Easements Related to the Kassis Property 9851 Folsom Blvd.

1. 30' Hiking and 30' Equestrian Public Easement

The 30' hiking and 30' equestrian easements run from the NE corner of the kassis property seemingly diagonally to the SW location of Mira Del Rio where it joins the location of the 54’ easement and connects to Mira Del Rio. This easement was granted for hiking and riding. In a negotiated agreement this easement was given to the County in 1973 as a condition of John Kassis building his house within the 60’ set back of construction along the American River. This would be an area within the Parkway’s jurisdiction so the Parkway was a beneficiary of this agreement.

For over two decades the 30’ Hiking and Riding easement has not descended/ascended from the upper plateau to the lower basis at Stirling Park Drive as depicted on the parcel map. Due to the practical aspects of topography to accommodate the 30’ bluff’s steep by Stirling Park Drive, the actual location of the 30’ easement has been defined by common usage of walkers, hikers and equestrian users. There is a well-worn path that connects at the middle of the upper plateau and lower basin. Through reasons of actual usage over many years this has created the existing modification to the existing 30’ public easement over the privately owned Kassis Property.

Where the existing 30’ easement descends/ascends the “dirt ramp” at the middle of the upper plateau the 30’ easement travels it two directions. On the east side of the lower basin it is located at the bottom of the 30’ bluff in the direction of the ETL pedestrian easement by Rod Beaudry. By common uses for at least 20 years at the bottom of the dirt ramp the 30’ easement also turns west towards the river. From there it turns northerly and continues along the river bank bluff (River Walking Path) towards the ETL pedestrian easement at the NW corner of the Kassis property.

2. 54’ I.O.D. Easement

The 54’ Irrevocable Offer of Dedication (I.O.D.) Easement runs from Mira Del Rio Road to Sterling Park Drive. It appears to be an easement granted for a street. By way of negotiated agreement this easement was given to the County in 1973 as a condition of John Kassis building his house within the 60’ set back of construction along the American River.

On the parcel map the 54’ I.O.D. easement is located in the same location as the 30” Hiking and Riding easement. At this location both of these easement are roughly parallel along the 30’ bluff that separates the upper plateau and lower basin. This site has been identified as a Cultural Resource site of indigenous people and to have midden soil. It is understood in the neighborhood that that site was never excavated by archeologists as Kassis would not allow them entry on the property. Along this route of the 54’ and 30’ easements on the upper plateau there is a cement foundation believed to the location of an old hotel and pony express stop. (unverified) In a southerly direction form teh cement foundation and across Folsom Blvd. is Routier Station, a produce warehouse built in 1866 (approx.) to stage agricultural products for transport along the first rail line west of the Mississippi located between Folsom and Sacramento.
The historic Pony Express and Immigrant Trails are identified along portions of the 54’ I.O.D easements. In 1987 there were discussions between the Kassis family and the county at the portion of the easement by Mira Del Rio regarding a 20’ easement apparently at the same location as the 54’ easement. It is unknown if this 20’ easement is in addition to the 54’ easement. There is also reference to a promise from Kassis to build a 20’ bridge over the drainage canal as part of the agreed property subdivision map changes. (The drainage canal is approximately 91” across). The bridge over the drainage canal has not been constructed. The bridge is to be 20’ wide and strong enough to support emergency vehicles. (Research is continuing).

On April 4, 2016 the Rancho Cordova City Council adopted the 2016 Master Bicycle Plan (resolution 33-2016). Bicycle and Pedestrian Master Plans | City of Rancho Cordova. Review of the plan Figure 4-4 and page D-7 (Project List, Costs, and Funding), shows a Stirling Park/Mira De Rio connector as a class 1 bike path, most likely following that easements routes. The Trumark proposed development conflicts with this Bicycle master plan. This bicycle plan is part of the City general plan which presumably was adopted after environmental review. Can the bicycle plan be abandoned by the City merely accepting the Trumark Tentative Map?

In reviewing the Folsom Cordova School District boundary, the district extends west all the way to Stoughton/Butterfield area (see attachment). The Stirling Park/Mira De Rio connector provides students that may bicycle to Cordova High or Mills Middle School a safer route rather than along Folsom Blvd. In addition to the students, others such as commuters (many who bike to FTB) and recreational cyclists would have easier access to the Parkway with that connector bridge built.

3. **20’ Non Exclusive Easement off of Folsom Boulevard**

The parcel maps also show there is a 20’ Non-Exclusive easement from Folsom Boulevard to some of the parcels. This easement is directly connected to the Kassis Property. This 20’ Non-Exclusive easement traverses the 54’ I.O.D. and 30’ Riding and Hiking Easements connected to the Kassis Property and identified parcels. This 20’ Non Exclusive easement attaches directly to the 54’ and 30’ easements.

Currently the 20’ Non Exclusive easement is the only ingress and egress at the southwest portion of the Kassis Property for the 54’ and 30’ easements because the easement access to Mira Del Rio is illegally blocked by the property owner. While it would be safer for the walking and riding community to have access out to Mira Del Rio there is also this additional 20’ easement access out to Folsom Blvd.

4. **15’ Pedestrian Easement belonging to East Tiffany Lane Property Owners**

There are two parts to the existing 15’ Pedestrian Easement. Both are on East Tiffany Lane Property Easement. Each ETL property home owner owns an individual piece of the 15’ pedestrian easement.

The 15’ Pedestrian Easement runs between two existing residential properties (“Easement Alley”) from Rod Beaudry Drive to where it connects near the NE corner of the Kassis Property.

From where the “Easement Alley” connects to the NE corner of the Kassis property the 15’ Pedestrian Easement runs in a westerly direction along the northern edge of the Kassis Property where it connects to the American River Parkway and the river bluff walking path.
The developer has made no plans for the 15’ Pedestrian easement leaving it at existing grade below the 100 year floodplain. The developer plans to raise the elevation of the portion of the lower basin on the Kassis Property 10’ high. Trumark proposal is to fill in the 20 acres lower basin floodplain 10’ high, starting 15’ away from ETL’s pedestrian easement. This will cause two story homes to look down onto ETL and traffic headlights to shine into ETL back yards. The proposed Trumark plans change drainage on to the ETL Pedestrian Easement and due to the proposed abandonment of the existing 15’ drainage easement the existing natural flow of rain and flood water over the 15’ Pedestrian Easement will be altered from flowing southerly to a westerly direction directly towards The American River.

5. 15’ Drainage Easement in Lower Basin Floodplain

On the downward flow side of ETL in a southerly direction there is a 15’ drainage easement in the lower basis floodplain NE corner of the Kassis Property. The 15” drainage easement starts from the NE corner of the Kassis Property and runs to the SW corner of the lower basin were it outlets in the direction to the American River. The proposed Trumark Plan is to abandon the drainage easement and cover it with approximately 10’ of dirt.

6. River Walking Path

Although not on the parcel maps due to decades of usage there is a well-worn path along the river bank bluff. It is not known where the exact property boundary exists between the Kassis Property and the American River Parkway. Nevertheless this is the access trail used for years by Fisherman, hikers, equestrians, etc. This easement established by public usage for decades runs from the NW corner of the Kassis Property to nearly the SW corner of the lower basin where it turns east towards the dirt ramp that travels up to the upper plateau or continues along the lower basin at the bottom of the 30’ bluff.

Supporting Attachments:

A. 30’ & 54’ Easements Identified on Google Earth
B. 30’ & 54’ Easements Identified on Parcel Map
C. Easements Identified On Parcel Map – Magnified
D. Miro Del Rio Easement Illegally Blocked
E. Stirling Park Drive Easement Illegally Blocked
F. Sac Bee Article July 1973
G. Sac Bee Article August 1973
H. Recorded 30’ Hiking & Riding Easements
I. Recorded 54’ Easement
J. Pony Express and Immigrant Trail Locations
K. City Master Plan Bike Path over location of 54’ easement
L. School District Maps
M. Easement at Mira Del Rio and Bridge Over Drainage Canal
N. Actual Route of 30’ Hiking and Riding Easement