably withheld.

**4. Water Supply Units.** District agrees that the park sites identified within the Park Site Plan and Exhibit B pursuant to Section 2 hereof shall participate in the Water Supply Augmentation Program and that water supply units reserved for park purposes pursuant to Section 5 of the Second Amendment to the Acquisition

OFFICIAL RECORDS  
SACRAMENTO COUNTY, CALIF.

RECORDING REQUESTED BY:

91 FEB 21 PM 3:09

RECEIVED FEB 28

Rancho Murieta Association  
7220 Murieta Drive  
Rancho Murieta, CA 95683

*[Signature]*  
COUNTY CLERK-RECORDER

AND WHEN RECORDED MAIL TO :

Rancho Murieta Association  
7220 Murieta Association  
Rancho Murieta, CA 95683  
Attn:

FEE  
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M  
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PARK DEVELOPMENT AGREEMENT

This Agreement is entered into as of February 20th, 1991, by and among the Rancho Murieta Association ("RMA"), the Rancho Murieta Community Services District ("CSD" or "District") and the following owners of land within Rancho Murieta: Rancho Murieta Properties, Inc. ("RMPI"), CBC Builders, Inc. ("CBC"), and SHF, Inc. ("SHF"). (Hereinafter, RMPI, CBC and SHF will be referred to collectively as "Landowners").

WHEREAS, Landowners own those lands described in Exhibits A-1 and A-2 attached hereto (hereinafter the "Property"); and

WHEREAS, the Property subject to this Agreement is limited to a portion of the area within the District referred to hereinafter as Rancho Murieta North; and

WHEREAS, the parties mutually desire to establish a reasonable and orderly program for the development of quality park projects within Rancho Murieta; and

WHEREAS, the present and future homeowners in the Rancho Murieta community will benefit by a comprehensive park program on which they may rely; and

WHEREAS, the parties have met and conferred through the establishment of an ad hoc committee and the committee has developed a Park Development Plan (hereinafter referred to as the "Plan") which consists of a Park Site Plan (attached hereto as Exhibit B), a Park Facility Matrix (attached hereto as Exhibit C) and a Park Financing Plan (attached hereto as Exhibit D); and

WHEREAS, the parties wish to define and delineate the participation of the Landowners with respect to their share of responsibility for implementation of the Plan and the Park



Exhibit F-2, attached hereto and incorporated herein by reference, for the amount of six hundred thousand dollars (\$600,000.00). Conveyance of the 20-acre parcel shall be subject to obtaining approval from County of a parcel map creating the parksite as a legal parcel for purposes of conveyance to RMA. At such time as RMA is prepared to acquire the 20-acre parcel, an escrow shall be opened with a title company selected by RMA, and thereupon RMPI agrees to diligently pursue the filing and processing of all necessary applications and documents required by the County to create the 20-acre parcel. RMPI agrees to cooperate in good faith with RMA in establishing a mutually acceptable location for the 20-acre parcel within the area described in Exhibits F-1 and F-2, with a configuration acceptable for RMA's intended use as a park site. The conveyance shall be made free of any liens and encumbrances including those imposed as part of the formation of any improvement district or community facilities district.

**3. Pedestrian and Bike Trail System.** Landowners agree to develop and upon completion, grant to RMA at no cost to RMA, a system of pedestrian and bike trails, constructed to standards and specifications as approved by the Parks Committee and consistent with state and federal regulations, which shall be incorporated in subdivision maps as development progresses. The pedestrian and bike trails may be incorporated in the road sections of subdivisions or through parks to be dedicated to RMA or granted as separate parcels (or easements) as determined by subdivision design and County of Sacramento approval. The trail system may include a river crossing, subject to any required approvals and any conditions imposed thereon by all applicable government agencies. The approximate locations of trails to be developed are shown on Exhibit E attached hereto. It is expressly understood and agreed that locations shown on Exhibit E are conceptual only and that the actual trail configuration shall be as shown on final residential subdivision maps to be approved by the County of Sacramento. Such locations must be consistent with the density permitted under the Rancho Murieta Planned Development Ordinance No. 77-10 ("PD Ordinance"), applicable state and federal statutes and regulations, and customary and reasonable planning and marketing objectives. Changes in the plan shown in Exhibit E will be subject to the consent of the Park Committee, such consent not to be unreasonably withheld.

**4. Water Supply Units.** District agrees that the park sites identified within the Park Site Plan and Exhibit B pursuant to Section 2 hereof shall participate in the Water Supply Augmentation Program and that water supply units reserved for park purposes pursuant to Section 5 of the Second Amendment to the Acquisition and Services Agreement shall be allocated to such park sites. Park sites shall be subject to payment of Water Supply Augmentation Fees as set forth in the Second Amendment and a portion of the fees

RECORDING REQUESTED BY:

Rancho Murieta Association  
7220 Murieta Drive  
Rancho Murieta, CA 95683

AND WHEN RECORDED MAIL TO :

Rancho Murieta Association  
7220 Murieta Association  
Rancho Murieta, CA 95683  
Attn: Ted Peightal

ORIGINAL  
Accepted for Recording  
COPY --- NOT CERTIFIED

NOV - 8 1990

Sacramento County  
Clerk-Recorder

FILE

899.00

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PARK DEVELOPMENT AGREEMENT

This Agreement is entered into as of September <sup>19<sup>th</sup></sup> 1990, by and among Rancho Murieta Association ("RMA") and the following owners of land within Rancho Murieta: Winncrest Homes, Inc.; F.N. Projects, Inc.; and N.T. Hill, Inc. (hereinafter collectively referred to as "Landowners"), and the Rancho Murieta Community Services District ("CSD" or "District").

WHEREAS, Landowners own those lands described in Exhibits A-1 and A-2 attached hereto (hereinafter the "Property"); and

WHEREAS, the Property subject to this Agreement is limited to the area within the District commonly referred to as Rancho Murieta South.

WHEREAS, the parties mutually desire to establish a reasonable and orderly program for the development of quality park projects within Rancho Murieta; and

WHEREAS, the present and future homeowners in the Rancho Murieta community will benefit by a comprehensive park program on which they may rely.

WHEREAS, the parties have met and conferred through the establishment of an ad hoc committee and the committee has developed a Park Development Plan (hereinafter referred to as the "Plan") which consists of a Park Site Plan (attached hereto as Exhibit B), a Park Facility Matrix (attached hereto as Exhibit C) and a Park Financing Plan (attached hereto as Exhibit D); and

WHEREAS, the parties wish to define and delineate the participation of the Landowners of Rancho Murieta South with respect to their share of responsibility for implementation of the Plan and the Park Financing Plan; and

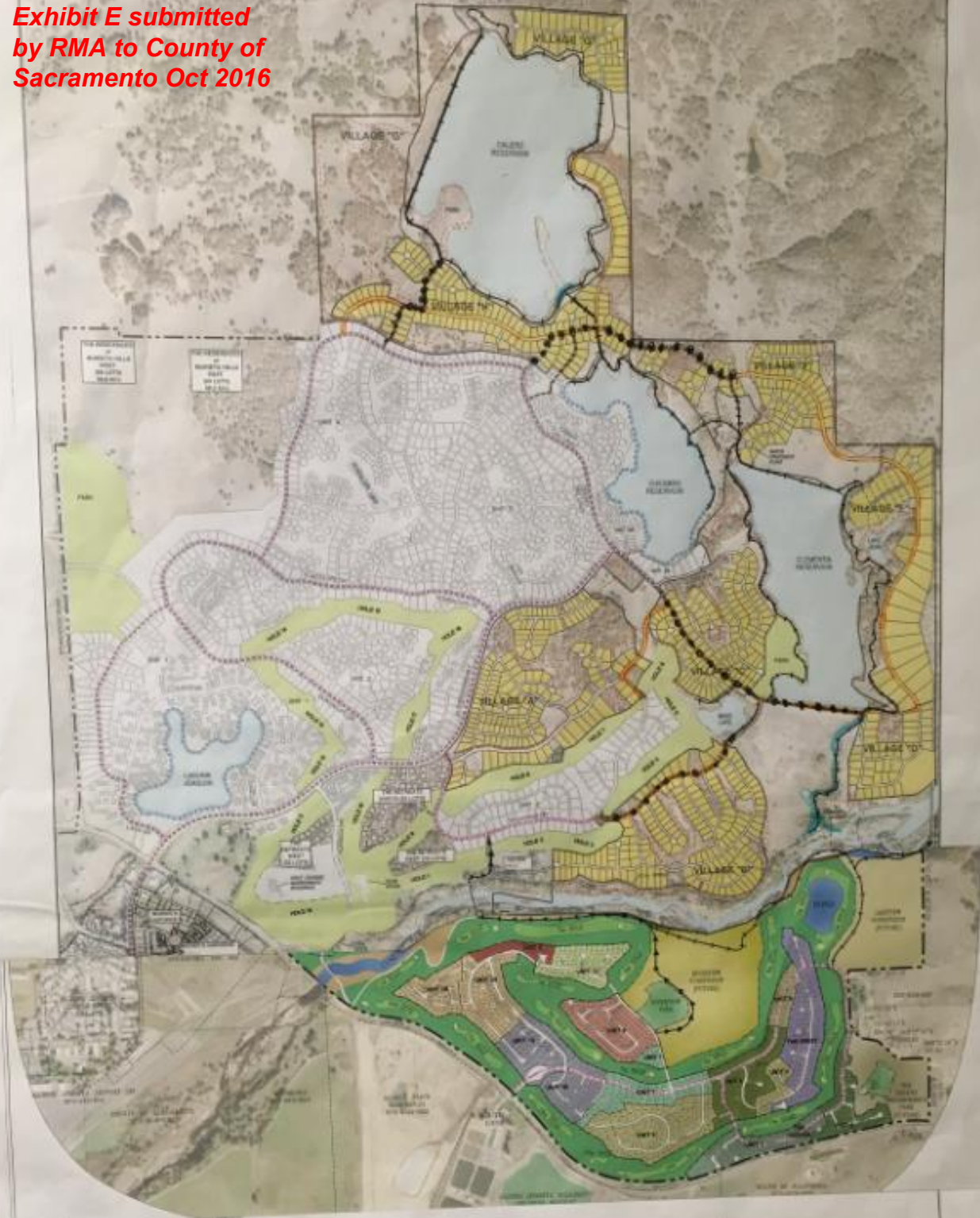


the date upon which the 140th building permit is issued for a residential structure to be constructed on that portion of the Property owned (as of the date of this Agreement) by N.T. Hill.

**3. Pedestrian and Bike Trail System.** Landowners agree to develop and upon completion, grant to RMA at no cost to RMA, a system of pedestrian and bike trails, constructed to standards and specifications as approved by the Parks Committee and consistent with state and federal regulations, which shall be incorporated in subdivision maps as development progresses. The pedestrian and bike trails may be incorporated in the road sections of subdivisions or through parks to be dedicated to RMA or granted as separate parcels (or easements) as determined by subdivision design and County of Sacramento approval. The trail system may include a river crossing, subject to any required approvals and any conditions imposed thereon by all applicable government agencies. The approximate locations of trails to be developed are shown on Exhibit E attached hereto. It is expressly understood and agreed that locations shown on Exhibit E are conceptual only and that the actual trail configuration shall be as shown on final residential subdivision maps to be approved by the County of Sacramento. Such locations must be consistent with the density permitted under the Rancho Murieta Planned Development Ordinance No. 77-10 ("PD Ordinance"), applicable state and federal statutes and regulations, and customary and reasonable planning and marketing objectives. Changes in the plan shown in Exhibit E will be subject to the consent of the Park Committee, such consent not to be unreasonably withheld.

**4. Neighborhood Parks Within Rancho Murieta South.** Landowners agree to develop and convey to RMA the Murieta South Neighborhood Park and the Murieta South Remote Neighborhood Park, such development to be consistent with the level of facilities specified in the Park Facility Matrix. Responsibility for development and conveyance of the Murieta South facility is and shall be allocated to F.N. Projects and Winncrest and the obligation therefor shall run as a covenant with the portion of the Property owned by such Landowners as described and shown on their respective portions of Exhibits A-1 and A-2. Responsibility for development and conveyance of the Rancho Murieta South Remote facility is and shall be allocated to N.T. Hill and the obligation therefor shall run as a covenant with the portion of the Property owned by such Landowner as described and shown on its respective portions of Exhibits A-1 and A-2. Landowners shall construct, install and pay for all those facilities identified as Neighborhood Facilities in the Park Facility Matrix. Such facilities shall be of a quality commensurate with the expense that would have been incurred by a prudent park developer for the amount that, but for the Neighborhood Park Fee credit set forth in Section 7(B)(i), would have been expended. These park lands and facilities shall be conveyed to RMA upon their completion, but in any event not

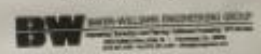
**Exhibit E submitted  
by RMA to County of  
Sacramento Oct 2016**



**LEGEND**

- PROPOSED RANCHO MURIETA NORTH
- EXISTING PARKS/RMA AND GOLF COURSE/CLUB HOUSE
- RIVER/LAKES
- EXISTING DEVELOPED AREAS
- PROPOSED TRAILS 17.5 MILES
- EXISTING RECREATIONAL TRAILS
- EXISTING CONNECTIVE BIKE LANE 6.0 MILES
- NEW CONNECTIVE BIKE LANE
- NEW CLASS I BIKEWAY FOR PEDESTRIANS AND BICYCLES
- EXISTING PAVED TRAIL
- PROPOSED DEVELOPER ON-STREET TRAIL

**PROPOSED  
TRAIL PLAN  
FOR  
RANCHO MURIETA  
NORTH**  
AUGUST, 2015





*This excerpt is from the Lakeview Development Proposal in Rancho Murieta from 2002. Note the four variations of trail alignments relative to Exhibit E and denoting trails on both North and South.*

## **5 PUBLIC SERVICES**

### **PUBLIC SERVICES SETTING**

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The Rancho Murieta community is a separate, non-contiguous portion of the Sacramento County Urban Policy Area and is within the Urban Services Planning Area of unincorporated Sacramento County. The Cosumnes River divides the community into two sections: Rancho Murieta North and Rancho Murieta South. The proposed project is in Rancho Murieta South, and lies adjacent to two reclaimed wastewater reservoirs named Lake 10 and Lake 11.

### **INTRODUCTION**

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The following is a discussion of public facilities and service supply/demand issues related to the project. Service providers have submitted comments pertaining to their ability to provide service to the project, including recommended Conditions of Approval that must be satisfied by the developer before service will be provided. The original discussion within the prior EIR has been expanded upon here, due to changes in the availability of water supply and sewer service since the approval of the original project more than 10 years ago.

The Rancho Murieta Community Services District (CSD) was created to provide the majority of public services to the community. The CSD provides water service, sewer service and drainage facilities maintenance. It should be noted that drainage is discussed in Chapter 6 of this EIR, but all other public services discussions are contained within this Chapter. In addition, the CSD recommended several Conditions of Approval that pertained to multiple public services; these recommendations have been placed in the "Rancho Murieta CSD Recommended Conditions" section.

### **IMPACTS AND ANALYSIS**

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#### **ELECTRICAL SERVICE**

The Sacramento Municipal Utility District (SMUD) will provide electrical service to the proposed project. A representative of SMUD reviewed the project and recommended the following Conditions of Approval:

- 1. Dedicate any private drive and 12.5 feet adjacent thereto as a public utility easement for underground facilities and appurtenances.*

## PARKS AND RECREATION

The RMA maintains numerous parks within the Rancho Murieta community, and the Rancho Murieta Country Club (Country Club) maintains the golf courses. Golf course greens lie on the west side of the project site. The prior EIR discussed existing park facilities and proposed park facilities in the Rancho Murieta South area. At the time of the prior EIR, plans for a pedestrian bridge connecting Rancho Murieta North and South had not yet been finalized. Therefore, a large portion of the discussion focused on the lack of connectivity between the recreational areas in Rancho Murieta North and South.

Subsequent to the release of the prior EIR, a previous plan to construct a low-flow crossing across the Cosumnes River was abandoned as infeasible, and an environmental document for a year-round pedestrian bridge across the Cosumnes River has been prepared and certified (the groundbreaking ceremony was on May 30, 2006, and construction of the bridge is expected to be complete by Fall of 2006). The outstanding issue is the provision of trails.

There are four different existing maps showing trail alignments on the project site or in the project vicinity: the Rancho Murieta Parks and Recreation Plan map, the Rancho Murieta Parks Development Agreement map, the proposed RMA Pedestrian-Bike Path Concept Plan and the proposed Transportation Systems Management Plan map. These maps are shown as Plates PS-1 through PS-4. Rather than dispersing the maps through the text, they have all been kept together to make comparisons between the maps easier for review.

The prior EIR discussed parks and recreation in two sections: the Park and Recreation Facilities section and the Land Use section. The CSD adopted the Rancho Murieta Parks and Recreation Master Plan in 1989, which included a map of existing and proposed facilities, but this Master Plan was never formally adopted by the Sacramento County Board of Supervisors as part of the Planned Development Ordinance. The Parks and Recreation Master Plan includes a map of future parks and trails (Plate PS-1; the project site is located under the hand-written "#3"). The Master Plan also shows a trail extending from the Lake 10 area (adjacent to the site) and across the Cosumnes River; this was the proposed low-flow crossing that has since been abandoned. On September 19, 1990 the Rancho Murieta Parks Development Agreement was entered into by and among the CSD, the Rancho Murieta Association (RMA) and the owners of then-undeveloped land in Rancho Murieta South. This agreement and related Park Development Plan includes a Park Site Plan, a Conceptual Trail Plan (Plate PS-2), a Park Facility Matrix and a Park Financing Plan. The development agreement and park development plan identify park sites and facilities that are to be constructed by the developers and conveyed to the RMA for park purposes. The project site is the area marked "residential", to the east of the formerly proposed, and circled, river crossing.

The development agreement also includes the following statement with regard to the conceptual trail plan and the pedestrian/bike trail system in Rancho Murieta:

Landowners agree to develop and upon completion, grant to the RMA at no cost to RMA, a system of pedestrian and bike trails, constructed to



standards and specifications as approved by the Parks Committee and consistent with state and federal regulation, which shall be incorporated in subdivision maps as development progresses. The pedestrian and bike trails may be incorporated in the road sections of subdivision or through parks to be dedicated to RMA or granted as separate parcels (or easements) as determined by subdivision design and County of Sacramento approval. The trail system may include a river crossing, subject to any required approvals and any conditions imposed thereon by all applicable government agencies. The approximated locations of trails to be developed are shown on Exhibit E [see Plate PS-2 of this document] attached hereto. It is expressly understood and agreed that locations shown on Exhibit E are conceptual only and that the actual trail configuration shall be shown on final residential subdivision maps to be approved by the County of Sacramento . . .

The third plan is a December 2002 pedestrian/bike plan developed by the RMA, and submitted to Sacramento County for review as an alternative to (or an addition to) the Transportation System Management Plan application (Control Number 01-TMP-PAP-0519); this application was filed by Rancho North Properties, LLC. The application was deemed incomplete and has remained on a status of "hold" pending the submittal of additional items to the Planning Department and to DERA. The "RMA Pedestrian-Bike Path Concept Plan" included in the application is shown as Plate PS-3, below, and the plan submitted by the applicant for the TSM project is shown as Plate PS-4, below.

Neither the Park Development Agreement nor the TSM Plan show any trails on the project site. The Master Plan shows a single stub trail from the subdivision to the river itself, but shows no other trails on the project site. The RMA proposal shows an on-street path running through the subdivision, up to the Cosumnes River Protection Lot and swinging as a "new road" to the west to circle to the north of Lake 10 and eventually connect with an RMA-proposed trail on the Riverview property. This whole trail system is intended to eventually connect to the bridge across the river that is due to be constructed by the Fall of 2006.

The Park Development Agreement is currently the only binding document on the Lakeview project developers, as the other maps have not been formally adopted or otherwise agreed to. In addition to these agreements, however, one of the Mitigation Measures incorporated into the prior EIR and that has also been included in this SEIR (as Measure PU-1) stipulates that access to the Cosumnes River must be provided to the satisfaction of the Sacramento County Parks and Recreation Department in consultation with the Rancho Murieta Association.

Plate PS -1 Parks and Recreation Master Plan Trails Map

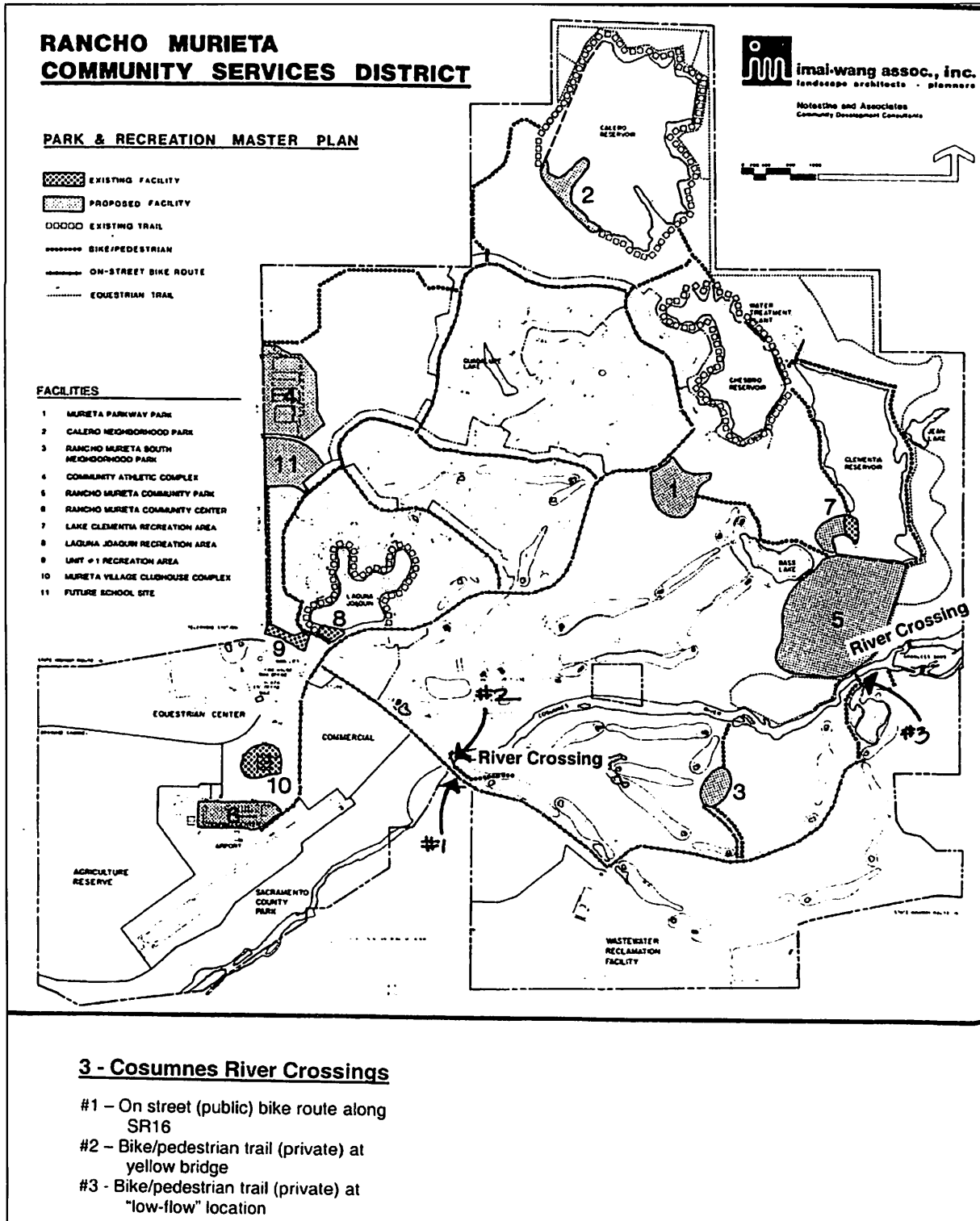
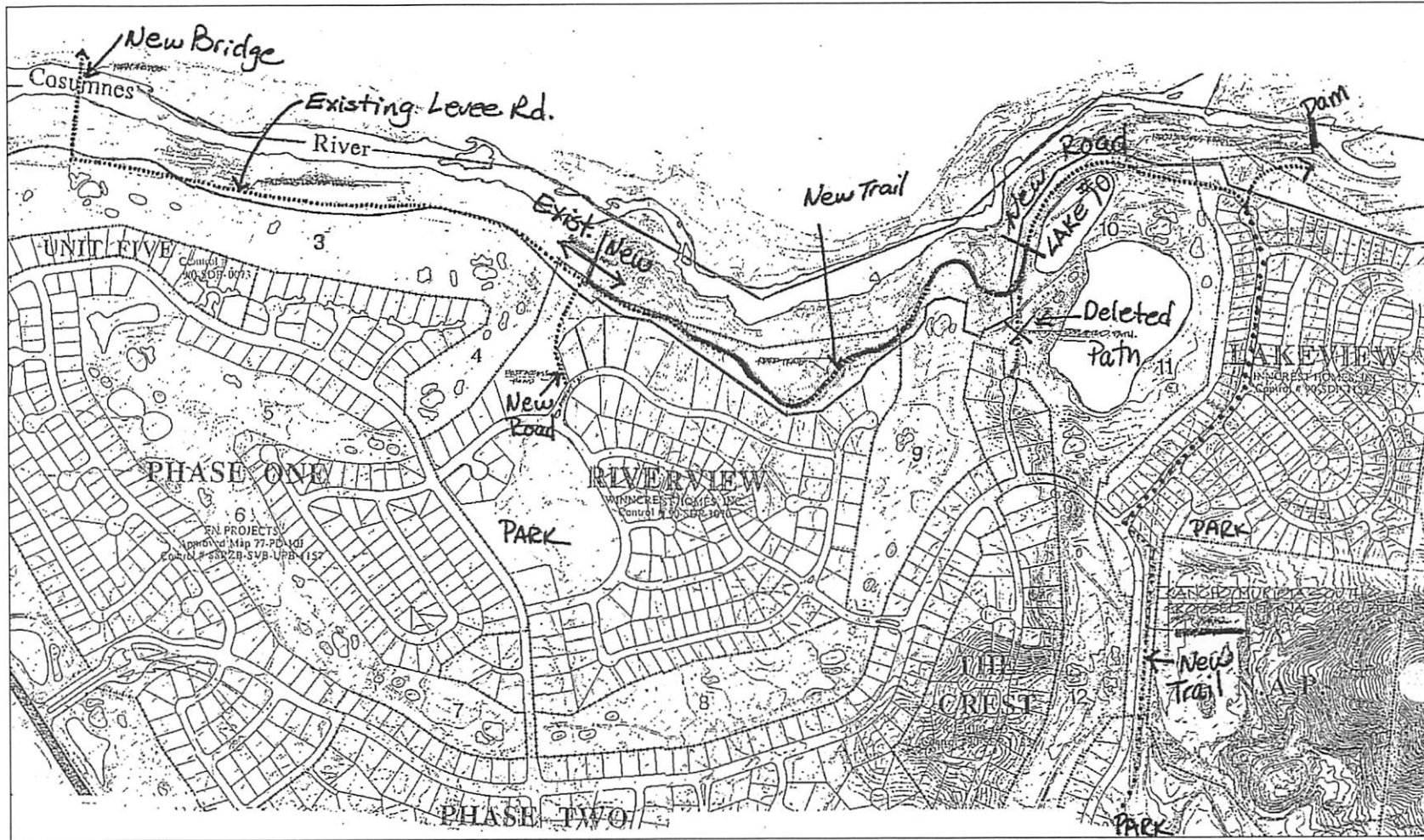






Plate PS -3 2002 RMA Proposed Pedestrian-Bike Path Concept Plan





Sacramento County Parks and Recreation Department (County Parks) also recommended Conditions of Approval for the proposed project, shown below, that require the provision of a trail:

1. *Install a Class 1 pedestrian and bicycling trail to a design approved by Parks.*
2. *Provide an exhibit which delineates the location of the trail and the topography on the tentative subdivision map, as per the Master Plan, dated August 1992.*
3. *Provide an exhibit which all trees and/or other sensitive plant species in relation to the proposed trail.*
4. *Provide and install trail signage with language to guide way-finding and restricted use areas to a design and location approved by Parks.*
5. *Provide post and cable fencing to restrict foot traffic into sensitive areas. Such areas as to be determined by CEQA review and to the satisfaction of Parks.*
6. *Install 5-foot black tubular steel fencing between the boundary of individual private parcels and Park's public easement. No access shall be taken from private properties and no gates shall be installed bordering Park's easement.*
7. *Homeowners shall be responsible for continued maintenance of tubular steel fence on individual private parcels.*
8. *Prospective homeowners shall be notified of all Park's conditions and that future public access will be available to the trails.*
9. *Parks requires that the proposed improvement drawings for the trail be submitted for review and approval prior to Final Map approval.*

County Parks has an easement that extends over all portions of the Cosumnes River within the Rancho Murieta community. County Parks staff (C. Livengood) stated that the ultimate intent would be to have a multi-use public access trail extending the length of the easement. The purpose of the recommended Conditions noted above would be to have the applicants provide the portion of the trail that would be adjacent to the Lakeview subdivision. However, constructing a multi-use trail (which would be paved) along the Cosumnes River will be technically challenging. In the case of the project site, the area outside the subdivision and within the easement area includes very steep slopes and relatively thick tree canopies. Thus, County Parks is considering the provision of a hiking/equestrian trail instead, which would be narrower and would not require pavement. Such a trail would not be ADA compliant, thus the trail slopes could be steeper.

The actual location of the County-Parks-requested trail is not known and the applicant has not submitted a trail plan. The "easiest" place to construct a trail, as discussed with County Parks staff, would be near the top of the ridge on the north side of the project site. Some dripline encroachment into the oak trees in the Cosumnes River Protection

Area would be likely to occur as a result of such a trail, but the trunks are all spaced such that no actual tree removal is likely. The trail will also need to cross the on-site tributary. The trail may be able to cross over the culvert used for the maintenance road discussed in the "Biological Resources" chapter, "Streams, Wetlands and Other Surface Waters" section. If not, a new crossing would be required, that would result in permanent impacts if a culvert were used, or temporary impacts if a clear-span footbridge were constructed. Trail construction would also occur in the portion of the site that overlies the Gopher Ridge Volcanics, a geologic formation that has been known to contain asbestos. Thus, construction of a trail as requested is likely to require adherence to mitigation already included in this document for other impacts (BR-1, -2, and -12; and AQ-3).

Although the applicant could provide trail access to residents of Rancho Murieta, and could provide a portion of a trail for County Parks, the provision of public access to the Cosumnes River as a part of this project appears to be infeasible, since the streets in Rancho Murieta are private, not public (also refer to the discussion of the Subdivision Map Act in the "Land Use" chapter). The prior EIR included Mitigation Measure B requiring a trail connection, which is included here as Mitigation Measure PU-1. It should be noted, however, that the measure specifically required the installation of a 5-foot high wrought iron fence "at the interface between residential lots, and Lots A and D", where Lot A of the adopted measure refers to Lot A on the current project map and Lot D refers to Lot D on the Riverview map (not Lot D on the proposed Lakeview map). In order to minimize confusion, the reference to Lot D has been deleted from the recommended mitigation measure for the current map resubmission project.

The mitigation will ensure that access to the river is provided through the subdivision. Mitigation included in other portions of this EIR for impacts unrelated to trails would also mitigate the impacts of a future trail on the northern portion of the site. Impacts related to Park and Recreation services are **less-than-significant**.

## **SEWER SERVICE**

The Rancho Murieta Community Service District (CSD) provides sewer service to the entire Rancho Murieta development.

## ***REGULATORY BACKGROUND***

### **FEDERAL CLEAN WATER ACT**

The Federal Clean Water Act (CWA) of 1972 is the principal federal statute protecting navigable waters and adjoining shorelines from pollution. The CWA is intended to require and assist in the development and implementation of waste treatment management plans and practices. Plans and practices must provide for treatment of waste using the best practicable technology before there is any discharge of pollutants into receiving waters, as well as the confined disposal of pollution so that it will not

***This is the Alder Creek Plan from the County of Sacramento. This is a relatable document as many similarities exist to RM - trails, open space, etc. For trail specific information, see pages 13-15.***

**RPC Final Draft - September 2013**

Easton Development Company LLC  
County of Sacramento, Department of Regional Parks  
**Alder Creek Parkway Recreation & Management Plan**

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**Supporting/Related Documents**

- o Glenborough at Easton Land Use Master Plan, September 2010
- o Resource Conservation Management Plan (RCMP) Executive Summary
- o Open Space Preserve Operations and Management (in development)
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## 1. Introduction/Purpose of Plan

Alder Creek Parkway (“Parkway”) is the prized public open space amenity in the Glenborough at Easton Master Plan Community (“Glenborough”), a thickly wooded stream corridor connecting Glenborough’s residents and businesses to surrounding communities, the American River Parkway, schools, libraries, parks, shopping centers, and light rail stations. The Parkway’s open space greenways meander throughout the community. Residents and visitors will walk, jog, bike, learn about and experience nature, and value the Parkway and its many amenities. The *Alder Creek Parkway Recreation & Management Plan* will memorialize how this pristine 417-acre open space corridor will be managed to maximize public use, while preserving the Parkway’s natural character.

The Glenborough at Easton master planned community is located in eastern Sacramento County and the site is just south of Highway 50. Prairie City Road forms the eastern boundary and the Aerojet operations facilities are to the south. The Glenborough at Easton community is designed as a borough within the larger 6,000-acre “Easton” project consisting of the boroughs Easton Place, Hillsborough, Westborough and Rio Del Oro. Glenborough is depicted in Figure 1 below.

Figure 1: Location Map



The Parkway's design embraces a resource-based conservation strategy that preserves valuable natural and cultural resources, while allowing passive recreation uses. The Recreation Plan is subject to the conservation elements outlined in the *Resource Conservation Management Plan* (RCMP), which outlines the mitigation and compliance measures of the environmental permits and authorizations associated with Glenborough. The RCMP along with the *Recreation & Management Plan* becomes a comprehensive policy document tying together the preservation, mitigation, enhancement, education, and recreation elements of the Alder Creek Parkway.

## 2. Parkway Description

For over 50 years, fencing protected Alder Creek and the surrounding riparian corridor from public use, an unusual occurrence in a suburban area that now provides an unprecedented opportunity for Glenborough. Significant resources will be invested to create a pedestrian and biking trail for passive recreational use, as well as preservation and enhancement of biological and cultural resources. Open space “fingers,” running south from Alder Creek, will be preserved as greenways to separate the community into neighborhoods, buffer land use transitions, and connect neighborhoods to the Parkway (Figure 1).

Easton Development Company, LLC developed a comprehensive conservation plan emphasizing on-site avoidance, preserving habitats and focusing on the functions and values that naturally occur within the Alder Creek Parkway. The open space corridor will no longer be fenced off and avoided, but enhanced, managed, and improved, in perpetuity. The Alder Creek Parkway establishes a significant natural preserve for public enjoyment while offsetting impacts from development.

In addition to substantial preservation efforts, low impact amenities, including hiking and biking trails, interpretive kiosks, benches, restrooms, and picnic areas, will be added to benefit the local community and enhance the visitor experience. The Parkway is anchored on the east end with a nature center located within Glenborough’s Community Resource Area. Opportunities exist for a native plant nursery, traditional basket weaving garden, and outdoor classrooms. The recreational and educational opportunities showcase the abundant natural and cultural resources that make the Parkway unique.

The “Parks, Open Space, and Trail System” map (Figure 2) shows how neighborhoods are linked directly and comprehensively within the community. The extensive park, open space, and trail system connects:

- Neighborhoods to each other on both sides of Easton Valley Parkway;
- To the light rail station; and
- To the Highway 50 pedestrian overcrossing leading to the American River Parkway.

Future trail and open space connections will be provided into Folsom’s open space corridor to the east.

Figure 2: Parks, Open Space, and Trails System



### 3. Benefits to Community

#### Economic Vitality

The Alder Creek Parkway will contribute to the economic vitality and recreational opportunities for Glenborough and the other boroughs of Easton. The open space will be evident from streets and intersections throughout the community, becoming a visible measurement of the community's wealth and investment in its parks and open space amenities. Iconic parks such as Golden Gate Park and the American River Parkway, envisioned in the 19<sup>th</sup> and early 20<sup>th</sup> centuries, have become important refuges for urban dwellers. The Alder Creek Parkway is a similar refuge, contributing greatly to the quality of life for Glenborough residents, businesses, and visitors.

The availability of parks and open space is an important factor for businesses and corporations when choosing where to locate facilities, and for retention of those facilities. A vice president at computer giant Dell Corp. in Austin, Texas, observed, "People working in high-tech companies are used to there being a high quality of life in the metropolitan areas in which they live. When we at Dell go and recruit in those areas, we have to be able to demonstrate to them that the quality of life in Austin is at least comparable or they won't come."<sup>i</sup> The Alder Creek Parkway, and its connection to the American River Parkway to the west and Folsom greenways in the east, becomes a major attraction.

#### Health, Wellness & Fitness

People are exercising more, and looking for opportunities in their communities to be fit. The Alder Creek Parkway will help to fulfill this need with its expansive trail system and park amenities. According to statistics from the US Bureau of Labor, walking is by far the most popular form of exercise. Trails will be accessible to everyone by simply walking out their front door.

Corporations know that exercise has mental, as well as physical benefits. Employees who exercise on work days are more productive, happier, and suffer less stress. University of Bristol researchers found that employees who enjoyed a workout before going to work - or exercised during lunch breaks - were better equipped to handle whatever the day threw at them.<sup>ii</sup> Parkway trails will be accessible to those who take a lunchtime walk and to those who commute to work via a network of bike trails.

Families are taking steps to be healthier and combating obesity, especially in children. The Alder Creek Parkway provides a nearby amenity, encouraging families to go outside and play. Studies prove that when people have easy access to parks and trails, they exercise more. A routine of walking and exercise reduces the risk of heart disease, hypertension, cancer, and diabetes, and enhances a person's well-being. The Parkway will provide abundant opportunities for parents to exercise with their children, teaching important life lessons about health and fitness.

Nature/environmental education

Environmental education is increasingly important for school-age children and can be achieved by participation in service learning projects and outdoor science schools. Alder Creek Parkway becomes an easily accessible outdoor classroom, opening doors to the natural world for both formal and informal education. The abundant oak forest and Alder Creek provide opportunities for education the community about local native habitats and wildlife, clean water, and the inter-connectivity of all living things.

Local schools will have easy, affordable access to a riparian ecosystem where students can explore and learn about natural science, conservation, and ecology, as well as, the site's mining history. Place-based learning captures students' imaginations and advances environmental stewardship and civic engagement. The Alder Creek Parkway and its resources will be integrated into the local school academic curriculum, providing a place for students to experience nature.

The nature center in the Community Resource Area is the educational gateway to the Parkway, much like the renowned Effie Yeaw Nature Center for the American River Parkway. Exhibits will showcase the Parkway's unique resources and learning opportunities and can include a full array of exhibits and curriculum from Native American history, to clean water, to Aerojet's extensive achievements in the science of Aerospace & Defense. The potential for a native plant nursery and traditional basket weaving garden will provide additional hands-on learning opportunities.

Strong Communities

Alder Creek Parkway contributes to the strong social fabric of Glenborough. The Parkway's trails and picnic areas are safe gathering places for neighbors to meet and socialize. By contributing to a walkable community, neighbors will more often see each other on trails going to/from activities and events. Picnic areas provide opportunities for families and friends to gather for reunions, parties, and barbecues. Youth can bicycle with neighborhood friends to explore the creek and oak forest.

Opportunities exist for civic engagement. Community members will actively participate in the decision making about the Parkway's management strategies, consistent with the RCMP and Recreation Plan. A community advisory group, formed by Sacramento County Regional Parks, will have the ability to organize service projects and community events that support and showcase the Parkway, such as tree plantings, walk and bike-a-thons, litter clean-up activities, art & cultural festivals, wildlife photo contests, and scout projects. Adaptive Management practices will be used by Regional Parks and the community advisory group to address new recreational uses and resource challenges. The Parkway will become a great sense of civic identity & pride due to the community's involvement in decision-making and advocacy for its protection.

Finally, Alder Creek Parkway will transcend Glenborough and provide connectivity to other local communities and become a regional destination for the entire Sacramento area and allow residents of those communities the opportunity to enjoy the Parkway as well.



4. Goals & Policies  
a. Public Use Policies

The *Alder Creek Parkway Recreation Plan* (Recreation Plan) is a policy document that establishes a framework for the design, implementation, and management of the passive recreation components of the Alder Creek Parkway. The Recreation Plan's Goals and Policies ensure consistency with the Parkway's concept outlined in the Land Use Master Plan and RCMP. The Recreation Plan is administered by the Director of Sacramento County Regional Parks along with any subsequent changes. The goals of this plan are subject to funding levels provided in the Glenborough/Easton CFD.

**Goal 1:** Design and manage for public use and enjoyment a continuous natural greenway system for the Glenborough communities that contributes to the communities' excellent quality of life.

**Goal 2:** Ensure that Alder Creek Parkway is easily accessible to Glenborough residents and visitors through a trail system linking neighborhoods to community activity areas, including parks, community centers, shopping areas, transit hubs, and other regional trail systems.

**Goal 3:** Preserve, protect, enhance, and interpret the diverse natural and cultural resources within Alder Creek Parkway, consistent with the resource protection and enhancement goals and policies of the RCMP.

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**Goal 1:** Design and manage for public use and enjoyment a continuous natural greenway system for the Glenborough communities that contributes to the communities' excellent quality of life.

**A. Design**

1. The Community Resource Area serves as the main gateway to Glenborough at Easton Community and will include a planned nature center, welcome center, and community center, to allow residents and visitors to learn about the community's rich history and natural resources.
2. Trail heads from the Community Resource Area's nature center will lead to the Parkway, with interpretive signage, displays, and information kiosks providing detailed information about the biological and cultural resources within the Parkway.
3. The planned nature center will be oriented to allow space for additional learning centers, such as a small outdoor amphitheater and native plant nursery.

4. Where residential uses are adjacent to the Alder Creek Parkway, fencing shall allow unrestricted visibility of these areas to discourage vandalism, destruction, or disturbance of the natural resources.
5. Native/indigenous plant material will be used for landscaping within and adjacent to the Alder Creek Parkway to conserve water and prevent invasive plant species from entering the Parkway.
6. The buildings and improvements within the Community Resource Area and throughout the Parkway will be designed and constructed to blend with the natural surroundings. Sustainable building design principles, such as use of recycled building materials and use of passive and active solar energy systems, will be used, to the extent feasible.
7. All recreation activities shall be designed to minimize impacts to the natural vegetation, wildlife, habitat resources and water quality; and shall be compatible with natural resource protection measures, outlined in the RCMP.
8. Sacramento County agencies, Easton Development Company and organizations with special interest in Alder Creek Parkway shall maintain a cooperative planning effort to ensure the success and preservation of the Parkway.
9. Frisbee Golf is an activity that may be permitted and developed in Community Resource Area. The course must not interfere with the natural and cultural resources in the area, and be compatible with other public uses. The course shall be sized, located and configured to not impact resources and other uses. A location within the CRPD park system will be sought prior to consideration in the Community Resource Area.

**B. Interpretation**

1. The nature center and its programs will endeavor to be self-sufficient through energy efficient facility design, volunteer support, donations, grants and revenue generating programs and facilities.
2. A detailed facility plan will be developed by Regional Parks and Easton Development Company for the nature center that addresses specific location, auxiliary amenities such as native plant gardens and small outdoor classrooms, trail heads, interpretive signs, and adequate parking for buses and automobiles.
3. A long-range interpretive program will be developed by Regional Parks to educate the public on the value of Alder Creek Parkway, its natural, cultural, and historical values. This program shall include such features as signs, exhibits, nature trails, guided walks and tours, publications and media, and research.

4. Stakeholders will be engaged to develop an effective interpretive program and shall include, but not limited to, Easton Development Company, Aerojet, local Native Americans, Regional Parks, local educators, Sacramento History Center, and the Folsom Historical Society.
5. Local schools shall be engaged in development of curriculum that interprets Alder Creek Parkway's natural and cultural resources; these programs shall provide hands-on learning experiences in a natural, outdoor setting for math, science, and other core academics, in compliance with the State's school curriculum standards.

**C. Public Safety**

1. Public safety shall be a high priority management responsibility; standards and procedures to address the health, safety, and welfare of park users will be actively maintained.
2. Adopt and enforce County ordinances compatible with the Parkway.
3. Emergency access shall be accommodated, to the extent feasible, without compromising the RCMP goals and policies.
4. Emergency vehicle routes shall be established and height and width clearances maintained for ease of access; entrances will be barricaded to prevent use by non-emergency vehicles unless specified as a shared use trail.
5. Selected pedestrian bridges shall be capable of supporting emergency and maintenance vehicles.
6. Public use areas shall be located, designed, and maintained to accommodate ease of patrolling.
7. Where public access is to be accommodated, vegetation shall be located and maintained to ensure public safety. Dead vegetation shall be trimmed or removed to eliminate immediate fire danger. Where public safety is not an issue, dead vegetation may be maintained to provide shelter for wildlife.
8. Security lighting shall be provided to improve public safety, where feasible; directed away from nearby residential areas; and downward to lessen impact to the night sky.
9. Barbecues and fire pits shall be located away from combustible materials and where necessary, water supplies shall be made available for emergency response.

10. Mile markers and location signs will be constructed at regular intervals along the trail to aid with emergency response.

**D. Community Outreach and Engagement**

1. Upon build-out of the Alder Creek Parkway, establish a community advisory group comprised of individuals (including Easton Development Company) with local and regional interests to assist Regional Parks and the Recreation and Park Commission in managing the Parkway; interpreting policy; establishing community partnerships; and providing advocacy efforts.
2. Encourage community support of the Alder Creek corridor through the creation of special interest groups such as Friends of Alder Creek Parkway and Alder Creek Parkway Volunteer Patrol, etc.
3. Establish a volunteer program that recruits and collaborates with youth groups, scouts, churches, service clubs, and other non-profits to assist with Parkway clean-up efforts, docent-led hikes, and resource preservation and restoration activities.

**E. Events, Programs & Activities**

1. Recreation activities and programs that involve small to medium group sizes are best suited for the Parkway (see definition this page). The Parkway's unique natural and cultural resource values shall be the foundation for programs and events. Active recreation activities, such as sport fields, skateboard parks and tennis courts, shall be accommodated in other parks and community areas in the Glenborough communities.
2. Community festivals, trail events, and group picnic activities may occur consistent with the Parkway's resource goals outlined in the RCMP. Controls will be established to regulate and monitor the frequency and type of event determined appropriate within the Parkway.
3. Special events and activities will correspond to the availability of park staff to maintain and patrol the Parkway for resource and park user protection, and on the availability of trained docents to lead tours.
4. Special group activities may occur on designated trails, but shall be limited to organizations with public and civic interests such as non-profit and charitable groups.

**Group Size Definition**  
Consistent with the American River Parkway Plan, Group Size is defined as follows:  
Large Group – any organized group of over 40 persons  
Medium group – any organized group of 21 persons to 40 persons  
Small group – any organized group of 11 to 20 persons

5. Medium and large group activities (see definition this page) on trails or in recreation areas within the Parkway shall be coordinated to minimize the impact on the natural environment and other Parkway users.
6. The following activities are incompatible with the Parkway:
  - a) Motor vehicles and scooters on trails, except for emergency and maintenance vehicles
  - b) Hunting and target shooting
  - c) Use of firearms including rifles, pellet guns, BB guns, paint ball, sling shots or any other ballistic device
  - d) Use of archery equipment
  - e) Tournaments and league sports
  - f) Motorize model air plane or rocket flying
  - g) Dogs without leashes, dog training and field trials; Dogs shall be on a leash no longer than six feet in length
  - h) Gathering or collecting plants, except for approved research and educational purposes, as approved by Preserve Manager
  - i) Removal of aggregate, cutting of trees, and damage to habitat unless approved by Conservancy
  - j) Hot air balloon launching or landing
  - k) Fireworks
  - l) Horseback riding
  - m) Mountain biking and BMX biking off designated trails
  - n) Fishing in undesignated areas
  - o) Frisbee Golf in Limited Recreation and Open Space Preserve areas
7. The following facilities are incompatible with the Parkway:
  - a) Off-road vehicle courses, including off-road bicycles except on designated trails
  - b) Permanent backstops, net poles, soccer goals, or goal posts
  - c) Tennis courts and other surface courts
  - d) Permanent bleachers
  - e) Golf courses
  - f) Skate Board park
  - g) Swimming pools
  - h) Permanent sound amplification facilities

## **F. Funding**

1. A maintenance financing district(s) will be formed to fund Regional Parks' ongoing maintenance and operation of the Limited Recreation and Community Resource Areas. Special taxes or assessments may increase annually in accordance with County. Funding level will determine availability of resources to meet the goals of this master plan. Regional Parks will prioritize goals based on funding provided by the maintenance financing district (s) policy.

2. An endowment will be established to fund the Conservancy's protection and maintenance of the Open Space Preserve, those areas subject to preservation under a conservation easement.
  3. Secure partnerships with other governmental agencies and non-profits that could support facility development and program delivery, especially in the Community Resource Area.
  4. Identify and implement appropriate revenue generating opportunities, including user fees and concessions, allowable under the Parkway Plan.
- 

**Goal II:** Ensure that Alder Creek Parkway is easily accessible to residents and visitors through a trail system linking neighborhoods to community activity areas, including parks, community centers, shopping areas, transit hubs, and other regional trail systems.

**A. Parkway Access Points**

1. Major access points from the neighborhoods to the open space shall occur at parks, along street frontages, via easements, or at live-end cul-de-sacs.
2. Direct access to the Alder Creek corridor shall be provided at 1/4 to 1/3- mile intervals. Where topographic relief or the preservation of existing vegetation makes the provision of trail access impractical or undesirable, access intervals may be greater than 1/3 mile.

**B. Americans with Disabilities Act**

1. A wide range of recreational opportunities shall be offered throughout the Parkway for people with special needs and disabilities.
2. The main routes to major facilities and/or events shall be accessible for people with disabilities. Such access shall consider adequate widths, appropriate grades, turning areas, landings, surface materials, and handrails, as required by the Americans with Disabilities Act.
3. Due to topography and resource protection, access to some portions of the Parkway may not be achievable. When physical access cannot be provided, an accessible vantage point will be established with an additional interpretive sign from the main kiosk.

**C. Trail Routes and Linkages**

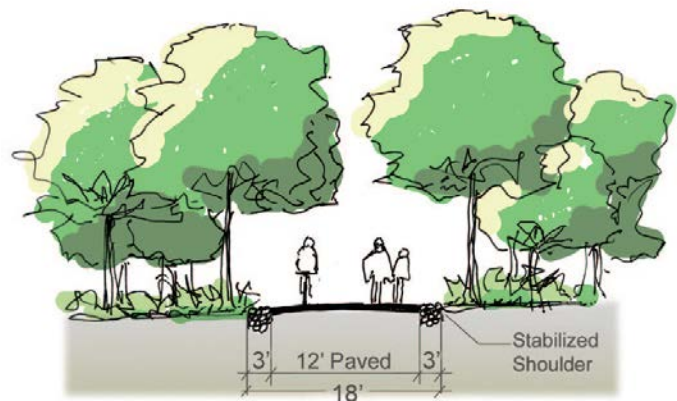
1. The proposed network of bike trails will be linked to the American River Parkway bike trail to the west and the City of Folsom's proposed network of trails to the east, and (if constructed) regional trails south to Deer Creek Hills Preserve.
2. The trail routes will be designed to traverse the corridor and link the various significant features in an interesting and educational manner, as well as providing for hiking and biking.
3. Trails and other proposed Parkway elements shall be sited to minimize conflict between Parkway users and adjacent landowners.
4. The trail alignment shall avoid cultural and biological resources; a qualified biologist and archaeologist shall walk the final proposed route to ensure that no resources are inadvertently impacted.
5. Access shall be restricted fully or seasonally where sensitive resources are to be protected.
6. Where appropriate, firebreaks, maintenance roads, emergency access, and trails shall be combined within the Parkway.

**D. Trail Use**

1. Bicycle use, including mountain and BMX bikes, shall be restricted to designated trails, roadways, and parking lots.
2. Hiking and pedestrian use shall be limited to designated trails.

**E. Trail Design**

1. The hierarchy for paved trail standards shall be as follows:
  - a) The main trail parallel to the Alder Creek corridor will be 12 feet wide, paved, with 3-foot stabilized shoulders, and will be designed to ADA standards to provide universal access.
  - b) Bicycle/pedestrian trails that lead from the Alder Creek corridor to the main greenways and through the blue oak open space area between Villages R and A will



Alder Creek Trail Section

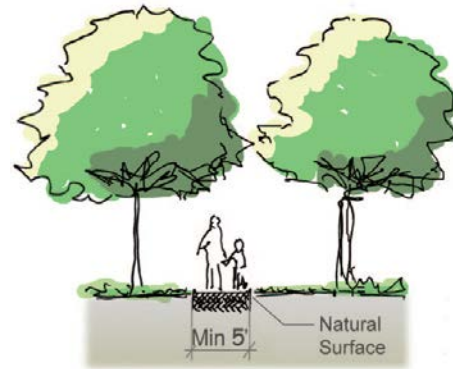


- be 8 feet wide, paved, with 2-foot stabilized shoulders, and will meet ADA standards
- c) Access trails to picnic sites and benches will be 8 feet wide, paved, with 2-foot stabilized shoulders, and meet ADA standards
  - d) Stabilized shoulders may consist of aggregate, mixture of aggregate and decomposed granite, or other stabilizing materials.



2. Hierarchy for natural surface hiking/biking trail standards

- a) Natural surface hiking/biking trails are typically located in steep terrain areas experiencing relatively low pedestrian traffic. Trails should be a minimum 5 feet wide, if feasible depending on topographic constraints, and have a natural surface.



- b) Trails with natural surfaces must be improved to remove cobbles and other tripping hazards. Earthen or otherwise natural surfaces should also incorporate one or more design elements that minimize trail erosion and sedimentation such as surface stabilizers, adjacent upslope drainage channel and/or pipe systems, straw wattles, or other erosion source control techniques.

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**Goal III:** Preserve, protect, enhance, and interpret the diverse natural and cultural resources within Alder Creek Parkway, consistent with the resource protection and enhancement goals and policies of the RCMP.

The primary goals of the RCMP are to:

- Integrate the protection and future management of natural/biological resources and cultural resources;
- Mitigate for impacts to native oak trees; the Valley Elderberry Longhorn Beetle and its exclusive host plant, Elderberry; and jurisdictional waters, including wetlands;
- Provide direction on habitat enhancement opportunities with Alder Creek and its resources;
- Provide access/opportunities for traditional Native American activities.

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1. All amenities constructed to support public use shall be designed to minimize impacts to the natural vegetation, wildlife, habitat resources and water quality, and shall be compatible with the RCMP.
  2. Protect and preserve archaeological and cultural resources.
  3. Archaeological and cultural resources will be incorporated into interpretive programs, whenever feasible.
  4. Large group (see definition page 11) activities shall occur in such a manner that the impact on the natural habitat, as well as other users, is minimized.
  5. Design standards and management practices will take steps to minimize conflicts between public use and natural resources and wildlife.
  6. Establish management controls to reduce the invasion of non-native plants and animal species. Provide residents adjacent to the Parkway information regarding river friendly, non-invasive ornamental plantings for residential landscaping.
  7. *An Open Space Preserve Operations and Management Plan* will be developed and integrated into the management practices for the Parkway. Components of this plan shall include long term preserve monitoring and reporting (e.g., fencing and signage, trail maintenance, grazing, trash removal, and firebreaks); preserve ownership and funding mechanism; prohibited activities in the preserve; monitoring of biological resources and invasive plant populations; and long term management of the preserve.

4. Goals & Policies (*continued*)  
b. Land Use Designations

The concepts for Alder Creek Parkway are based on multiple objectives that include:

- ✓ protection and enhancement of natural resources,
- ✓ protection of cultural resources,
- ✓ access for passive public recreation activities,
- ✓ active recreation activities in appropriate community activity areas,
- ✓ open space connectivity for wildlife and people,
- ✓ clean water.

Land use designations are established to guide decisions about implementing these multiple objectives in various areas of the Parkway. This framework defines the types of recreational and non-recreational use, location, level of development, and degree of resource protection. The established utility and conservation easements are compatible with these land use designations.

Three land use designations are established: Open Space Preserve, Limited Recreation Area, and Community Resource Area. Land use areas are designated in Figure 3. These designations provide a continuum of the most intensely used areas to the most protected areas.

**Open Space Preserve**

This designation is for lands encumbered by a Conservation Easement because of the area's valuable natural or cultural resources, or potential for habitat restoration. Mitigation may occur in these areas to enhance existing resources, but otherwise, the lands shall remain undeveloped. Unauthorized public use is discouraged. Open Space Preserve is the most restrictive land use designation. Emphasis is on preservation and restoration.

The Preserve Manager may allow educational, research, and interpretive activities for individuals and organized groups. Naturally occurring vegetation and wildlife could sustain light foot traffic. Moderate to heavy use would be detrimental to the area. Activities and development shall not impact the area's special environmental qualities.

Activities

Public use will be restricted and minimized in the Open Space Preserve. Individual, Small and Medium size group's (see definitions page 11) use of the Open Space Preserve for education, research or restoration purposes may be permitted by the Preserve Manager.

Facilities

Fencing and gates may be permitted by the Preserve Manager for public safety, restoration, research or preservation activities only. No other development will be permitted.

Figure 3: Alder Creek Parkway Land Use Areas



### **Limited Recreation Area**

The Limited Recreation designation applies primarily to trails and the areas within thirty feet of the centerline of the trail, and improvements that support public use, such as restrooms and parking lots. Limited Recreation areas are unencumbered by the RCMP. These areas are conducive to passive recreation but are constrained from extensive development due to size, access, adjacent residential neighborhoods, or the need to protect natural and cultural resources.

#### Activities

Passive recreation activities are best suited for Limited Recreation Areas, including bicycling, hiking, picnicking, and photography. Recreational uses are limited to those activities that are supported by the pristine character of the Parkway. User groups for the Limited Recreation Area include families, individuals, and small and medium size groups. Active recreation programs, commercial activities, and large group events may occur occasionally, as approved by Regional Parks. The activities chart in Table 1 lists permitted activities. Definition for group size is on Page 11.

#### Facilities

Facilities may include surfaced and un-surfaced trails, rest-stops, signs, drinking fountains, restrooms, parking lots and scattered picnic tables. Facilities and activities that can take place in active park areas outside of the Parkway such as developed sports fields, skateboard parks and off-leash dog parks, shall not be permitted. Restrooms, benches, drinking fountains and other amenities that support trail users shall be unobtrusive and blend with the natural landscape, using earth tone colors and materials.

### **Community Resource Area**

The most intensive land use category is the Community Resource Area. This designation can withstand heavier public use than the Limited Recreation Area. By utilizing the Community Resource Area for more intensive public uses, the Parkway's more sensitive areas can be preserved in their natural character. The largest concentration of people can be accommodated in the Community Resource Area.

#### Activities

Educational, promotional, commercial, recreational, and cultural activities can take place within the Community Resource Area. Most use will be by individuals, families, and small and medium size groups. In addition, large groups can be accommodated for events and festivals, as permitted by Regional Parks. (Group size is defined on page 11).

#### Facilities

A welcome center, community center, and nature center will be accommodated in the Community Resource Area along with supporting facilities such as parking lots, medians, and walkways. An outdoor classroom/amphitheater, native plant garden and trail head leading to the Parkway is consistent with the Community Resource Area designation. Buildings and amenities should be constructed using earth tones and materials that blend with the area's natural environment.

**Activities & Facilities Appropriate for Land Use Designation**

The following Table 1 outlines permitted recreation uses for the Parkway, given the land use designation. Regional Parks will determine permitting requirements for some activities, per special events and use policies.

**Table 1**

Permitted Activities within Land Use Designations

<b>Activity/Facility</b>	<b>Open Space Preserve</b>	<b>Limited Recreation Area</b>	<b>Community Resource Area</b>
Amphitheater			X
Arboretum			X
Overnight Camping (organized groups)			X
Day Camp		X	X
Farmer's Market			X
Food Service Concession			X
Hiking/Nature Trails		X	X
Horseshoe pits		X	X
Festivals			X
Fishing in designated areas		X	X
Memorial grove		X	X
Native Plant Nursery			X
Natural History Museum			X
Nature Study	X	X	X
Painting/sketching		X	X
Photography		X	X
Picnicking		X	X
Portable performance stage			X
Recreation Rental & Retail			X
Restoration/Mitigation	X	X	X
Roller Skating/Blading		X	X
Shuffle Board			X
Special Events		X	X
Volleyball (natural surface)		X	X
Walking/Jogging		X	X

**Special Events**

A Special Event is defined as an organized large group activity that is not normally provided for in the Parkway, but may be permitted by Regional Parks through the issuance of a special permit. Special events may occur in Limited Recreation and Community Resource areas only. The frequency should be limited to avoid potential adverse impacts to natural resources and other public uses. Examples of Special events include organized competitive races, festivals, and charitable activities and may or may not be open to the general public.



## 5. Implementation – Agencies’ Roles & Responsibilities

Alder Creek Parkway will become a park within the Sacramento County Regional Parks system as it is developed over the next 20 + years. The County of Sacramento will be the sole landowner of the Parkway and the Department of Regional Parks responsible for its operations, with the exception of two areas within the Community Resource Area. Several other governmental agencies, Easton Development Company, Aerojet, Home Owners Association, and Sacramento Valley Conservancy will also play key roles in the preservation, development, and management of the Parkway.

Legal mandates for mitigation, storm water management, and cultural and natural resource protection require that easements be placed on portions of the Parkway. The Sacramento County Department of Water Resources is responsible for storm water management along Alder Creek. Sacramento Valley Conservancy is the third party Conservation Easement holder, and serves as the Preserve Manager to meet requirements of the 404 permit and associated authorizations. Aerojet has monitoring and extraction wells to continue their required ground water remediation program. To fulfill legal mandates, easements and/or deed restrictions have been placed on portions of the Parkway and assigned to these organizations (Figure 4).

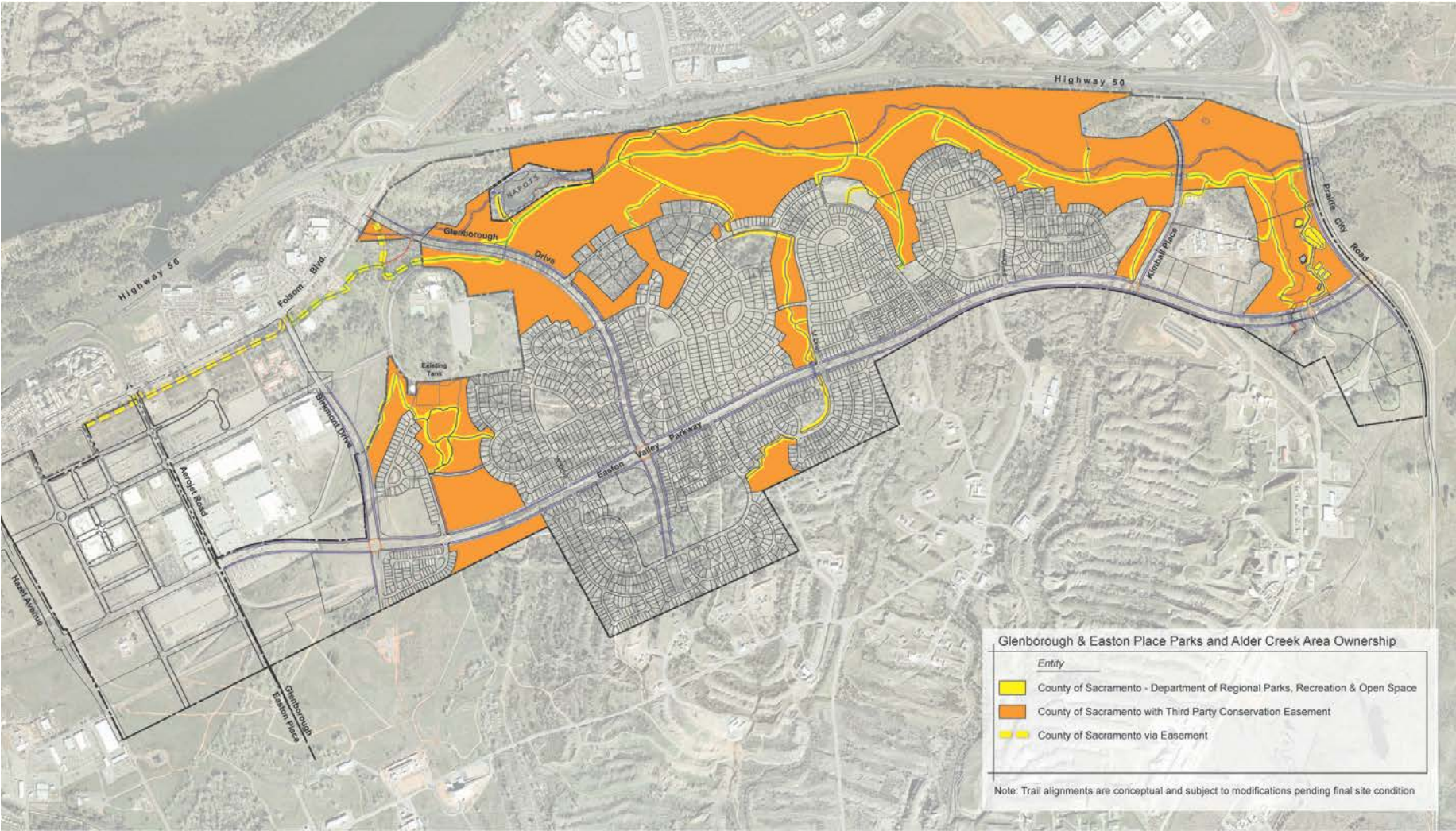
The Home Owners Association will be responsible for implementing fire breaks and maintaining the fencing between the residential area and the Parkway. A firebreak plan will be developed in cooperation with Regional Parks and the Preserve Manager, consistent with the RCMP. Where residential uses are adjacent to the Alder Creek Parkway, fencing shall be open metal with flush top surfaces.

The County will own the Community Resource Area with the exception of a parcel for the Welcome Center and a parcel for the Community Center. Parcels for the Welcome Center and Community Center will include the footprint of the building, parking to accommodate use, and associated landscape and hardscape areas. The Welcome Center and the Community Center will be operated by Developer or the Homeowners Association unless an alternate arrangement is agreed upon with the County. Detailed operation and maintenance standards for these areas will be established in a separate agreement between Easton Development Company, County, and Home Owners Association.

In addition, the City of Folsom owns a small, uncertified dam and pond within the boundaries of the Parkway. Eventually, this area will become a part of the Parkway, under the ownership and management of Regional Parks and/or the Preserve Manager.

Coordination and collaboration will be important to sustain the integrity of the natural and cultural resources and the value of the recreation opportunities for the Glenborough communities. Each organization requires access to their easements to satisfy their responsibilities. The Recreation Plan adds definition to the easements, describing each organizations role and responsibilities as it relates to other organizations and the overall management of the Parkway (Table 2).

Figure 4: Alder Creek Parkway Ownership



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Table 2

Stakeholder Roles & Responsibilities

Agency	Contact	Role	Timeframe	Funding source	Responsibility/Tasks
Sacramento County Regional Parks	Director	<ul style="list-style-type: none"> <li>Landowner &amp; owner of park improvements</li> <li>Maintain trail &amp; park amenities outside of Conservation Easement area</li> <li>Maintain &amp; operate Interpretive Center &amp; associated parking lot in CRA</li> <li>Future parkway improvements consistent with plan</li> <li>Assure consistency with policies outlined in Conservation and Recreation Plans</li> <li>Open Space Preserve Operations &amp; Management Plan (Recreation Plan 4.0) – ensure RCMP goals met/resource protection</li> </ul>	Perpetuity	<ul style="list-style-type: none"> <li>Financing District</li> <li>Partnerships</li> <li>Program revenues</li> </ul>	Lead agency when ownership received Trails maintenance – main trail & fingers, sweep, litter pick-up, repairs & replacement, weed abatement Clean restrooms, repair & replace fixtures, respond to vandalism Engage school districts interpretive & education programs; curriculum development Establish user fees Establish & lead advisory groups Parkway security Oversee/Coordinate Preserve Manager Implement programs and permits for special events
Sacramento Valley Conservancy	Executive Director	<ul style="list-style-type: none"> <li>Conservation easement holder</li> <li>Monitoring easement</li> <li>Manage easement lands</li> <li>Preserve Manager duties outlined in 404 permit</li> <li>Develop Open Space Preserve Operations &amp; Management Plan</li> </ul>	Perpetuity	Endowment	Manage easement lands – address invasive plants; respond to dumping, litter, and vandalism Resource restoration & habitat enhancement Weed control
Home Owners' Association	President	<ul style="list-style-type: none"> <li>Firebreaks &amp; fire fuel reduction consistent with RCMP</li> <li>Maintain &amp; repair perimeter fencing btw residential development &amp; open space</li> <li>Community &amp; Welcome centers &amp; associated parking lots in CRA</li> </ul>	Perpetuity	Fees	Hire contractor and implement fire break program Contract for routine fire fuel reduction program Maintain, repair & replace perimeter fencing as needed.
Aerojet		<ul style="list-style-type: none"> <li>Ground water remediation</li> <li>Parkway improvements</li> <li>Landowner until improvements completed</li> </ul>			Lead agency until ownership transferred to County Parks
Sacramento County Water Resources	Director	<ul style="list-style-type: none"> <li>Drainage</li> </ul>	Perpetuity	<ul style="list-style-type: none"> <li>Fees</li> <li>Financing District</li> </ul>	Maintain drainage for storm water runoff

City of Folsom	City Manager	<ul style="list-style-type: none"> <li>• Integrity of lake &amp; dam</li> <li>• Trail connectivity to the east</li> </ul>	Until ownership changes	N/A	Responsible for the lake & dam
Cordova Park District	Director	<ul style="list-style-type: none"> <li>• Operate neighborhood &amp; community parks</li> <li>• CRPD has park master plan for Glenborough community</li> </ul>	Perpetuity	<ul style="list-style-type: none"> <li>• Fees</li> <li>• Financing District</li> </ul>	Maintain designated neighborhood parks including turf, landscaping and trees Clean restrooms, repair & replace fixtures Respond to vandalism No assigned trails

Transition between Easton Development Company & Sacramento County

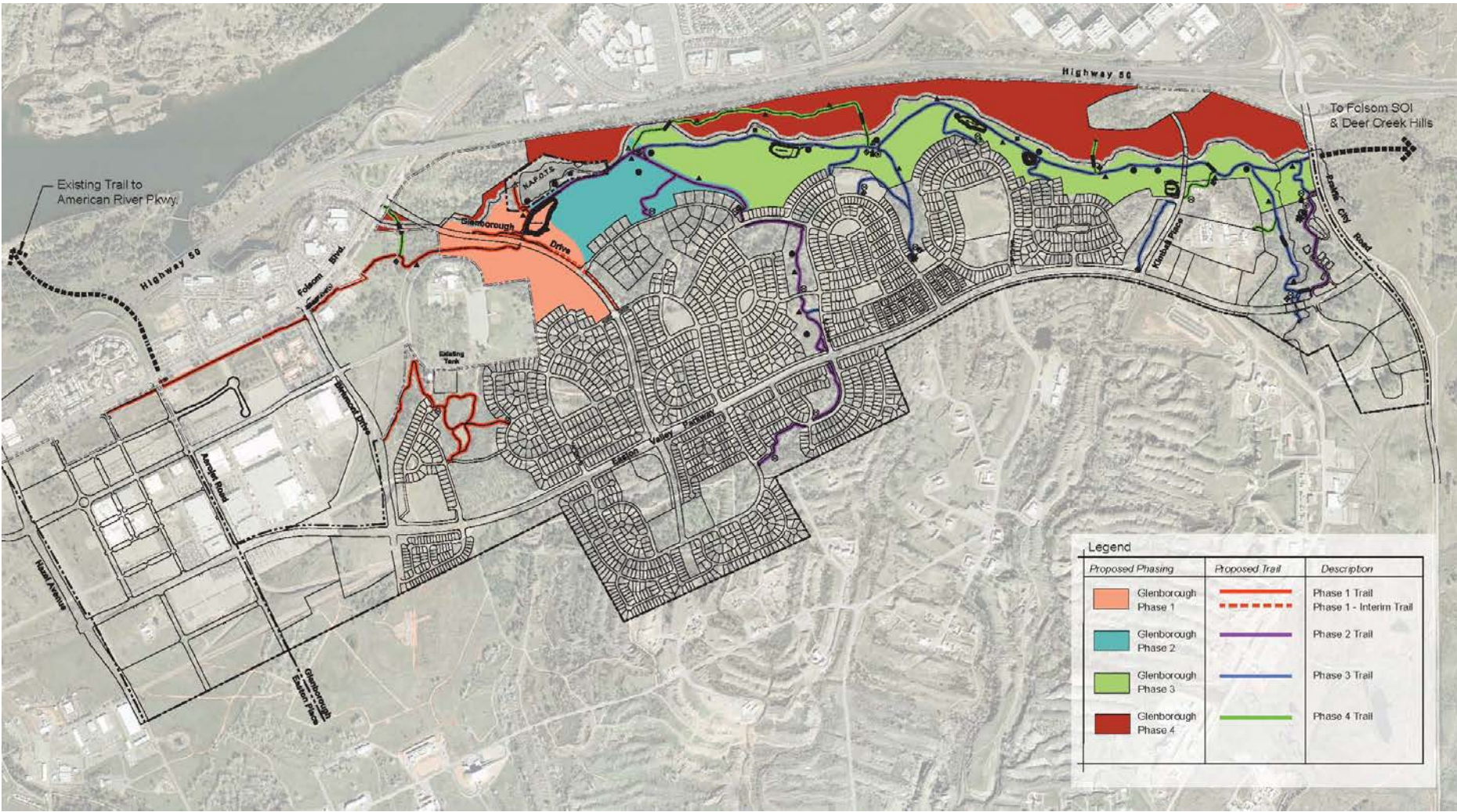
The Parkway will be dedicated to the County of Sacramento in phases, as the Glenborough communities are developed (Figure 5 – Phasing Plan June 2008). Easton Development Company is responsible for funding and construction of Parkway improvements. Each Parkway phase will be dedicated to the County after the improvements are completed, and with each corresponding phase of the Glenborough at Easton community. A trail connection to the American River Parkway will be completed in the first phase of the project. Subsequent phases of trail development will include a connection to the City of Folsom trail system on the east side of Prairie City Road.

Regional Parks will assume responsibility for managing the Parkway under the County’s ownership, and public use will commence. Regional Parks will operate the Parkway consistent with the policies outlined in the Recreation Plan and RCMP. Undeveloped portions of the Parkway not under County ownership will not be open for public use, and access will be blocked for public safety.

A funding mechanism will be established to support Regional Parks’ maintenance, operations and administrative oversight as described in the Easton Development Agreement with the County.



Figure 5: Alder Creek Parkway Phasing Plan



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<sup>i</sup> Paul M. Sherer, The Benefits of Parks – Why America Needs More City Parks and Open Space (Trust For Public Land, 2006)

<sup>ii</sup> Daily Mail Reporter, People Who Exercise On Work Days Are Happier, Suffer Less Stress and are More Productive (December 16, 2008)





**The following articles are case studies in three communities across US that incorporated trails into their communities.**

# Benefits of Trails and Greenways

Hosted by [AmericanTrails.org](http://AmericanTrails.org)

## Trails in New Developments: a case study

*With the growing frugality of government funding for trails, private developers can be significant partners in developing public trail systems.*

*From the [Fall 2005 issue of Trail Tracks](#), the magazine of American Trails*

**By Roger Bell, Bellfree Contractors, Inc.**  
Photos by George Kopf

**"Trails are increasingly part of the infrastructure."**

In Southern California and elsewhere, building trails in new home developments is a distinct trend, especially where those developments abut hillsides or public open space. Trails are increasingly part of the infrastructure.

Consequently, my trail building business, which began in response to high altitude bid opportunities by the Forest

Service, has been transformed. I am currently involved with about eight projects, most of which involve new developments of one kind or another. These are almost exclusively design/build projects in my area, whereas we used to move from state to state to ply our trade.

One example of this interesting process is a project which has engaged my company for over a year. Near to and partly within a high-priced gated community in Calabasas, CA, this project is located in the Santa Monica Mountains. It had been grandfathered in due to an earlier approval, which today probably would never have occurred due to pressure to

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preserve such hillside areas as open space.

Either because of, or as a balance to that approval, one provision was that the developer fund a substantial trail project surrounding the property. The trail would then become primarily a city responsibility. This is preferred by developers as it shifts liability, maintenance, and management control.



**New Millennium Homes in the Santa Monica Mountains**

post sufficient funds in escrow; and asked a local environmental entity, Mountains Restoration Trust (MRT), to manage the project. Ron was engaged to flag the initial line, and my company, Bellfree Contractors, Inc., was hired to partner with Ron in the design and then to build the trail.

This unique arrangement did reduce bureaucracy. It enabled a negotiated price and a less formalized contract process, without the requirements and bid process necessary with a city-administered project.

I did prepare specifications incorporating special environmental concerns, and we got a buy-in by one of the conservancies about some sensitive areas we needed to protect. But approvals from State Fish and Game, Army Corps of Engineers, and Regional Water Quality Control Board took much longer.

The project has one 60' bridge (installed by helicopter lift), and in a steep section, some engineered treated wood walls with steel posts and tiebacks. There are many switchbacks, and the trail, despite being multi-use, is natural in



**Trails are seen as part of the essential amenities of new home developments**

trails in the Santa Monica Mountains, was asked by the city to provide a preliminary map for this eight-mile trail. Not only would it totally encircle the property, it would connect to other existing and proposed trails within two conservancies.

This preliminary plan was then submitted to the Calabasas City Council, which, as part of its approval, required New Millennium Homes to

terms of surface and width so as to preserve a pristine character.

Coordination has been critical. Adjoining gated communities needed to be persuaded to allow the trail to traverse their land. Other property owners were financially induced to permit a trail easement. These arrangements take time and negotiating skill, but as a result two miles of trail completing the loop will be built, plus construction of a connector trail through property owned by a supportive citizen.



These arrangements are complex, to be sure. The many "partners"-- the Developer, the City and City Council, MRT, the other conservancies, State Parks, and the National Park Service (which may eventually "own" the trail), other approving agencies, the residents and HOA's, the contractor and designers, various user groups, and interested citizens--all of these had to blend their input and support the project, or it perhaps could have been derailed. But all the parts have worked quite harmoniously.

As the contractor, we were fairly compensated; consequently, I have been readily available for many unpaid extras, consulting on a variety of related aspects, providing construction and design service beyond the scope of our agreement.

MRT has managed skillfully, keeping focus on both details and the larger picture. Through a series of community meeting they have assuaged resident fears about the prospect of bringing the unwashed public into their community and invited input from various user groups about the design and management approach. This has built support and acceptance.

They will sponsor an initial trail ride on a completed segment by CORBA, the local mountain bike club, which has indicated interest in helping with long term maintenance. Ron Webster has led Sierra Club hikes on other segments and will organize volunteer maintenance groups as well. We will also likely assist with maintenance. This will be an essential dimension because vegetation growth, especially with record rains, constantly threatens to return the trail to nature.

All in all, the project so far has been a huge success. My experience on this and similar projects, lead me to see this dimension as crucially important in the larger world of trail development. Especially with the growing frugality of governmental funding for trails, private developers will need to be seen as significant partners. And while this financial and other support may need to be "induced" by appropriate land use policies, I think I detect a growing recognition by these companies that trails add value to their projects. On the one hand, they see that such amenities usually increase the attractiveness and property values of their homes, and on the other, it may be a subtle device to reduce public suspicion of gated home developments.



In this case, I can only say very positive things about New Millennium Homes. Their project is hugely profitable and they have been generous and supportive in every way. Similarly, the City and the Conservancy have been there as responsible and creative supporters throughout.

This is win-win in every way!

***Roger Bell is the Chair of the American Trails Board, and active with the Professional Trailbuilders Association.***

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[http://www.americantrails.org/resources/devel/newdevelbell.html](#)

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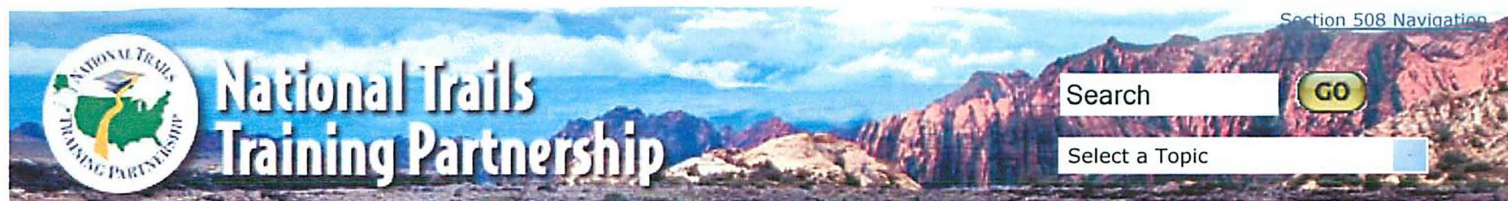
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# Community trail systems

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## Trails Community: Woodlands Edge in Little Rock, Arkansas

*Woodlands Edge is one of three communities from across the nation selected to serve as fitting models for excellence in trails within a private development. The first ever [American Trails Developer Awards](#) were presented at the [2008 National Trails Symposium](#) in Little Rock, Arkansas.*

### Rocket Properties, LLC

Located in Little Rock, Arkansas, Woodlands Edge is an 800 acre community that will include up to 10 miles of trails. Homes, streets and infrastructure have been integrated into the [landscape while promoting the conservation and preservation of streams, forests and wildlife.](#) The extensive trail system throughout the neighborhood encourages a healthy lifestyle and provides a strong connection to nature for residents.

The community's conservation design has earned it recognition from the American Society of Landscape Architects, the Arbor Day Foundation and the Arkansas Urban Forestry Council.

According to the Arbor Day Foundation, Woodlands Edge is 95% forested, and has a

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common forested green belt that connects to the back yards of almost every home. Designed to preserve natural vegetation, entryways and buffer areas contain a mix of hardwoods and pine. Native trees and vegetation were predominantly used in plantings.

Woodlands Edge received a 2005 Award of Excellence in the Building With Trees recognition program. The program, sponsored by The Arbor Day Foundation in cooperation with the National Association of Home Builders and Firewise Communities, recognizes builders and developers who save trees during construction and land development.



Ron Tyne, development project manager **Woodlands Edge in Little Rock, Arkansas** for Rocket Properties, Little Rock, Arkansas, notes that home buyers are especially attracted to community features such as a park-like setting. The development was cited as an example in a 2008 National Association of Home Builders article on "Solving the Puzzle of Green Development."

"We also carve out and invest in the best land for lots, and leave the rest as open and green space," Tyne says in the article. Green strategies, if properly implemented, he claims, can combine to lower development costs by up to 30 percent. "You spend less and get more, because these features add premium to the land value," he was quoted as saying.



**Natural surface trail through the woods**

The green space enhances scenic vistas throughout the community, which contributes to homeowners maintaining a strong connection to nature. The developer minimized construction and infrastructure site disturbances such as excavation and filling. Efforts were also made to avoid disruption of natural water features and channels, and remove as little vegetation as possible.



The provision of green space and trails has helped sell homes. Rocket Properties purchased an additional 560 acres to expand Woodlands Edge to a total almost 800 acres when building is completed. According to the Summer 2006 issue of *Land Development Magazine*, "Upon completion, Woodlands Edge is planned for approximately 800 homes interwoven with 300 acres of heavily forested green space traversed by miles of hiking and nature trails."

Other features and design elements include:

Green space buffers along the collector street system to slow traffic and fosters a strong park-like ambience

Working with the city to allow reduced street and right-of-way width to preserve trees closer to the roadway and thus reduce traffic speed

Entryways and buffer areas that preserve strategic natural vegetation and the scenic views

Planting over 3,000 native trees and using native vegetation for landscaping

Training project engineers and contractors to minimize impacts on trees selected for retention

On-site chipping of trees removed from the street and utility easements to be used as natural material for trail building, tree protection, landscaping, and covering damaged areas



Woodlands Edge was featured in the National Association of Homebuilders Land Development Magazine: <http://www.woodlandsedge.com/landdevelopment2006.pdf>

In May 2009, the National Association of Home Builders named Woodlands Edge as its Green Building Development of the Year. The association honored Rocket Properties, LLC at the 11th Annual NAHB National Green Building Conference in Dallas.

The development has also earned a 4-Star Green Certified rating from the NAHB Research Center, the highest rating possible and the first in America awarded to a residential development. The extensive certification process under the National Green Building Standard is verified by a certified third party and the only standard accepted by ANSI - The American National Standards Institute.

More than 375 families currently live in Woodlands Edge in new homes ranging from \$275,000 to over \$600,000.

"Rocket Properties shows how far residential green development has come," said Eric Borsting, chair of the NAHB Green Building Subcommittee. "This project is a great illustration of sustainable, environmentally responsible land development and a good example for our members as NAHB continues to lead green building into the mainstream."

Ron Tyne, managing member of Rocket Properties says, "Green, low-impact development is both environmentally responsible and economically sound. In a time of rapidly increasing environmental awareness, this award helps to showcase the many benefits of green development and to advance these green concepts. Home buyers, developers and government regulators can better understand that this is not only possible, but prudent and profitable as well. It's a win-win proposition, and it's the right thing to do."

Tyne continues, "Our home buyers tell us they were attracted by the country-like feel, the abundant wildlife and thick forests, the convenient location and the fact that their children can ride their bikes and hike on trails away from the threat of traffic."

**For more information:**

Woodlands Edge: <http://www.woodlandsedge.com/index.php>

A map of the development can be viewed at [www.woodlandsedge.com/location\\_master\\_map.htm](http://www.woodlandsedge.com/location_master_map.htm)

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# Community trail systems

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## Trails Community: Summerlin in Las Vegas, Nevada

*Summerlin is one of three communities from across the nation selected to serve as fitting models for excellence in trails within a private development. The first ever [American Trails Developer Awards](#) were presented at the [2008 National Trails Symposium](#) in Little Rock, Arkansas.*

### Howard Hughes Corporation, General Growth Properties

Located in Las Vegas, Nevada, Summerlin is a 22,500 acre planned community accommodating 95,000 residents. The development includes over 150 miles of trails within its comprehensive trails network.

Summerlin's extensive system of trails connects into the public trails network and includes a significant regional trail corridor running through the community. Eighty nine percent of residents cite Summerlin's walking trails as the most important community amenity.

The Howard Hughes Corporation, developer of the master-planned community of Summerlin, received the [American Trails Developer Award](#) on November 17 at the National Trails Awards Banquet and Symposium in Little Rock, Arkansas. [The award recognizes developers who establish quality, well-designed, multi-use trail systems within private developments.](#) It is the only award of its kind in the nation.



Summerlin in Las Vegas, NV

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Typical steel trail bridge over a natural seasonal drainage channel

According to Jim Wood, executive board member of American Trails, The Howard Hughes Corporation is well deserving of the inaugural American Trails Developer Award. "Summerlin's extensive trail system is a model of efficient planning, design and public and private partnerships," said Wood, of the community's 150-mile trail system that connects neighborhoods to amenities throughout Summerlin and the greater Las Vegas valley. "It takes public and private partnerships to establish a comprehensive trail network that provides access to trails from the doorsteps of American homes. The role of private developers is more critical than ever, particularly in light of the fact that trails are the number one community amenity homeowners seek when buying a home according to the

National Association of Homebuilders."

The Howard Hughes Corporation conducts routine resident surveys that echo this claim.

"Trails rank well ahead of parks, golf courses and other recreational facilities in terms of both use and popularity among our residents," said Tom Warden, senior vice president of community and government relations for The Howard Hughes Corporation. "Our last resident survey indicated that approximately 70 percent of respondents use the trails at least once every few weeks. On any given day, thousands of Summerlin residents can be seen walking, running or cycling on one of the community's trails."



The Summerlin Trail System includes five types of planned trails: street-side, village, bike, regional and natural. Street-side trails serve as the backbone of the community's trail system. They are always landscaped on both sides, set back several feet off the road and vary in width from five to eight feet. They are designed for both serious and casual users, from joggers and walkers to kids and families on casual strolls.



According to Warden, Summerlin is well known for its tree-lined, street-side trails. "It's a hallmark that originated with the development of the community's first villages and one that continues to distinguish Summerlin from other community's throughout the Las Vegas valley," he said.



Village trails are eight feet wide and are often located in natural arroyos or man-made open space corridors. They are located in off-street areas and designed to serve long-distance walkers and runners, as well as cyclists and skaters. The trails that run the length of The Pueblo and The Trails villages, as well as the trail that meanders through Cottonwood Canyon Park, are examples of village trails that accommodate active use and provide respite from the noise and traffic of busy streets.

Dedicated bike routes and striped bike lanes are the third kind of trail within the Summerlin Trail System. Typically four to six feet in width, bike lanes are located on arterial and collector roads that link villages. They are designed to serve

more experienced cyclists.

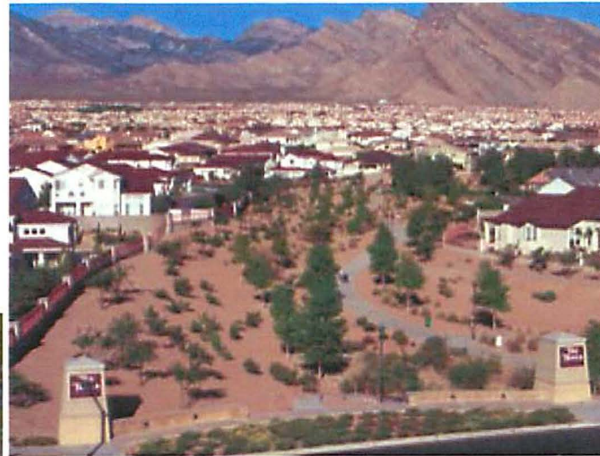
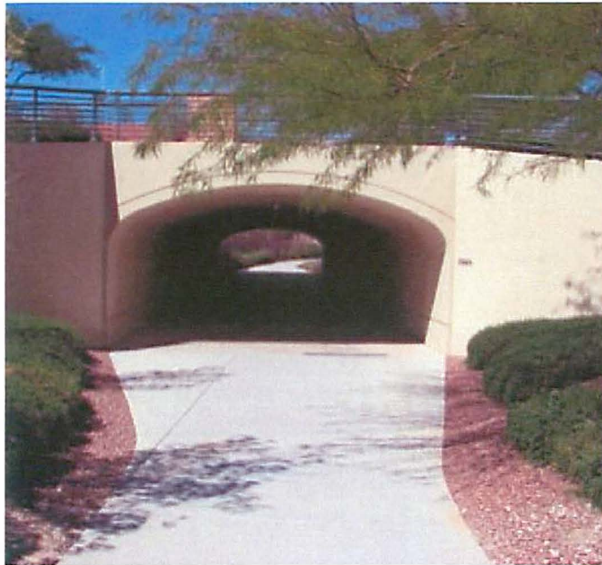
Regional trails are part of the proposed valley-wide trail system and are planned along the eight-mile 215 beltway corridor and flood control channels. The regional trails will provide a link to Bureau of Land Management land in Red Rock Canyon National Conservation Area and are being designed for multiple, non-motorized uses. They will be constructed as a public and private partnership by Clark County and the city of Las Vegas in cooperation with The Howard Hughes Corporation.

Natural trails exist within undeveloped areas of Summerlin and will eventually connect to planned regional trails. They are intended for outdoor use by hiking enthusiasts. "Summerlin's trail system will eventually connect to more than 2,000 miles of regional trails, making it one of the most comprehensive and efficient trail systems in the southwest," said Warden.

Developed by The Howard Hughes Corporation, an affiliate of General Growth Properties, Inc., Summerlin began to take shape in 1990 and

has consistently ranked in the country's top 10 best selling master-planned communities.

Located along the western rim of the Las Vegas valley, Summerlin encompasses 22,500 acres with approximately 9,000 acres still remaining to accommodate future growth within the master plan, including the community's urban core of Summerlin Centre.



Part of the trails system at Summerlin in Las Vegas, NV

more than 95,000 residents who enjoy an unparalleled list of amenities. These include more than 100 neighborhood and village parks, more than 150 completed miles of the Summerlin Trail System, nine golf courses, a dozen houses of worship, shopping centers, medical and cultural facilities, business parks, 22 public and private schools and nearly 100 actively selling floorplans.

Homes are available in a variety of styles - from single-family homes to townhomes, condominiums and lofts - priced from the mid-

\$200,000s to more than \$2 million. Custom homesites in The Ridges are priced from the \$500,000s. Luxury apartment homes offer monthly rents starting from the \$900s.

Summerlin trail map is included in the City of Las Vegas Master Plan - Transportation Trails Element (scroll to page 45) [www.lasvegasnevada.gov/files/TransTrailsElmnt.pdf](http://www.lasvegasnevada.gov/files/TransTrailsElmnt.pdf)

**For more information:**

Tom Warden, The Howard Hughes Corporation, General Growth Properties, 702-791-4443  
[www.summerlin.com](http://www.summerlin.com)

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