



## **Town of Apple Valley**

# *Adopted* **MULTI-USE AND EQUESTRIAN TRAILS STANDARDS**

*Proposed by the Equestrian Advisory Committee, May 18, 2005*

*Modified by the Planning Commission, July 6, 2005*

*Adopted by the Town Council, October 11, 2005*

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**Town of Apple Valley**  
**MULTI-USE AND EQUESTRIAN TRAILS STANDARDS**

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## **Purpose Statement**

These Equestrian Advisory Committee (Committee) recommended Multi-use and Equestrian Trails (Trails) Standards (Standards) shall be prepared and submitted to the Planning Commission (Commission), and subsequently the Town Council for consideration of Development Code Amendment 2005-06. These Standards, upon adoption by the Town Council, will provide enforceable equestrian-friendly standards for all future development in all zoning *designated and acceptable for equine and livestock use and sheltering*, which includes Very Low Density Residential, Low Density Residential, Residential Agriculture, Residential Estate, and Residential Equestrian. This document shall refer to all the above zoning designations as *Equine District(s)*.

## **Goals and Objectives**

The Committee desires to accomplish several objectives. A fundamental role of this Committee has been to provide analyses and recommendations based on personal knowledge and experience related to equine matters. The Committee understands the importance of preserving the Town's equestrian heritage, and further finds that Development Code Amendment 2005-006 is fundamental in that preservation.

Further, the Committee considers development of Standards an important priority. Requiring and maintaining Trails in Equine Districts can act to encourage horse use and general equestrian awareness. The Committee believes an equestrian-friendly community is what was envisioned by Apple Valley founders, and that the Town should encourage and promote the equestrian lifestyle to equestrians and non-equestrians alike; and should provide accessible and user-friendly corridors for horse travel which will further that vision.

Providing easily-accessible and maintained Trails may stimulate equestrian use within the Town by present horse owners and those interested in this recreational activity. As evidenced by the Committee's joint meetings with the Park and Recreation Commission, and other Town events (i.e. Round Up Days, Cowboy Breakfast, Steak Fry, Road Apple Romp), the Town's equestrian community can participate in and empower associated recreational activities. Active equestrian associations and horse owners can promote activities, recreation, community participation and community safety.

The Committee, with assistance from many Town departments, has carefully considered how to incorporate and encourage the development of Trails within the Town and in conjunction with County and Regional trails. The following recommendations flow from the Committee's personal equestrian experience and expertise; and from their commitment to preserve and enhance the Town's *Better Way of Life* for all its citizens, equestrians included. Provided in the following paragraphs are descriptions and analyses of each recommendation.

Further, at its July 6<sup>th</sup> meeting, the Planning Commission provided several recommended additions or edits to these Standards. These recommendations are incorporated throughout this Standards version.

### **I. TRAILS WIDTHS**

#### **A. Local Streets** (*60 feet right-of-way; a twelve (12) feet wide sidewalk/parkway is located on each side of the street, within the right-of-way*)

In Equine Districts, Trails located along Local Streets shall replace the sidewalk on one side of the street. A nine (9) feet wide Trail shall be installed; additionally, a three (3) feet wide separation shall be installed between the Trail and street. Within this three (3) feet wide separation, Committee approved fencing (defined in section II.B. Fencing) shall be installed. Mailboxes, street signs, fire hydrants, and

other exposed infrastructure shall be installed within the three (3) feet wide separation, so as not to encroach into the nine (9) feet wide Trail, as approved by the Planning Commission or Town Engineer.

Local Street Trails will not affect the street right-of-way standard width, as adopted in the Town's Circulation Element. Curb and gutter shall continue to be installed on both sides of the street; sidewalks and landscaping shall continue to be installed on the opposite side of the street.

**B. Cul-de-sac Streets** *(50 feet right-of-way; a seven (7) feet sidewalk/parkway is located on each side of the street, within the right-of-way)*

In Equine Districts, a seven (7) feet wide Trail shall replace the sidewalk on one side of the street. The other half side of the Cul-de-sac street, a seven (7) feet wide sidewalk/parkway shall continue to be installed. At the tip of the Cul-de-sac, the sidewalk section shall interface with the Trail at a level and smooth grade. Fencing shall not be required on cul-de-sac streets. Present Town right-of-way standard width would not be amended.

Trails may be developed in rear easements of lots which front a Cul-de-sac. This recommendation is an alternative option to developing street-side trails along cul-de-sac streets and is not a requirement. These Trails must connect to the Trail system.

See **Diagram B: Trail Street Sections: Equine Districts Cul-De-Sac.**

**C. Secondary Streets and Larger** *(88 feet right-of-way and larger; a 12 feet wide sidewalk/parkway is located on each side of the street, within the right-of-way)*

In Equine Districts, to achieve the required width of Trails on secondary and larger streets, a twelve (12) feet wide easement shall be dedicated and installed for Trails use; sidewalks shall continue to be installed on the both sides of the street. Committee approved fencing (defined in section II.B. Fencing) shall be installed between the Trail and street. Present Town right-of-way standard width would not be amended; however, an easement dedication would be necessary to achieve this Trail.

See **Diagram A: Equine Districts Street Sections** for proposed street sections within Equine Districts.

**D. Feeder Trails:** Trail widths vary by street (as described above). Feeder Trails permit horse travel within all Equine District developments and provide connection to the Lifeline Trails. All non-Lifeline Trails are considered feeder Trails.

**E. Lifeline Trails:** Lifeline Trail standards supersede all other streets' Trails descriptions and widths. If a Lifeline Trail abuts or bisects a subdivision it shall be developed according to Lifeline Trail standards (consistent with current standards).

(Presently, the location of Lifeline Trails, as referenced in Figure C-6, Recreation Trails System, is an enforceable and adopted Town standard (Town Council Resolution No. 2003-005, February 11, 2003).)

A minimum 12 feet wide easement shall be dedicated and installed for Trail use, adjacent to the right-of-way, on one side of the street. A Lifeline Trail shall be developed with 4 feet wide minimum separation (i.e. landscape easement, sidewalk) between the street and the Trail, and between the Trail and the property fence line. Committee approved fencing (defined in section II.B. Fencing) shall be installed between the Trail and street. Lifeline Trails shall be developed consistent with Town-adopted Figure C-6, Recreation Trails System.

The minimum Trail widths will allow safer passage for two riders. Additionally, because these Trails will be *multi-use* (defined in section II.H.), the minimum width will permit all users to use and enjoy the Trail.

- F. Large Lot Subdivisions:** Equine District parcel or tract maps with greater than 1.0 net acre lots may provide 12 feet wide easements for Trails in the rear of the lots. If trails are provided in the rear of the lots, Trails would not be required within or adjacent to the right-of-way. Rear Trails must provide connection to existing or future Trails.
- G. General:** Consistent with past practice, all Trails shall generally be located on the North and West side of streets, if feasible, to provide overlap of present and future Trails and a consistent development standard.

Where a new development, regardless of zoning, would provide a connection between existing or future Trails, or equestrian communities, consideration shall be given to connect such Trails and shall be reviewed by the Committee, or its designee, and a comment provided to the Planning Commission prior to Planning Commission consideration.

Where a Trail has not been developed on either side of a Lifeline Trail the first development shall be reviewed by the Committee.

As an example, the Mesquite Road Lifeline Trail, due to its proximity to Granite Hills High School and to preserve the existing bike path and sidewalk along the West side development, shall be developed with Trails on the East side of the street (and bike path on west side).

Bike trails would not be affected by Trail widths.

For comparison the following cities standards are provided:

<i>San Dimas</i>	“The width shall be a minimum of twelve feet, unless modified by the development plan review board.”
<i>Rancho Cucamonga</i>	Requires 12-15 feet wide trails
<i>Norco</i>	Requires minimum 12 feet trail widths
<i>Simi Valley</i>	“Trail tread should be a minimum of fourteen (14) feet, except where restricted by existing developed rights-of-way, to accommodate hikers and equestrians.”
<i>Yorba Linda</i>	Requires minimum 10 feet trails widths
<i>San Marcos</i>	Multi-Use Trails: 10’ wide paved; and, 10’ wide D.G. soft-surface trails Soft-surface Trails: 6’-12’ D.G. soft-surface trails

Any deviation from this document shall be reviewed by the Committee and a comment provided to the Planning Commission prior to Planning Commission consideration.

## II. TRAIL DESCRIPTION

Due to the absence of existing equestrian trail development standards, the Committee has proposed the following recommendations:

New Equine District development shall provide Trails. Trails shall remain accessible, unblocked, and continuous. This statement is due to the current inconsistencies of trail development in existing tracts, and the obstruction of several current trails.

**A. Curbs, Gutters, Driveway, Sidewalks and Ramps:** No change from existing code; required for drainage, safety and aesthetic purposes on both sides of all streets within a tract. Trail development shall yield to driveway, sidewalk and ramp development, if and when they may intersect. Therefore, all driveways, sidewalks and ramps shall be constructed in accordance with current Town standards and are not exempt from construction if bisected by a Trail.

Where the Trail and a driveway or sidewalk interface, the lift separating the Trail and sidewalk and/or driveway shall never exceed 1/2 inch.

**B. Fencing:** White vinyl rail fencing, or other Committee approved fencing, shall be installed between the Trail and street on all streets of 60 feet right-of-way and larger, and all Lifeline Trails. Fencing shall be installed a minimum three (3) feet from the street curb. Fencing height shall be approximately 3-4 feet on Local Streets; 4-5 feet on the exterior of a subdivision, Secondary Streets or larger, or Lifeline Trails; or shall be consistent with surrounding existing Trails fencing. This fencing is intended to provide added safety and visible separation between a street and Trail. Town fence installation standards apply.

In Equine Districts, the Committee encourages open fencing, such as white vinyl rail fencing. The Committee believes that block walls detract from the equestrian and rural-atmosphere that exists in Equine Districts, and therefore is not consistent with the Town’s equestrian heritage and Development Code section 9.28.020.E which states “Equestrian Residential (R-EQ) is intended for residential subdivisions of single family detached residences served by *adequate infrastructure and services which will be somewhat rural in character*” (emphasis added).

If a Trail bisects a block wall perimeter, a Committee approved opening or easily accessible gate shall be provided to permit passage for a horse and rider.

For comparison the following cities standards are provided:

<i>Rancho Cucamonga</i>	Requires 4’ 2” fence posts, with two or three rails fences; all fencing is PVC material.
<i>Simi Valley</i>	“Where equestrian trails must be constructed adjacent to public streets, equestrian railing devices or similar restraints should be installed to reduce traffic/equestrian interface problems.”
<i>Yorba Linda</i>	Requires 3’ 6” high fence posts from ground and all fencing made of PVC material.

**C. Landscaping:** To provide clear and unhindered passage for a horse and rider, landscaping shall not encroach into the Trail. Landscaping shall remain clear up to a height of 10 feet above the Trail. **See Diagram A: Equine Districts Street Sections.** Landscaping shall be in accordance with current Development Code section 9.75, Water Conservation/Landscaping Regulations. In the above recommendations, the landscape easements are consistent with the intent of Development Code 9.28.050 Subdivision Design Standards, E. Required Landscaping:

1. *The parkway area located within the right-of-way of major and secondary roads, as designated on the Streets and Roads Plan, Figure C-2 in the General Plan, that abut a subdivision shall be landscaped and permanently maintained.*
2. *In addition to the parkway area, an eight (8) foot wide landscape easement parallel to the parkways of Major and Secondary roads shall be provided to allow greater flexibility in streetscape landscape designs and to avoid a tunnel effect created by unbroken soundwalls placed too close to these streets.*
3. *The landscaping located along the parkway and easement area shall be installed and permanently maintained in accordance with the applicable provisions of this Code.*

- D. Footing:** Trail material shall consist of native soil, decomposed granite, or other Committee approved material. Trails shall be graded smooth and maintained at 90 percent compaction. Compaction of Trails shall occur upon development and on a routine basis, to maintain 90 percent compaction.

For comparison the following cities standards are provided:

<i>San Dimas</i>	“Trails shall be constructed of decomposed granite or other city-approved material.”
<i>Rancho Cucamonga</i>	“Trail surface shall be decomposed granite with 4 inch minimum base. Remove rocks and debris and grade surface smooth
<i>Norco</i>	“Trail material shall be compacted in place with the upper one foot compacted to 95%, and shall consist of decomposed granite, slag or steel with a more or less equal gradation mixture between ½” size maximum and No. 200 sieve size minimum.
<i>Yorba Linda</i>	“Moisten soil and compact to 90% with 350 pound roller.”
<i>San Marcos</i>	Decomposed granite, soft-surface trails

- E. Maintenance:** Trails will be maintained in the same manner as any adjacent landscape easements. Many landscape areas are maintained by lighting and landscape assessment districts or homeowner’s associations. Easements, dedicated by developers for Trails use, would be annexed into the Town’s Lighting and Landscape Assessment District #1 (AVLLAD #1) for maintenance and use.

For comparison the following cities standards are provided:

<i>Rancho Cucamonga</i>	Has required assessment districts but now generally requires homeowner maintenance of trails.
<i>Norco</i>	Have volunteer groups and a city “Adopt-A-Trail” program.
<i>San Dimas</i>	City maintained trails
<i>San Marcos</i>	City maintained, Volunteer programs

- F. Enforcement:** The Committee recommends the Town Council adopt appropriate regulations to enforce the accessibility of the Trails, including removal of any debris and obstruction, enforcement of general maintenance and use. Trails within the right-of-way would be enforced in the same manner as streets.

For comparison the following cities standards are provided:

<i>San Dimas</i>	City ordinance
<i>Norco</i>	Sheriff’s Department issues citations for illegal use

- G. Signage:** Trails signage shall be similar to bike trails signage. Trails signs will be clearly marked at all roadways per Development Code section 9.28.050.J.1.

The Committee considered signage that will identify the uses of the trail, location of signage, flow of trail traffic, signage color, size, shape, text and symbols. The following are the Trails Signage standards:

“**Sign A: Caution**” shall be located along designated major Lifeline Trails and major street/trail crossings. In addition, they will be required along streets with speed limits of 45 (forty-five) miles per hour or greater.

“**Sign B: Trail Courtesy and Yield**” shall also be located along other portions of the Lifeline Trails and non-major street/trail crossings.

“**Sign C: Standard Trail Sign**” shall be located at trail heads, or trail changes in direction, to guide riders to larger equestrian trails. The Committee recommends this type of trail signage be located within interior subdivision street trails. This sign material will be composed of a 4”x4” redwood post with arrows and other information routed as shown on Page 8. The Sign shall rise approximately 3 (three) feet above ground.

**Signage Color:** Black symbol on Yellow background

**Signage Size and Shape:** Approximately 30” x 30” Diamond (Sign A) and Triangle (Sign B)

**Signage Placement:** Consistent with present Town signage street placement locations; or as deemed appropriate by the Equestrian Advisory Committee. All signs shall remain clear of the trails path; along local streets, all signs shall be located within the 3 (three) feet wide separation between the street and trail.

**Signage Installation:** Responsibility of signage installation shall be consistent with present Town signage installation requirements.

**Sign A: ‘Caution’**



**Sign B: ‘Trail Courtesy and Yield’**



**Sign C: ‘Typical Trail Sign’**



**H. Multi-Use:** Trails used for walking, bicycle riding, horseback riding, and for “any other device moved by human propulsion”. With more approved uses and a more diversified user base, multi-use trails will



promote and increase community use. Motorized vehicle(s) shall be prohibited from the Trails; except authorized maintenance, utility, law enforcement and emergency vehicles.

For comparison the following cities standards are provided:

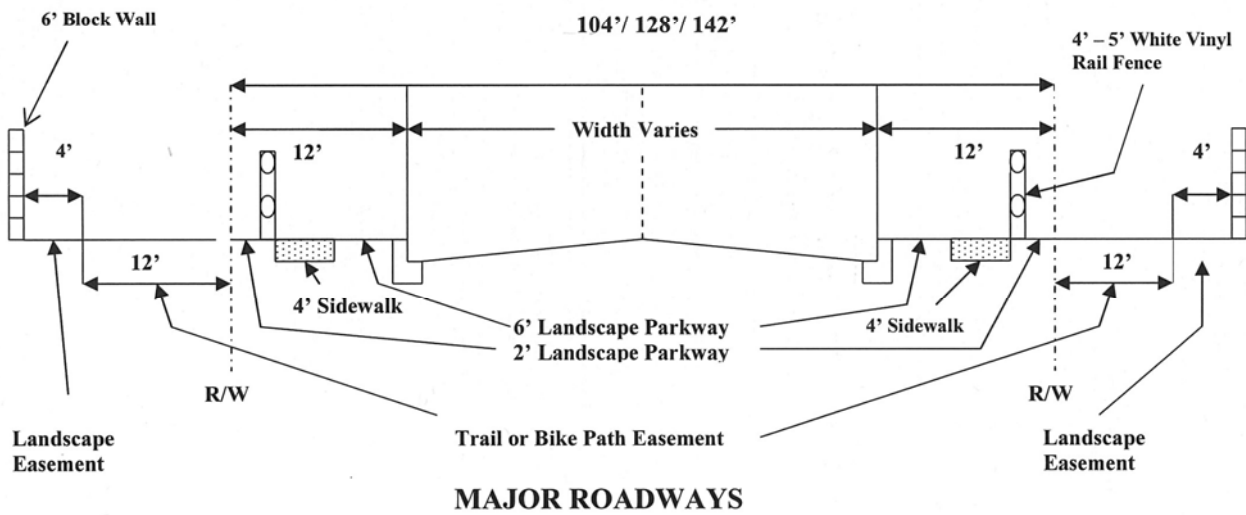
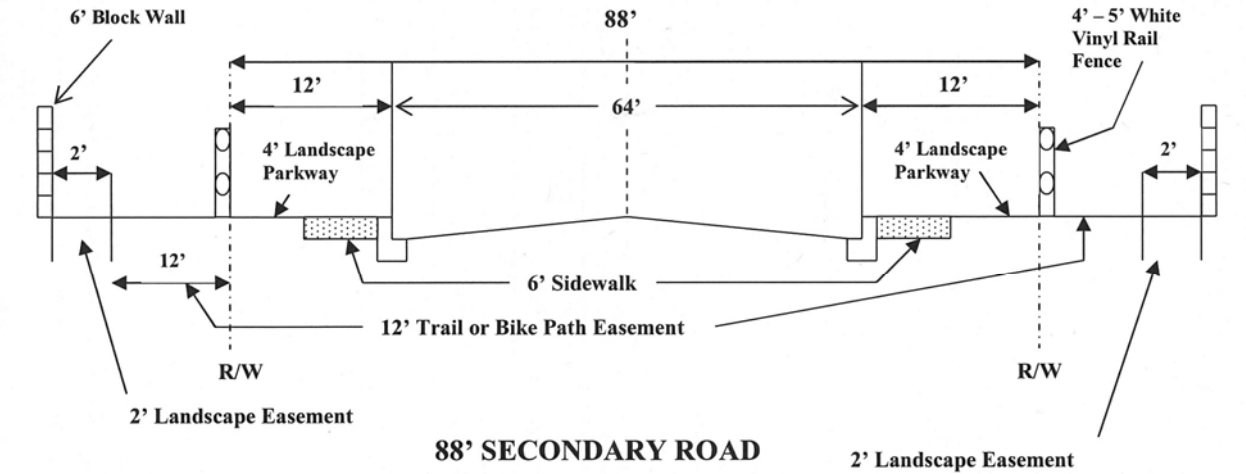
<i>San Dimas</i>	Multi-use
<i>Rancho Cucamonga</i>	Multi-use
<i>Norco</i>	Multi-use
<i>Chino Hills</i>	Multi-use
<i>Simi Valley</i>	“Trails design should discourage access by off-road vehicles.”
<i>Upland</i>	Dirt trails for walkers and joggers along main streets
<i>San Marcos</i>	Multi-use; Off-road vehicles prohibited

- I. **Privacy:** The Committee has considered and discussed the issue of privacy relating to horse riders near private property lines and fences. The Committee, recognizing this potential conflict makes the following recommendations to mitigate this condition:
  - 1. **Sloped Buffer:** Where appropriate, a sloped buffer may be installed, from the rear property fence line down to the Trail; thereby reducing the height of line-of-sight of the horse rider.
  - 2. **Denser and Taller Vegetation:** Where appropriate, in landscape easements between a rear property fence line and a Trail, denser and taller vegetation may be installed to reduce the visual sight a horse rider may have into private property.
  - 3. **Disclosure:** Require developers to disclose to potential homeowners the proximity of their property to any Trails and the specific use of the Trails.
  
- J. **Infill Development:** Any development separated by existing development from feasibly connecting to existing or proposed Multi-Use and Equestrian Trails have the ability to be excluded from developing such trails, subject to administrative review.

**Diagram A: Equine Districts Street Sections**

**Town of Apple Valley  
Major and Secondary Right-of-Way Standards**

**WHEN THERE ARE ADDITIONAL REQUIREMENTS FOR BIKE PATH AND/OR EQUESTRIAN TRAILS**



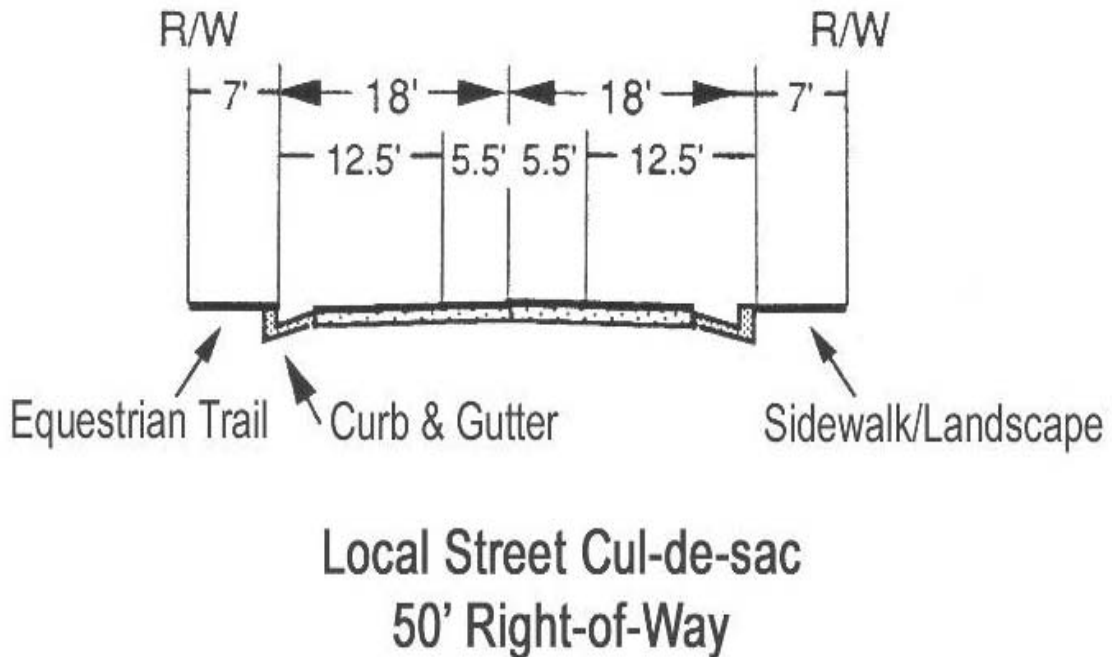
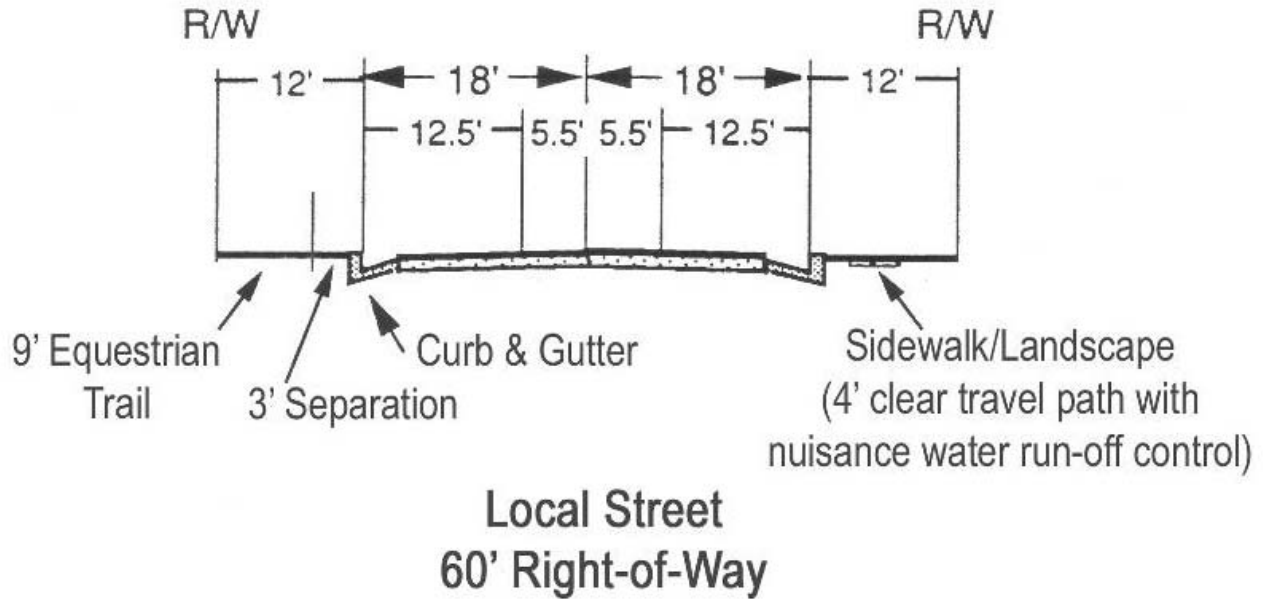
\* In Commercial Zones: Staff recommends combining the sidewalk with bike path as constructed at the northeast corner of Bear Valley Road and Apple Valley Road.

Figure C-3c  
Right-of-Way Standards



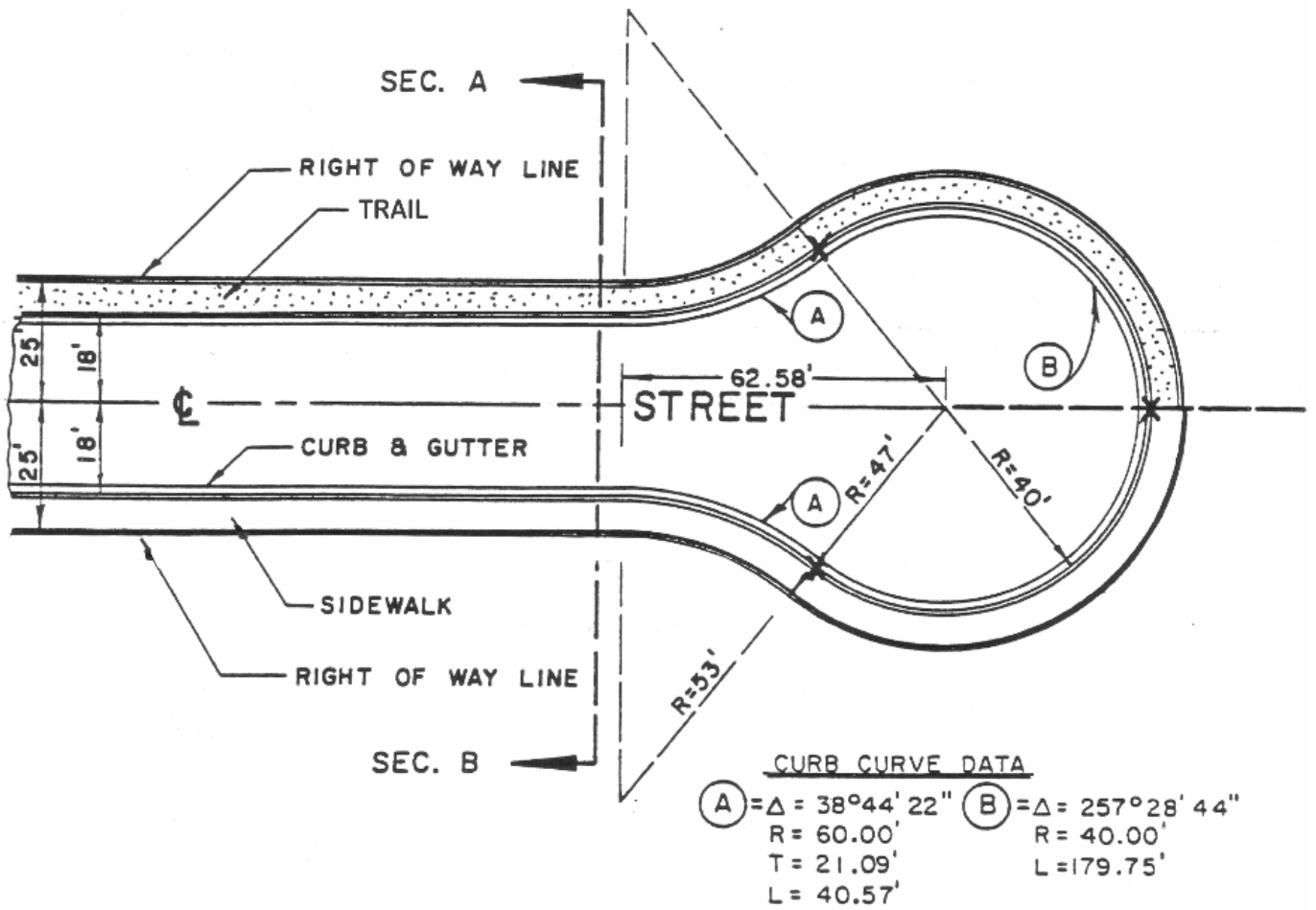
**Diagram A (Continued): Equine Districts Street Sections**

**WHEN THERE ARE ADDITIONAL REQUIREMENTS FOR BIKE PATH AND/OR EQUESTRIAN TRAILS**

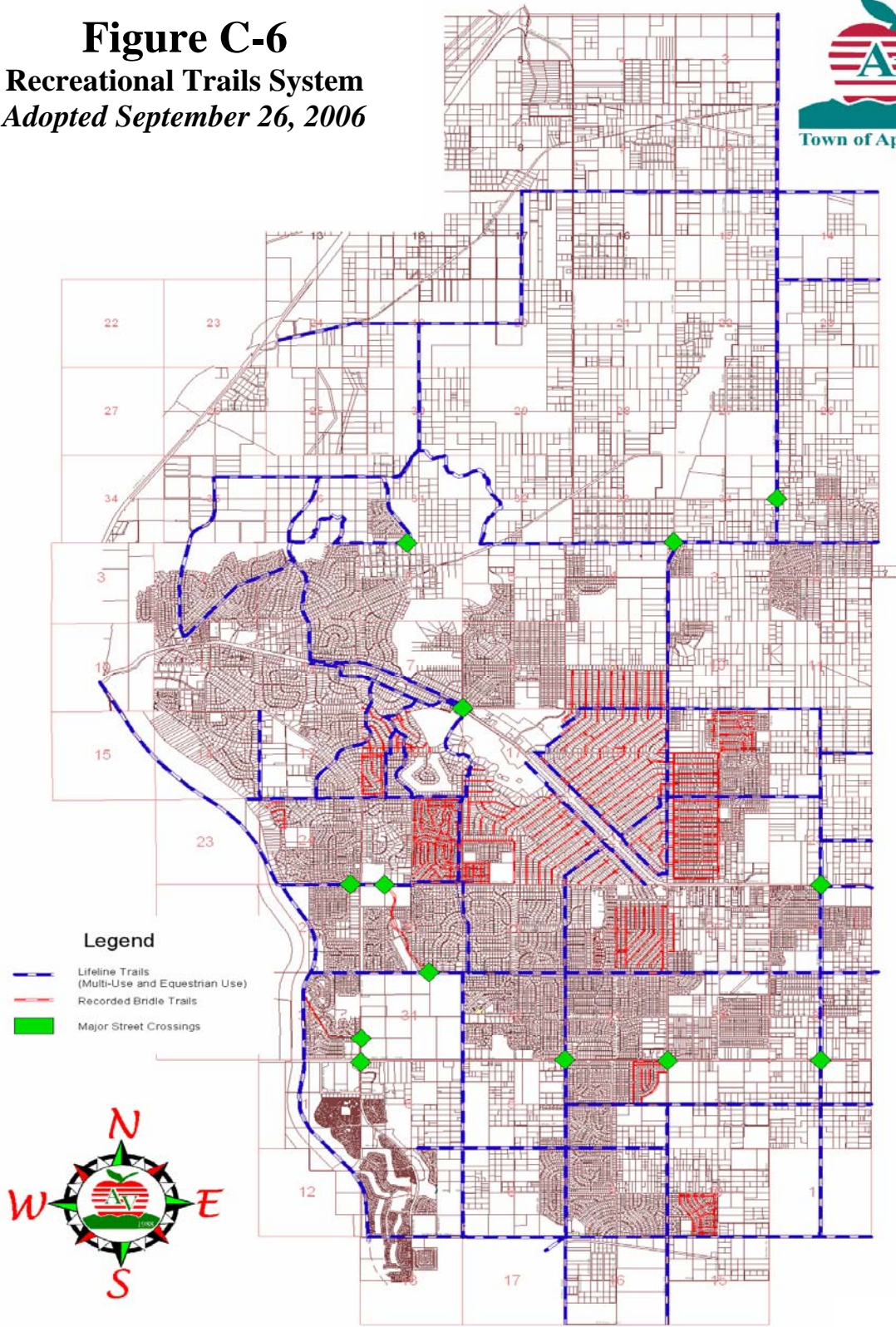


**Diagram B: Equine Districts Street Sections: Cul-De-Sac**

**WHEN THERE ARE ADDITIONAL REQUIREMENTS FOR BIKE PATH AND/OR EQUESTRIAN TRAILS**



**Figure C-6**  
**Recreational Trails System**  
*Adopted September 26, 2006*





**City of Simi Valley Trails  
Informational Purposes Only**





**City of Norco Trails  
Informational Purposes Only**





**City of San Marcos Recreation Trails**  
*Informational Purposes Only*

