

SANTA SUSANA MOUNTAINS

FINAL TRAILS MASTER PLAN



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Santa Susana Mountains Final Trails Master Plan

Prepared for:

**County of Los Angeles Department of Parks and Recreation
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Notice of Determination filed May 2015

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Special thanks to the Los Angeles County Fifth Supervisorial District Deputies, Sussy Nemer and Jarrod DeGonia, for their support of the Los Angeles County Department of Parks and Recreation's multi-use trail network and vision for a trails master plan in the Santa Susana Mountains geographic region.

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Board of Supervisors County of Los Angeles

MICHAEL D. ANTONOVICH
MAYOR

Dear Friends,

As you may know, the Los Angeles County maintains an extensive network of regional trails enjoyed daily by equestrians, hikers and mountain bikers.

The northwest area of Los Angeles County, including Chatsworth, Oat Mountain, Browns Canyon, and portions of the San Fernando Valley is home to some of the most beautiful natural terrain containing vast open space, mountains and countless trails. With that in mind, I directed the Los Angeles County Department of Parks and Recreation to undertake a comprehensive trail planning effort to identify recreational trail opportunities in the Santa Susana Mountains area with the intent of adopting these proposed trails as part of the County's Regional Trail System.

The Santa Susana Mountains Trails Master Plan adds a wealth of significant proposed trail alignments to the County's Regional Trail System. The information contained in the Plan will guide recreation advocates, planners and developers in determining the best and most feasible trail alignments for generations to come.

The County will continue to identify opportunities to meet the increasing recreational demand for trails in a comprehensive manner while balancing future development needs.

Sincerely,

A handwritten signature in blue ink that reads "Mike Antonovich".

MICHAEL D. ANTONOVICH
Supervisor

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SECTION 1.0 INTRODUCTION

The County of Los Angeles Department of Parks and Recreation (DPR) and the Fifth Supervisorial District of the County of Los Angeles supported the preparation of the Santa Susana Mountains Trails Master Plan (Trails Master Plan) to address 24,122.5 acres (37.69 square miles) of land in the unincorporated territory of Los Angeles County. The Trails Master Plan Area was established to facilitate regional connectivity through the Northwest San Fernando Valley and the Southwest Santa Clarita Valley. The northern boundary of the Trails Master Plan Area is defined by the southern limits of the Newhall Ranch Specific Plan Area¹ and the northern limits of the Santa Susana Mountains / Simi Hills Significant Ecological Area,^{2,3} the eastern boundary is defined by Interstate 5 (I-5), the southern boundary is defined by the northern limits of the City of Los Angeles, and the western boundary is defined by the boundary line between the County of Los Angeles and the County of Ventura. The Trails Master Plan is a long-range planning document to guide the construction of proposed trails and the maintenance of existing trails in the Trails Master Plan Area. The Trails Master Plan is ultimately intended to serve as a companion to a plan that is anticipated to be prepared for the adjacent lands under the jurisdiction of the City of Los Angeles.

This Master Plan contains maps depicting a future regional trails network. In an effort to protect private property rights and prevent trespassing, it should be stressed that public trail use is only permitted on those established trails located on

public lands or for which an easement or a license agreement has been granted by private owners. There are currently limitations on the ability of the public to access some of the trails proposed in this plan because the appropriate easement or license agreement has not yet been granted on some private lands.

History

The County of Los Angeles DPR and the County of Los Angeles Fifth Supervisorial District initiated the Northwest San Fernando Valley Trails Master Plan project in 2009. The Northwest San Fernando Valley Trails Study Area was located in the unincorporated territory of the County of Los Angeles north of State Route 118 and southwest of I-5. In 2012, three meetings were held to introduce the project and receive comments about the project. The first meeting was held with the City of Los Angeles Department of Recreation and Parks; the second meeting was held with local, state, and federal government agencies responsible for trails; and the third meeting was held with the public.

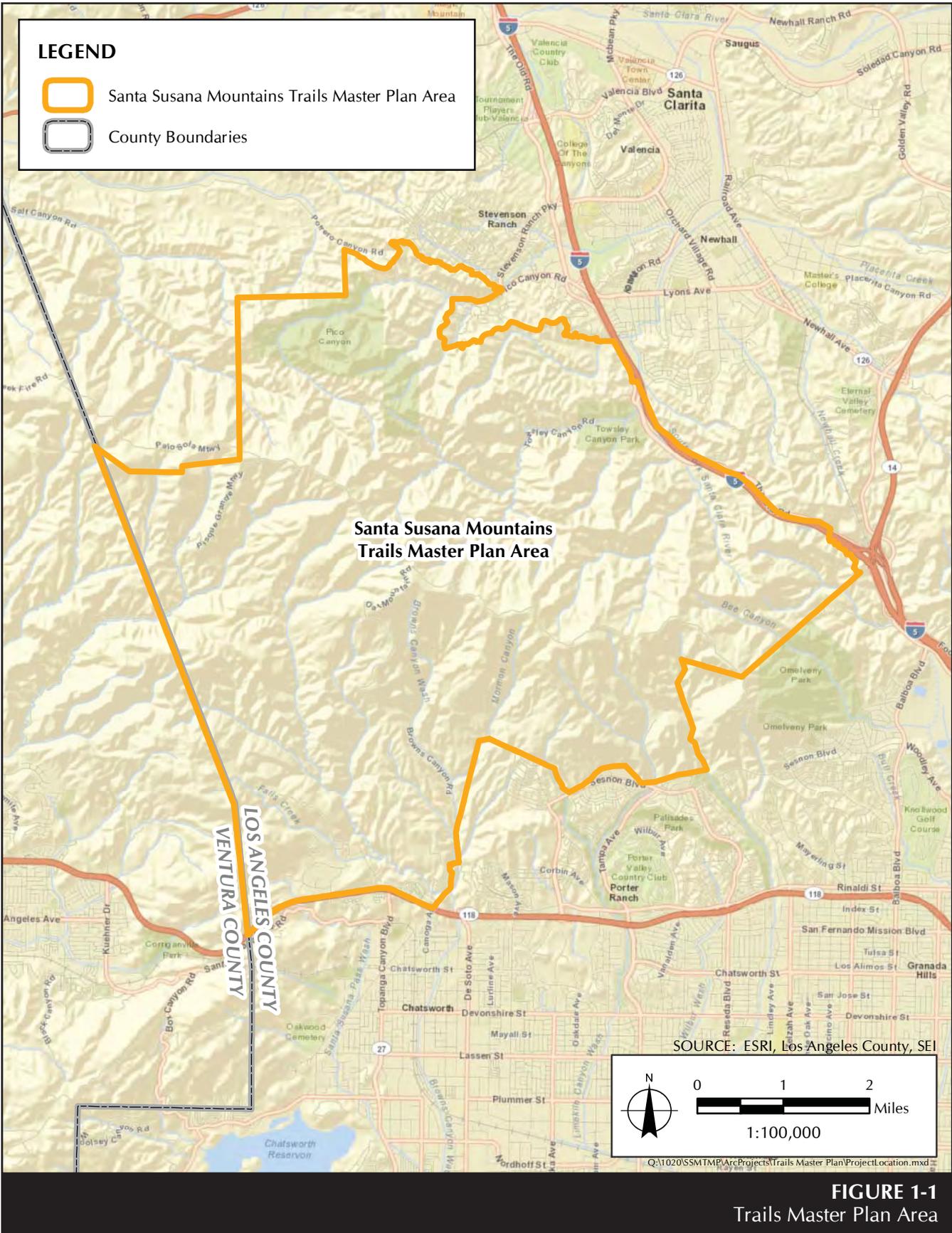
As a result of input received from these meetings, the Northwest San Fernando Valley Trails Master Plan Study Area was expanded to the north to include the Southwest Santa Clarita Valley area and to the west to the Los Angeles County boundary to maximize regional trail connectivity. The Northwest San Fernando Valley Trails Master Plan was renamed the Santa Susana Mountains Trails Master Plan, and the expanded study area became the Santa Susana Mountains Trails Master Plan Study Area (Figure 1-1, *Trails Master Plan Area*). The Northwest San Fernando Valley Study Area became the Northwest San Fernando Valley Subarea (NWSFV Subarea), one of two subareas within the larger Trails Master Planning Area. The second of two subareas is the Southwest Santa Clarita Valley Subarea (SWSCV Subarea) (Figure 1-2, *Santa Susana Mountains Trails Master Plan Subareas*). The NWSFV Subarea includes 16,038 acres, and is defined by the northern limits of the Los Angeles County Oat Mountain Planning Area on the north, I-5 on the east, the northern limits of the City of Los Angeles to the south, and the boundary line

¹ County of Los Angeles, Department of Parks and Recreation. 2012. County of Los Angeles Trails Manual. Los Angeles, CA.

County of Los Angeles, Department of Regional Planning. 2003. Newhall Ranch Specific Plan. Available at: http://planning.lacounty.gov/view/newhall_ranch_specific_plan/

² County of Los Angeles Department of Regional Planning. SEA Program. Available at: <http://planning.lacounty.gov/sea/proposed>. SEA 23 - Santa Susana Mountains / Simi Hills.

³ County of Los Angeles Department of Regional Planning. *Draft Los Angeles County General Plan 2035, Appendix E*. Available at: http://planning.lacounty.gov/assets/upl/project/gp_2035_appendixE.pdf



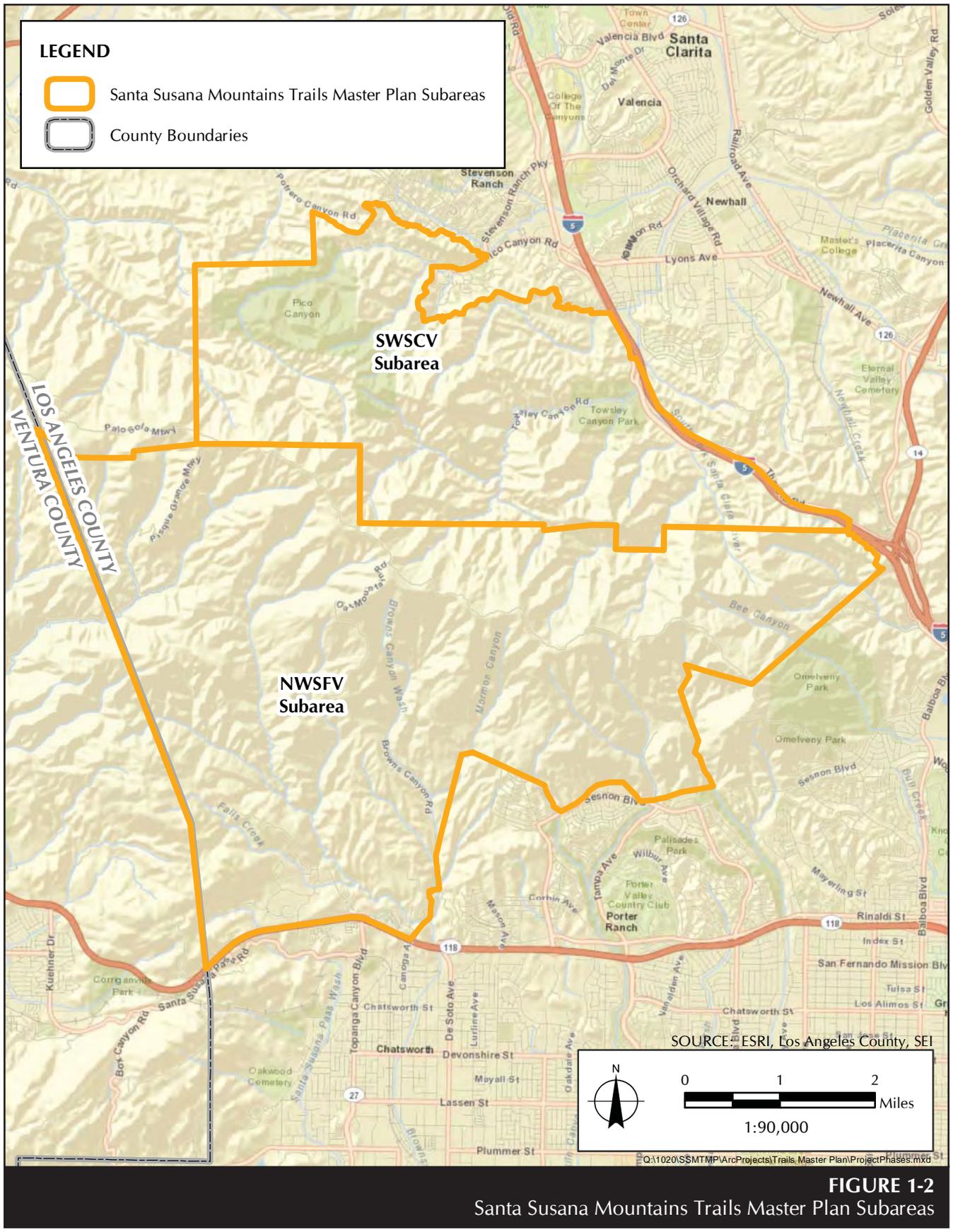


FIGURE 1-2
Santa Susana Mountains Trails Master Plan Subareas

between Los Angeles and Ventura Counties to the west. The SWSCV Subarea includes 8,084 acres, and is defined by the northern limits of the Santa Susana Mountains / Simi Hills Significant Ecological Area on the north, I-5 on the east, the southern limits of the Santa Susana Mountains / Simi Hills Significant Ecological Area on the south, and the south and eastern boundaries of the Newhall Ranch Specific Plan to the west.

Purpose

The purpose of the Trails Master Plan is to promote a trail system that provides an equal and safe use experience for pedestrian, mountain bicyclists, and equestrian users Recreation Planning Area (RPA) 1 of District 5 (Figure 1-3, *Recreation Planning Area 1*), while taking environmental, economic, and engineering factors that are inherent to the planning area into consideration.

Recreation Demand in the Trails Master Plan Area

The overall intent of the DPR is to develop a Trails Master Plan to guide future trail development to address the unmet needs of trail users in the Trails Master Plan Area. The recreational needs of an ever-increasing urban population, such as that found in the County of Los Angeles, are increasingly associated with fitness and outdoor experiences. The public demand for multi-use trails that connect with state, federal, and local parks and greenways is also increasing. Of equal importance is the need for the preservation of open space and wildlife habitat. Current population trends and projections indicate that the County will have a population of 11.6 million by the year 2020. With that population, the County will require more than 1,000 miles of recreational trails.⁴

As established by the County of Los Angeles General Plan, the standard for parklands is 4 acres of local parkland and 6 acres of regional parkland per 1,000 County residents in unincorporated

areas.^{5,6} Based on these standards, the Los Angeles County Department of Parks and Recreation Strategic Asset Management Plan for 2020 determined that the demand for parkland in unincorporated Los Angeles County Supervisorial Districts (Districts).⁷ The Trails Master Plan Area is located in RPA 1 of District 5, which encompasses the northern portion of the County, within Park Planning Area (PPA) #34 (Oat Mountain) and PPA #35A (Valencia) (Figure 1-4, *Park Planning Areas*).⁸ In 2020, the County is projected to have an approximate 4,600-acre deficiency of local parkland, inclusive of a 23.2-acre deficiency for PPA #34 (100 percent) and a 40.4-acre deficiency for PPA #35A (60 percent).⁹ For District 5 RPA 1, this deficiency includes sufficient facilities for linear recreation uses such as bicycle riding, hiking, running/jogging, and exercise walking, which can be facilitated through development of local connections to the extensive trail network within the Angeles National Forest.¹⁰ District 5 RPA 1 contains 10,119 acres of regional parkland, a surplus of approximately 9,736.9 acres, and the regional

⁵ Los Angeles County Department of Regional Planning. Accessed 2 February 2014. January 2014. *Los Angeles County General Plan: Public Review Draft 1/2014*. "Chapter 10: Parks and Recreation." PDF available online at http://planning.lacounty.gov/assets/upl/project/gp_2035_Chapter10_2014.pdf

⁶ Los Angeles County Department of Regional Planning. July 29, 1965. *Los Angeles County Regional Recreation Areas Plan*. PDF available online at: http://planning.lacounty.gov/assets/upl/project/gp_web80-regional-recreation-areas-plan.pdf

⁷ Chief Administrative Office of Los Angeles County. April 2004. *Los Angeles County Department of Parks and Recreation Strategic Asset Management Plan for 2020*.

⁸ Chief Administrative Office of Los Angeles County. April 2004. *Los Angeles County Department of Parks and Recreation Strategic Asset Management Plan for 2020*.

⁹ Chief Administrative Office of Los Angeles County. April 2004. *Los Angeles County Department of Parks and Recreation Strategic Asset Management Plan for 2020*.

¹⁰ Chief Administrative Office of Los Angeles County. April 2004. *Los Angeles County Department of Parks and Recreation Strategic Asset Management Plan for 2020*.

⁴ County of Los Angeles, Department of Parks and Recreation. 2012. *County of Los Angeles Trails Manual*. Los Angeles, CA.

County of Los Angeles, Department of Regional Planning. 2003. *Newhall Ranch Specific Plan*. Available at: http://planning.lacounty.gov/view/newhall_ranch_specific_plan/

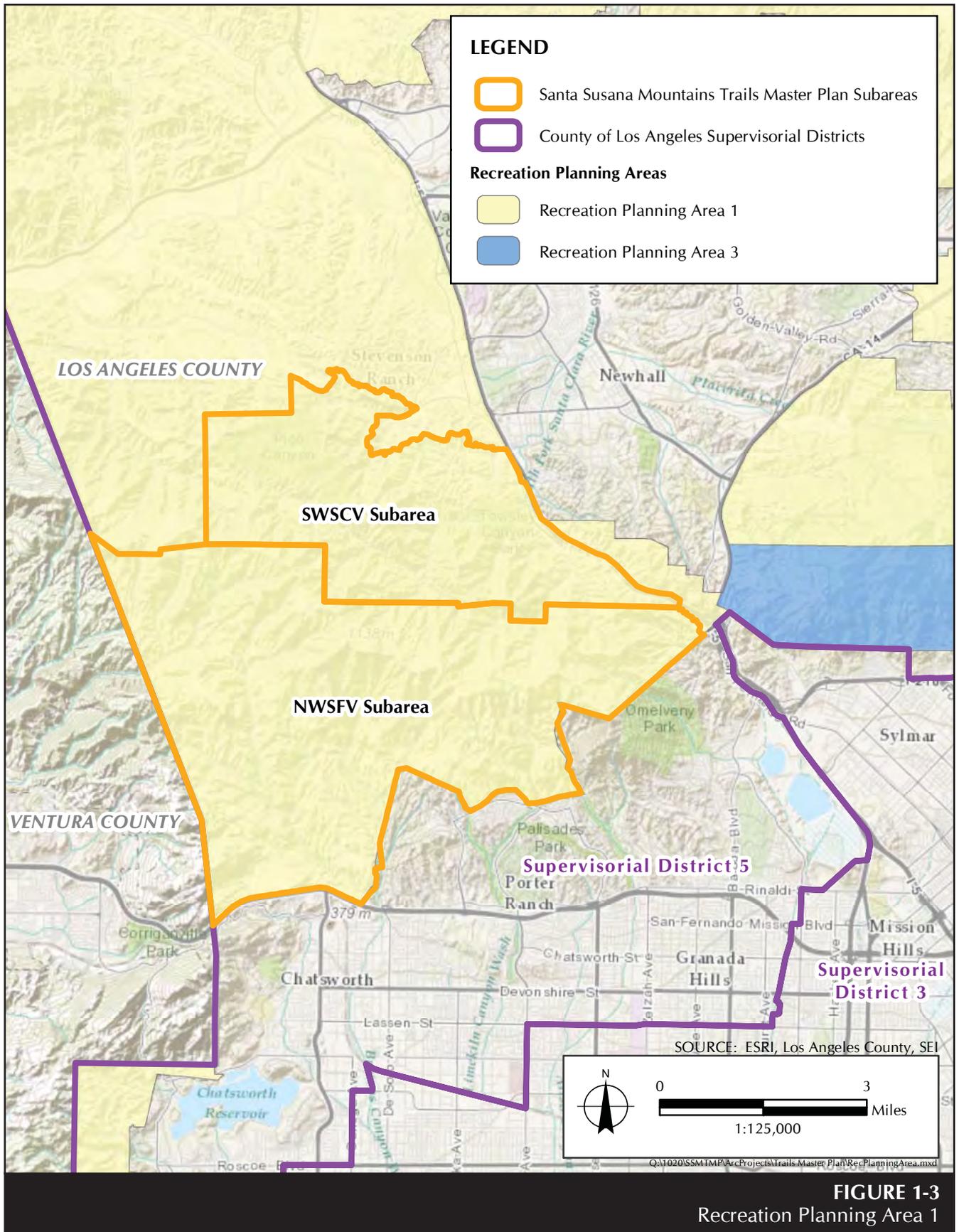


FIGURE 1-3
Recreation Planning Area 1

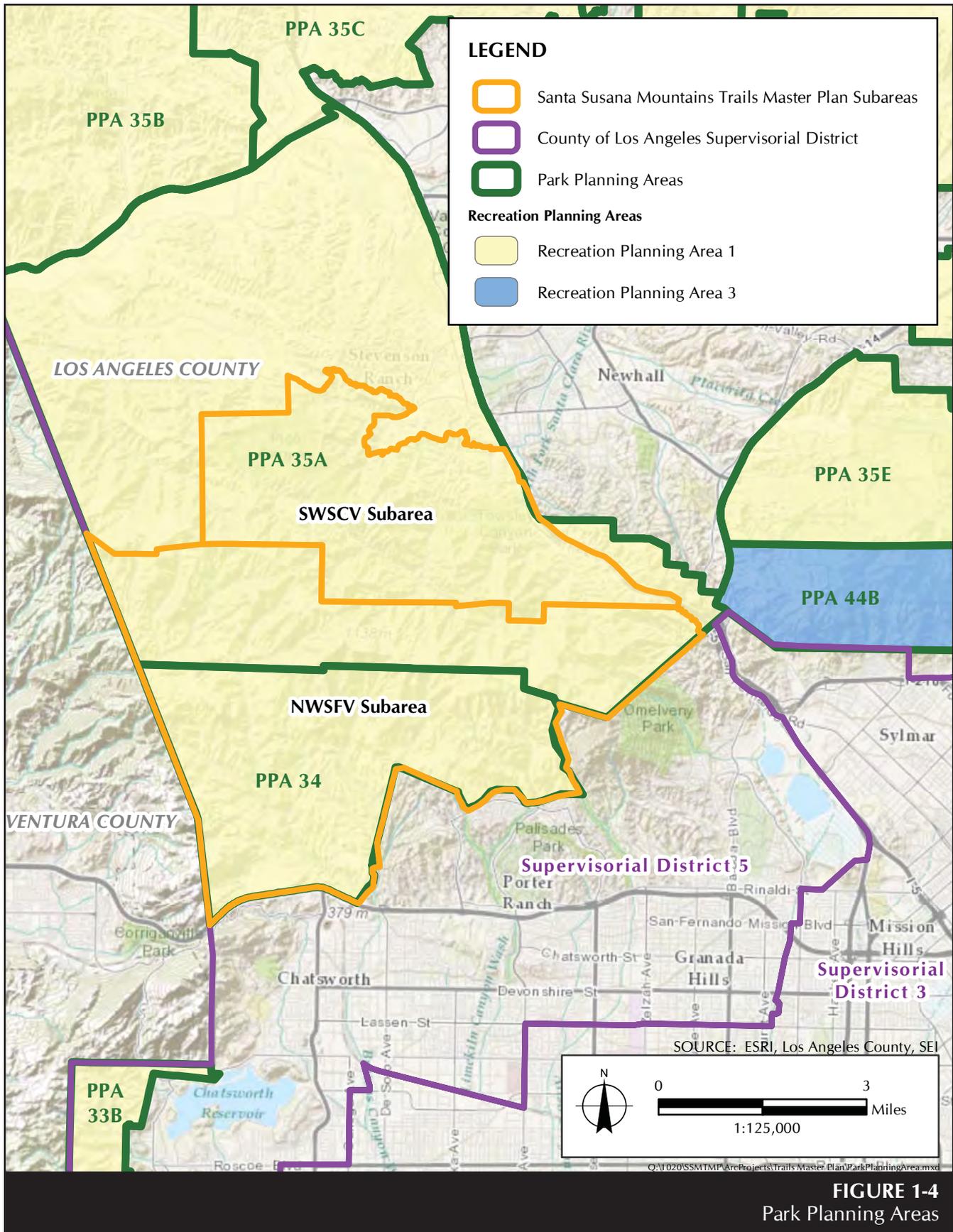


FIGURE 1-4
Park Planning Areas

Rim of the Valley trail corridor traverses PPA #34 to connect trails within the Trails Master Plan Area with the Angeles National Forest to the east and regional parkland in Ventura County to the west.^{11,12}

Scope

The Trails Master Plan contains an analysis of existing and potential trails between destinations (i.e., a trailhead and a park; a trailhead and an equestrian center) that provide the opportunity for enhanced recreational opportunities for trail users in the Trails Master Plan Area.

Plan Users

This Trails Master Plan provides information for recreation advocates, trail users, planners, and developers to facilitate the design, operation, use, and maintenance of trails in the Trails Master Plan Area, including strategies for acquiring easements to implement the Trails Master Plan.

Methods

A series of scoping meetings was undertaken with stakeholders, including federal, state, regional, and local public agencies, recreation user groups, and the public. Existing trail maps and trail information for the Trails Master Plan were obtained from stakeholders in paper or digital form. Geographic information systems (GIS) were used to organize, compile, and analyze the trail data. Additional trails were digitized from aerial photography. Readily available data from governmental and other public records and archives was compiled to characterize the baseline environmental conditions. Reconnaissance-level field surveys were conducted to provide additional data for the analysis.

¹¹ Chief Administrative Office of Los Angeles County. April 2004. *Los Angeles County Department of Parks and Recreation Strategic Asset Management Plan for 2020*.

¹² Santa Monica Mountains Conservancy, Rim of the Valley Trail Corridor Master Plan, 1990. PDF available online at: <http://smmc.ca.gov/ROV%20Master%20Plan.pdf>

Sapphos Environmental, Inc. also reviewed a sample of previously prepared trails master planning documents in California:

- Santa Monica Mountains Conservancy, Rim of the Valley Trail Corridor Master Plan, 1990
- County of Los Angeles, General Plan, Twin Lakes Community Plan, 1991
- County of Santa Clara, Countywide Trails Master Plan, 1995
- State of California, California Recreational Trails Plan, 2002
- City of Calabasas Trails Master Plan, 2007
- Town of Mammoth Lakes, Trail System Master Plan, 2011

Relationship to the County of Los Angeles General Plan

The Trails Master Plan has taken into consideration the goals and policies of the adopted County of Los Angeles General Plan. The Trails Master Plan has been proposed to be adopted in conjunction with the County of Los Angeles 2035 General Plan update. The Trails Master Plan takes into consideration the recreation and open space goals and policies that have been developed as part of the Draft County of Los Angeles 2035 General Plan update. It is anticipated that the County of Los Angeles 2035 General Plan update will be considered for adoption by the County of Los Angeles Board of Supervisors in 2014. The Trails Master Plan conforms to the six policies that are articulated in the Parks and Recreation Element of the Draft County of Los Angeles 2035 General Plan in support of Parks and Recreation Goal Number 4:

Goal P/R 4: Improved accessibility and connectivity to a comprehensive trail system including rivers, greenways, and community linkages:

- Policy P/R 4.1: Create multi-use trails to accommodate all users.
- Policy P/R 4.2: Develop staging areas and trail heads at strategic locations to accommodate multi-use trail users.
- Policy P/R 4.3: Develop a network of feeder trails into backbone trails.
- Policy P/R 4.4: Maintain and design multi-purpose trails in ways that minimize circulation conflicts among trail users.
- Policy P/R 4.5: Collaborate with

other public, non-profit, and private organizations in the development of a comprehensive trail system.

- Policy P/R 4.6: Create new multi-use trails that link community destinations including parks, schools and libraries.¹³

These County General Plan policies have been taken in to consideration, to the maximum extent practicable, in the development of this Trails Master Plan, specifically:

- Encourage development of trails capable of accommodating multi-use recreation, including equestrians, hikers, and mountain bikers, consistent with the provisions of the County Trails Manual (Policy P/R 4.1).
- Identify strategic locations for trail heads within the NWSFV Subarea that provide access from existing developed areas in the northwestern San Fernando Valley and proposed trail heads that could provide access from the Newhall Specific Plan Area to the SWSCV Subarea when developed (Policy P/R 4.2).
- Use the Trails Master Plan to create backbone trail system, linking existing and proposed feeder trails (Policy P/R 4.3).
- Specify trail development, consistent with the County Trails Manual, thus encouraging the use of design standards that minimize conflicts among trail users through maintaining appropriate grades and lines-of-sight (Policy P/R 4.4).
- Early consultation and collaboration with public, non-profit, and private organizations in the development of the Trails Master Plan (Policy P/R 4.5).
- Integrate trail heads and feeder trails that are capable of linking residential communities to community facilities and nature-oriented destinations (Policy P/R 4.6).

¹³ County of Los Angeles. Accessed 1 November 2013. *Los Angeles County General Plan Public Review Draft Text-Only Version 10/2013*. Chapter 10: Parks and Recreation Element. Page 193, Policies. PDF available online at: http://planning.lacounty.gov/assets/upl/project/gp_2035_Chapter10_2013.pdf

Abbreviations

There are a number of commonly used technical terms and abbreviations that are used throughout the Trails Master Plan that are defined here for easy reference for the reader.

CSP	California State Parks
DPR	County of Los Angeles Department of Parks and Recreation
EIS	Environmental Impact Statement
GIS	Geographic Information System
GMP	General Management Plan
MSL	Mean Sea Level
MRCA	Mountains Recreation and Conservation Authority
NPS	National Park Service
NWSFV Subarea	Northwest San Fernando Valley Subarea of Trails Master Plan
PPA	Park Planning Area
RPA	Recreation Planning Area
SMMC	Santa Monica Mountains Conservancy
SMMNRA	Santa Monica Mountains National Recreation Area
SWSCV Subarea	Southwest Santa Clarita Valley Subarea of Trails Master Plan
Trails Master Plan	Santa Susana Mountains Trails Master Plan

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2.1 PLANNING AREA

The Santa Susana Mountains Trails Master Plan Area (Trails Master Plan Area) is located in the northwestern unincorporated area of Los Angeles County, California (Figure 2.1-1, *Regional Vicinity Map*). The Trails Master Plan Area encompasses over 24,000 acres (nearly 38 square miles). The northern boundary of the Trails Master Plan Area is defined by the southern limits of the Newhall Ranch Specific Plan Area and the northern limits of the Santa Susana Mountains / Simi Hills Significant Ecological Area (SEA). The southern boundary is defined by the northern limit of the City of Los Angeles. The eastern boundary is defined by Interstate 5 (I-5), inclusive of the existing connection to the east side of the I-5. The western boundary is defined by the line between Los Angeles and Ventura Counties (see Figure 1-1, *Trails Master Plan Area*).

The Trails Master Plan Area is divided into two subareas: the Northwest San Fernando Valley Subarea (NWSFV Subarea) and the Southwest Santa Clarita Valley Subarea (SWSCV Subarea).

The NWSFV Subarea contains roughly 16,000 acres (approximately 25 square miles). The northern boundary is defined by the northern limits of the Los Angeles County Oat Mountain Planning Area. The southern boundary is defined by the northern limit of the City of Los Angeles. The eastern boundary is defined by the I-5. The western boundary is defined by the County boundary between Los Angeles and Ventura Counties (see Figure 1-2, *Santa Susana Mountains Trails Master Plan Subareas*).

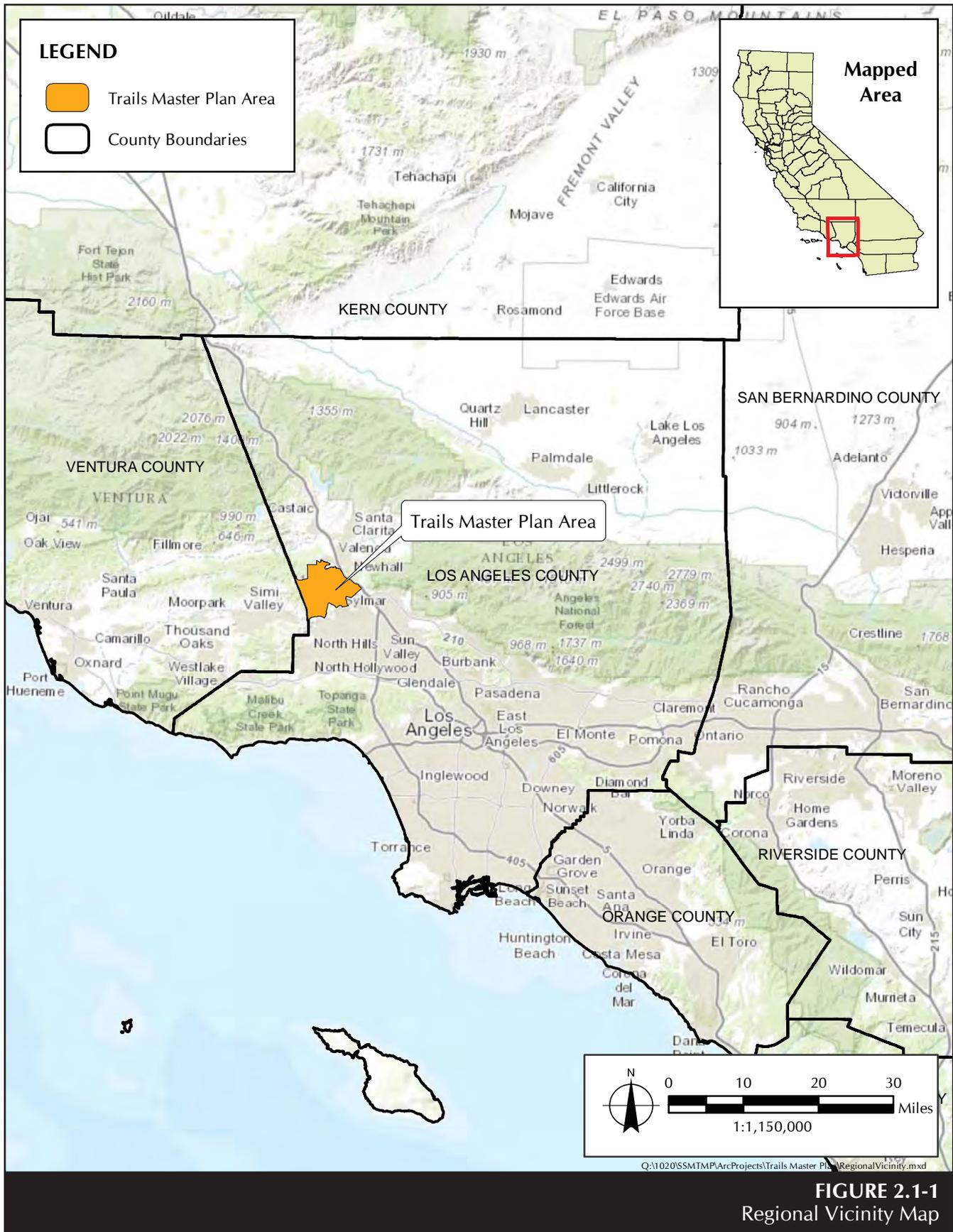
The SWSCV Subarea contains over 8,000 acres (nearly 13 square miles). The northern boundary is defined by the northern limits of the Santa Susana Mountains / Simi Hills SEA. The southern boundary is defined by the southern limits of the Santa Susana Mountains / Simi Hills SEA. The eastern boundary is defined by the I-5. The western boundary is defined by the south and eastern boundaries of the Newhall Ranch Specific Plan (see Figure 1-2).

The Trails Master Plan Area is located on the U.S. Geological Survey (USGS) 7.5-minute series Val Verde, Newhall, Simi Valley East, and Oat Mountain topographic quadrangles.¹ The NWSFV Subarea of the Trails Master Plan is located on the USGS 7.5-minute series Simi Valley East and Oat Mountain topographic quadrangles. The SWSCV Subarea of the Trails Master Plan is located on the Val Verde, Santa Clarita, Simi Valley East, and Oat Mountain topographic quadrangles. The elevation of the Trails Master Plan Area ranges from 1,600 feet above mean sea level (MSL) to 2,400 feet above MSL (Figure 2.1-2, *Topographic Map with USGS 7.5-minute Quadrangle Index*).

The Oat Mountain peak is the highest point in the project vicinity at 3,747 feet above MSL. From Oat Mountain, one can view the diverse habitat in the Trails Master Plan Area (Figure 2.1-3, *View from Oat Mountain*). One can visually follow the Santa Clara River west to the Pacific Ocean and see the Channel Islands, the San Fernando Valley, the Santa Monica Mountains, and the Simi Hills. To the east of Oat Mountain peak are the San Gabriel Mountains, the Santa Clara River, Antelope Valley, and the Mojave Desert.

The Trails Master Plan Area supports a great variety of plant communities and trees that are adapted to a Mediterranean climate with a cool, wet season followed by a hot, dry season. The Trails Master Plan Area supports a variety of endemic plants, such as the perennial Santa Susana tarweed (*Deinandra minthornii*). However, chaparral, oak woodlands, coastal sage scrub, bigcone Douglas-fir-canyon oak woodland, and grasslands dominate the area. Oaks include the coast live oak (*Quercus agrifolia*), the valley oak (*Quercus lobata*), the canyon live oak (*Quercus chrysolepis*), the scrub oak (*Quercus berberidifolia*), the interior live oak (*Quercus wisleyenii*), and the Palmer's oak (*Quercus palmeri*). Other trees include the California black walnut (*Juglans californica*), the flowering ash (*Fraxinus dipetala*), and the Mexican elderberry (*Sambucus mexicana*).

¹ U.S. Geological Survey. 2012. 7.5-Minute Series, California, Val Verde, Newhall, Simi Valley East, Topographic Quadrangle. Reston, VA.



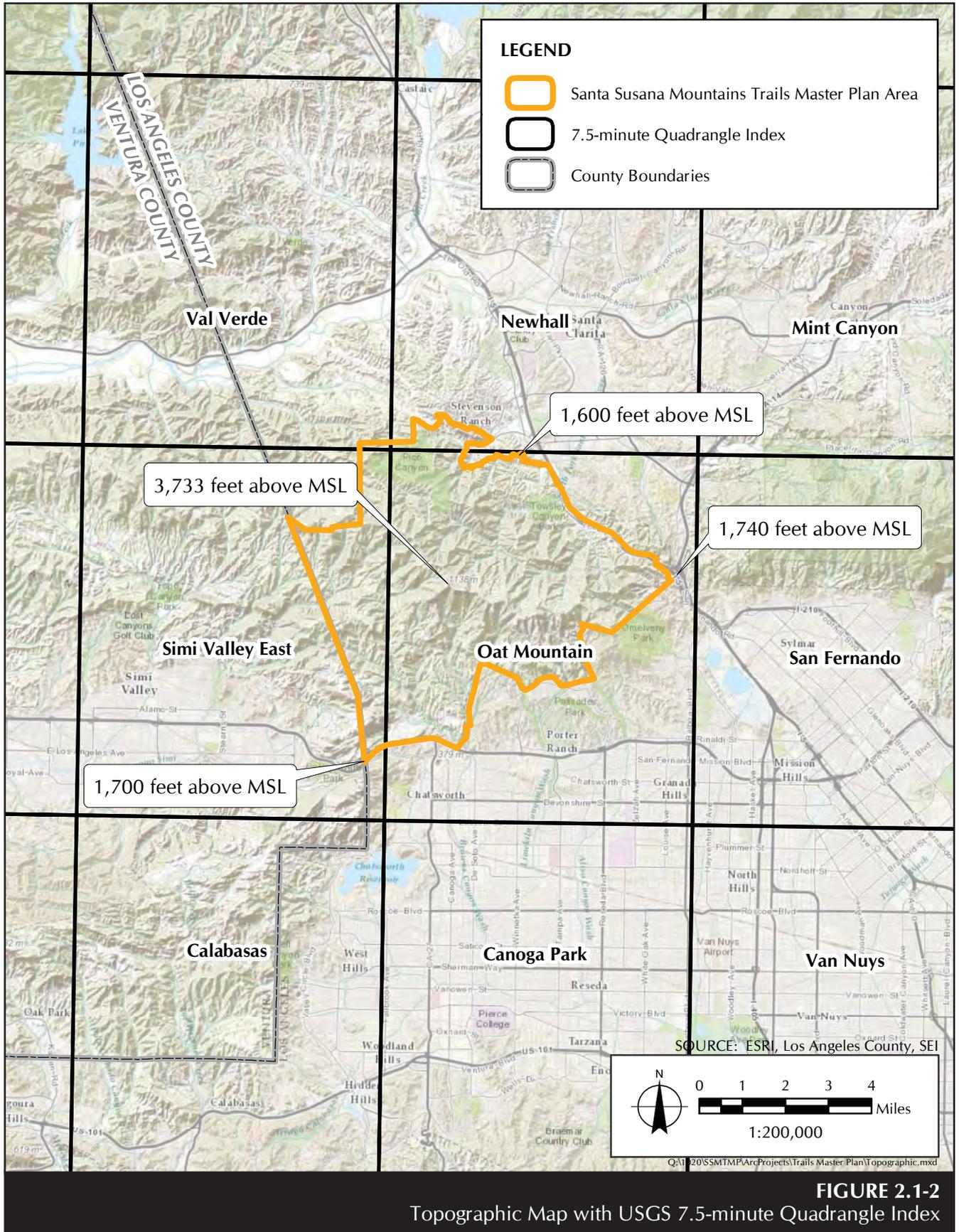


FIGURE 2.1-2
Topographic Map with USGS 7.5-minute Quadrangle Index



FIGURE 2.1-3
View from Oat Mountain

2.2 GOALS AND OBJECTIVES

Goals

The County of Los Angeles Department of Parks and Recreation (DPR) identified eight goals related to the proposed project:

1. Define a trails plan that supports the County of Los Angeles General Plan for providing diverse recreation opportunities for County residents and visitors.
2. Recognize and be compatible with existing land use planning boundaries to accomplish complimentary recreational development while avoiding duplication of effort with other ongoing parallel planning efforts.
3. Consider and integrate input from recreation users in and adjacent to the Trails Master Plan Area during the development of the conceptual Trails Master Plan.
4. Provide for the planning, design, operation, and maintenance of trails that are consistent with the County of Los Angeles Trails Manual.
5. Facilitate trails development capable of reducing unmet demand for recreation in the County's Northwest San Fernando Valley Park Planning Area.
6. Prioritize trail alignments that link to existing trails and parks within 0.5 mile of the Trails Master Plan Area that are operated by federal, state, and local jurisdictions and other trail and recreation entities.
7. Identify logical connections between single and dual-use City of Los Angeles trails and County of Los Angeles multi-use trails.
8. Support the initiation of construction of new trails.

Objectives

The DPR identified four objectives that are important to achieving the project goals:

1. Design trails that are protective of sensitive environmental resources to the maximum extent practicable.
2. Ensure logical connections between singles and dual-use City of Los Angeles trails and County of Los Angeles multi-use trails.
3. Use trails to facilitate public access to points of interest.
4. Encourage community support of the proposed project.

- Twin Lakes Home Owners Association
- Indian Falls Home Owners Association
- Indian Springs Home Owners Association
- Kagel Canyon Civic Association
- North Ranch Mountain Bikers
- Los Angeles Trails Project
- The Concerned Off-Road Bicyclists Association

2.3 COORDINATION

The DPR has reached out to a wide variety of public and private entities to solicit information to be used in the development of this Trails Master Plan:

- Santa Clarita Valley Trails Advisory Council (SCVTAC)
- Altadena Crest Trail Restoration Working Group (ACTRWG)
- Equestrian Trails Inc.
- Mountains Recreation and Conservation Authority (MRCA)
- Mountains Recreation Trust (MRT)
- Rancho Simi Trail Blazers
- Santa Monica Mountains Trails Council
- National Park Service
- City of Los Angeles
- Conejo Open Space Trails Advisory Committee
- Supervisor Antonovich's Office and Trail Ride Committee
- City of Los Angeles Council District 12
- Southern California Gas Company
- City of Santa Clarita
- Rancho Simi Recreation and Park District
- City of Simi Valley
- California Department of Transportation (Caltrans)
- California Department of Fish and Wildlife
- U.S. Army Corps of Engineers (ACOE)
- Los Angeles Regional Water Quality Control Board (RWQCB)
- California Department of Parks and Recreation
- Santa Monica Mountains Conservancy
- Metropolitan Water District of Southern California

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The ability to achieve the eight planning goals established for the Santa Susana Trails Master Plan (Trails Master Plan) requires an understanding of how the County of Los Angeles Department of Parks and Recreation (DPR) efforts will fit in relation to other existing and anticipated regional and local planning efforts in the vicinity of the Trails Master Plan Area; established and potential centers of activity; and the demand for trails. Therefore, this section describes the existing regional and local plans, existing activity centers, and existing trail users types within a one-mile radius of the Trails Master Plan Area.

3.1 EXISTING REGIONAL AND LOCAL PLANS

There are five regional and five local planning documents that address recreational trails at the regional (Figure 3.1-1, *Regional Planning Areas*) and local levels in the vicinity of the Trails Master Plan Area.

3.1.1 Regional Plans

The regional planning documents that address recreation resources in the vicinity of the Master Plan Area are the Santa Monica Mountains National Recreation Area (SMMNRA) General Management Plan,¹ the California Recreational Trails Plan,² the Rim of the Valley Trail Corridor Master Plan,³ the Draft Los Angeles County General Plan 2035 Update,⁴

and the Ventura County General Plan.⁵ Many of these plans involve collaborative efforts among multiple agencies and certain trails, including the Rim of the Valley Trail Corridor, which passes through the Trails Master Plan Area, are referenced in multiple planning documents.

¹ National Park Service, Santa Monica Mountains National Recreation Area General Management Plan, July 2002. General Management Plan and Environmental Impact Statement, Volumes 1 and 2, available online at: <http://www.nps.gov/samo/parkmgmt/gmp-general-management-plan-documents.htm>

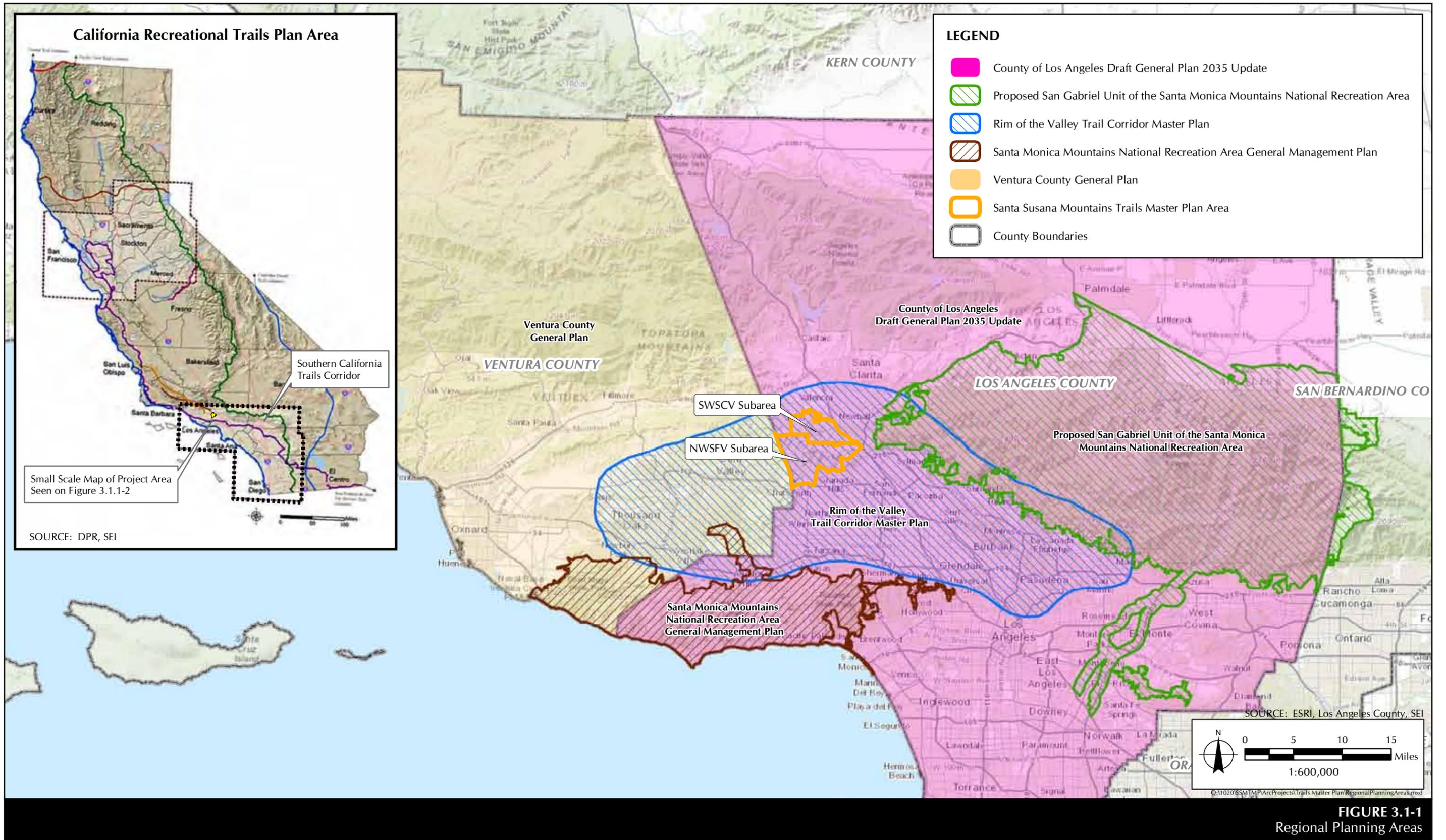
² State of California, Recreational Trails Plan, 2002. PDF available online at: http://www.parks.ca.gov/?page_id=23443

³ Santa Monica Mountains Conservancy, Rim of the Valley Trail Corridor Master Plan, 1990. PDF available online at: <http://smmc.ca.gov/ROV%20Master%20Plan.pdf>

⁴ County of Los Angeles. Accessed 31 October 2013. *2013 Draft General Plan 2035*. Available online at: <http://planning.lacounty.gov/generalplan/draft2013>

⁵ County of Ventura. Accessed 31 October 2013. *Ventura County General Plan – GOALS, POLICIES & PROGRAMS (6-28-11 edition)*. PDF available online at: <http://www.ventura.org/rma/planning/pdf/plans/Goals-Policies-and-Programs-6-28-11.pdf>

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LEGEND

- County of Los Angeles Draft General Plan 2035 Update
- Proposed San Gabriel Unit of the Santa Monica Mountains National Recreation Area
- Rim of the Valley Trail Corridor Master Plan
- Santa Monica Mountains National Recreation Area General Management Plan
- Ventura County General Plan
- Santa Susana Mountains Trails Master Plan Area
- County Boundaries

SOURCE: ESRI, Los Angeles County, SEI

0 5 10 15 Miles

1:600,000

FIGURE 3.1-1
Regional Planning Areas

National Park Service

*Santa Monica Mountains National Recreation Area General Management Plan, 2002*⁶

The SMMNRA, which comprises 153,075 acres, is located approximately 7 miles southwest of the Trails Master Plan Area. Preparation of a comprehensive plan addressing the preservation and management of the SMMNRA was mandated under the 1978 Santa Monica Mountains Comprehensive Planning Act; the first management plan was released in 1982 and the act stipulated that the plan should be updated every 15 to 20 years as a framework for management and implementation.⁷ This plan, developed in collaboration by the National Park Service (NPS), California State Parks (CSP), and Santa Monica Mountains Conservancy (SMMC), describes and analyzes five alternatives for managing the SMMNRA, one of the world's last remaining examples of a Mediterranean ecosystem, in consideration of management of the development, visitation, and natural and cultural resources for the next 15 to 20 years: no action, a preferred alternative, a preservation alternative, an education alternative, and a recreation alternative.⁸ The General Management Plan (GMP) emphasizes the importance of balancing preservation, education, and recreation in the SMMNRA. At the five public meetings held on the Draft GMP / Environmental Impact Statement (EIS) in 2001, the four most common concerns were: the commingling of recreational uses (e.g., hiking, biking, equestrian, day use, and camping); trails planning and management for the accommodation of different types of visitor experiences (e.g., hikers, bikers, and equestrians); the acquisition and inclusion of

⁶ National Park Service, Santa Monica Mountains National Recreation Area General Management Plan, July 2002. General Management Plan and Environmental Impact Statement, Volumes 1 and 2, available online at: <http://www.nps.gov/samo/parkmgmt/gmp-general-management-plan-documents.htm>

⁷ State of California – The Resources Agency. Staff Recommendation on Consistency Determination No. CD-025-02. *Project Description: Draft General Management Plan for the Santa Monica Mountains National Recreation Area (SMMNRA)*. PDF available online at: <http://www.coastal.ca.gov/cd/CD-025-02.pdf>

⁸ National Park Service, Santa Monica Mountains National Recreation Area General Management Plan, July 2002. General Management Plan and Environmental Impact Statement, Volume 1, available online at: <http://www.nps.gov/samo/parkmgmt/gmp-general-management-plan-documents.htm>

property within the SMMNRA boundary; and resource and ecosystem protection.⁹ Federal, state, and local agencies who commented on the Draft GMP/EIS were concerned about regulatory compliance; management policies for commingling of recreational uses in consideration of safety and quality of visitor experience; the protection of natural and cultural resources from degradation; and how the mix of property types and jurisdiction (federal, state, local, conservancy) would be incorporated in the management of SMMNRA.¹⁰ The Preservation Alternative was selected by SMMNRA Superintendent Woody Smeck as a result of the analysis performed under the NEPA process,¹¹ an alternative which provided for the preservation of natural and cultural systems. Under the Preservation Alternative, 80 percent of parkland was designated low intensity, moderate intensity use areas were concentrated in 15 percent of the parkland, and high intensity use areas were concentrated in the 5 percent of non-sensitive or previously developed areas of the parkland to preserve the ecological quality of the low intensity areas of the parkland. The Preservation Alternative involved the removal of some park-related development in sensitive areas, addition of educational exhibits constructed to educate the public about natural and cultural resources, and creation of virtual “visitor centers” for increased appreciation and understanding of the natural and cultural resources.

A Trail Management Plan for the SMMNRA addresses specific development and management of the trail system, but the Preservation Alternative of the GMP encourages hiking and wildlife observation as resource compatible recreation activities and allows single-use trails in low-intensity use areas. The SMMNRA Trail Management Plan restricts multi-use trails to specifically designated multi-use trails within moderate and high intensity use areas of the

⁹ National Park Service. *Santa Monica Mountains National Recreation Area GMP/EIS Volume 2*. 2002. Page 448. PDF available online at: <http://www.nps.gov/samo/parkmgmt/gmp-general-management-plan-documents.htm>

¹⁰ National Park Service. *Santa Monica Mountains National Recreation Area GMP/EIS Volume 2*. 2002. PDF available online at: <http://www.nps.gov/samo/parkmgmt/gmp-general-management-plan-documents.htm>

¹¹ O'Malley, P.G. 29 January 2003. *The Malibu Times. New SMMNRA Plan a Preservation-Recreation Balancing Act*. News article available online at: http://www.malibutimes.com/news/article_bfbaaf70-774a-5d5d-af18-881dc96ea881.html

SMMNRA.¹² This means that the trail system within the SMMNRA is not predominantly multi-use, and potential trail connections from the DPR Trails Master Plan Area will create a potential for selected user groups to encounter an area of restricted use at the connection to the SMMNRA trail system. While the majority of trails identified in the SMMNRA Interagency Regional Trail Management Plan Conceptual Trail Policy Alternatives are located in close proximity to the coastal zone areas of Los Angeles and Ventura Counties,¹³ the two plans address trails that extend beyond the limits of the SMMNRA to approach the Trails Master Plan Area that may ultimately provide opportunities for linkages between the Santa Susanna Mountains and the SMMNRA, including the Simi to the Sea Trail and the Juan Bautista de Anza Historic Trail (Figure 3.1.1-1, *Santa Monica Mountains National Recreation Area Proposed Regional Trails*):

- **Simi to the Sea Trail** is intended to connect the City of Simi in Ventura County, south along the eastern edge of Cheeseboro Canyon through the SMMNRA, to Zuma County Beach; the existing portion of trail is less than 10 miles south of the Trails Master Plan Area.
- **Juan Bautista de Anza Historic Trail** is a part of the California Recreational Trails Plan's proposed trail corridors; the existing portion of trail is less than 10 miles south of the Trails Master Plan Area.¹⁴

As of 2013, the NPS had provided a recommendation to Congress to add a San Gabriel Unit to the SMMNRA. The San Gabriel Unit of the SMMNRA is located over 25 miles

¹² National Park Service, Santa Monica Mountains National Recreation Area General Management Plan, July 2002. General Management Plan and Environmental Impact Statement, Volume 1, available online at: <http://www.nps.gov/samo/parkmgmt/gmp-general-management-plan-documents.htm>

¹³ National Park Service. Accessed 11 November 2013. *TMP Conceptual Trail Policy Alternatives*. Available online at: <http://www.nps.gov/samo/parkmgmt/trail-planning-conceptual-trail-policy-alternatives.htm>

¹⁴ California State Parks, State of California, and National Park Service. n.d. *Santa Monica Mountains National Recreation Area Trail Management Plan: Proposed Regional Trails*. Available online at: <http://www.nps.gov/samo/parkmgmt/loader.cfm?csModule=security/getfile&PageID=132241>

southeast of the Trails Master Plan Area and would most likely ultimately be linked via the Rim of the Valley Trail Corridor, a joint planning effort being sponsored by the State of California and the SMMC (see Figure 3.1-1).¹⁵

State of California

*California Recreational Trails Plan, 2002*¹⁶

The California Recreation Trails Plan is applicable to the thousands of miles (more than 3,000 miles) of California Department of Parks and Recreation managed trails throughout the entire state of California, ranging from narrow footpaths to trails that accommodate bicyclists, runners, equestrians, hikers, in-line skaters, and wheelchair users.¹⁷ Preparation of a recreational trails plan was authorized by the State Legislature in 1978 as an element of the California Recreational Trails Act.¹⁸ The nearest state recreation resource is the Santa Susana Pass State Historic Park, located south of the State Route (SR) 118 near the southern boundary of the Trails Master Plan Area; additionally, the California Recreational Trails Plan proposed multi-jurisdictional state trail corridors relevant to the Trails Master Plan. The California Recreational Trails Plan recognizes and supports trail corridors that promote walking, bicycling, wheelchair use, and horse riding through scenic areas of the state.¹⁹ Appendix B of the California Recreational Trails Plan defines a state trail corridor as a long-distance route (over 50 miles) identified for non-motorized travel (may share roads with motor vehicles on an interim basis) that links people to public and private lands

¹⁵ U.S Department of the Interior, National Park Service. April 2013. *San Gabriel Mountains and Watershed Special Study. Summary and Final Recommendations*. Available at: <http://www.nps.gov/pwro/sangabriel/>

¹⁶ State of California, Recreational Trails Plan, 2002. PDF available online at: http://www.parks.ca.gov/?page_id=23443

¹⁷ State of California, Recreational Trails Plan, 2002. PDF available online at: http://www.parks.ca.gov/?page_id=23443 Page 1, Introduction.

¹⁸ State of California. Passed in 1978. *Public Resources Code Section 2070-5077.8* Available online at: <http://www.leginfo.ca.gov/cgi-bin/displaycode?section=prc&group=05001-06000&file=5070-5077.8> Main website: http://www.parks.ca.gov/?page_id=23443

¹⁹ State of California, Recreational Trails Plan, 2002. PDF available online at: http://www.parks.ca.gov/?page_id=23443 Page viii, Appendix B: 2000 California Trail Corridors Supporting Data.

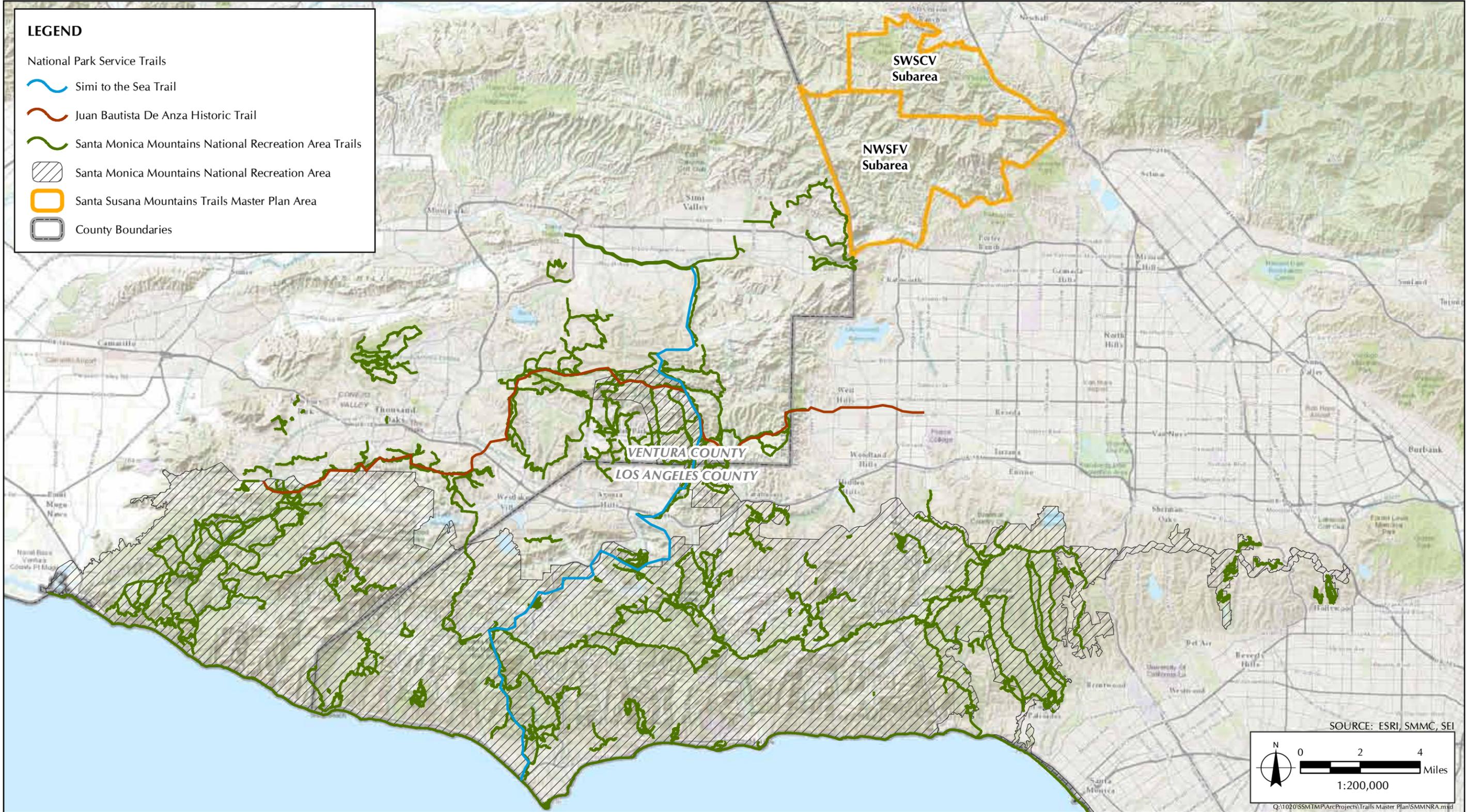


FIGURE 3.1.1-1
 Santa Monica Mountains National Recreation Area Proposed Regional Trails

that have outstanding scenic, historic, natural, educational, or recreational values and connects with other trail corridors or shorter local trails and stimulates the development of connecting trails by its location.²⁰

The first phase of the California Recreational Trails Plan was created in 2002 to serve as a general guide for trail advocates and local trail management agencies and organizations in planning future trails and developing trails-related programs, in accordance with its mission to:

Promote the establishment and maintenance of a system of trails and greenways that serves California's diverse population while respecting and protecting the integrity of its equally diverse natural and cultural resources. The system should be accessible to all Californians for improving their physical and mental well-being by presenting opportunities for recreation, transportation, and education, each of which provides enhanced environmental and societal benefits.²¹

Phase II of the California Recreational Trails Plan is still in progress, with progress reports posted on the California Parks website every 2 years.²²

Of the 14 Coastal Southern California Trail Corridors (Figure 3.1.1-2, *California Recreational Trails Plan, Coastal Southern California Trail Corridors*) described in the California Recreation Trails Plan, one trail corridor, the Rim of the Valley Trail Corridor, passes through the Trails Master Plan Area:²³

- **Rim of the Valley Trail (#7):** this 150-mile trail corridor (60 percent complete in 2000) passes through the NWSFV Subarea of the Trails Master Plan Area; follows the ridgeline immediately west of the Los Angeles-Ventura County line on Rocky Peak Road; and connects to the Backbone Trail in the SMMNRA to the south, the Pacific Crest Trail through additional trails leading to the northeast, Juan Bautista de Anza Trail to the south, and the Los Angeles River Parkway to the southeast.

There are four additional Southern California Trail Corridors described in the California Recreation Trails Plan that are located in Western Los Angeles County or Eastern Ventura County: the Condor Trail, the Juan Bautista de Anza National Historic Trail, the Pacific Crest/California Coastal Trail, and the Santa Clara River Trail.

Santa Monica Mountains Conservancy

*Rim of the Valley Trail Corridor Master Plan, 1990*²⁴

The Rim of the Valley Trail Corridor Master Plan Area is 492,674 acres in size and encompasses the entire Master Plan Area.²⁵ The Rim of the Valley Corridor is a wildlife corridor that connects the Santa Monica, Santa Susana, Sespe, and San Gabriel Mountains. Preparation of the Rim of the Valley Trail Corridor Master Plan was authorized by AB 1516 (1989) to guide the activities and expenditures of the SMMC and the legislature over a 5 to 10 year planning period in preservation of important resources and provision of public recreation. The recreational objective of the plan was to provide opportunities for linear recreation in a natural setting through a continuous trails system in the Valley Trail Corridor, whether on foot, horseback, or mountain bikes, in consideration of trailhead access and facilities, difficult terrain, environmentally sensitive areas, existing trails and fire roads, access to natural or cultural resources, and views of the valleys and natural

²⁰ State of California, Recreational Trails Plan, 2002. PDF available online at: http://www.parks.ca.gov/?page_id=23443 Page viii, Appendix B: 2000 California Trail Corridors Supporting Data.

²¹ State of California, Recreational Trails Plan, 2002. Available online at: http://www.parks.ca.gov/?page_id=23443

²² State of California. *The Full Progress Report: California Recreational Trails Plan*. Available online at: http://www.parks.ca.gov/?page_id=25677

²³ State of California, Recreational Trails Plan, 2002. PDF available online at: http://www.parks.ca.gov/?page_id=23443 Page viii, Appendix B: 2000 California Trail Corridors Supporting Data.

²⁴ Santa Monica Mountains Conservancy, *Rim of the Valley Trail Corridor Master Plan, 1990*. PDF available online at: <http://smmc.ca.gov/ROV%20Master%20Plan.pdf>

²⁵ Santa Monica Mountains Conservancy. *Santa Monica Mountains Conservancy Zone – Rim of the Valley Corridor*. PDF available online at: http://smmc.ca.gov/parkland_map.pdf

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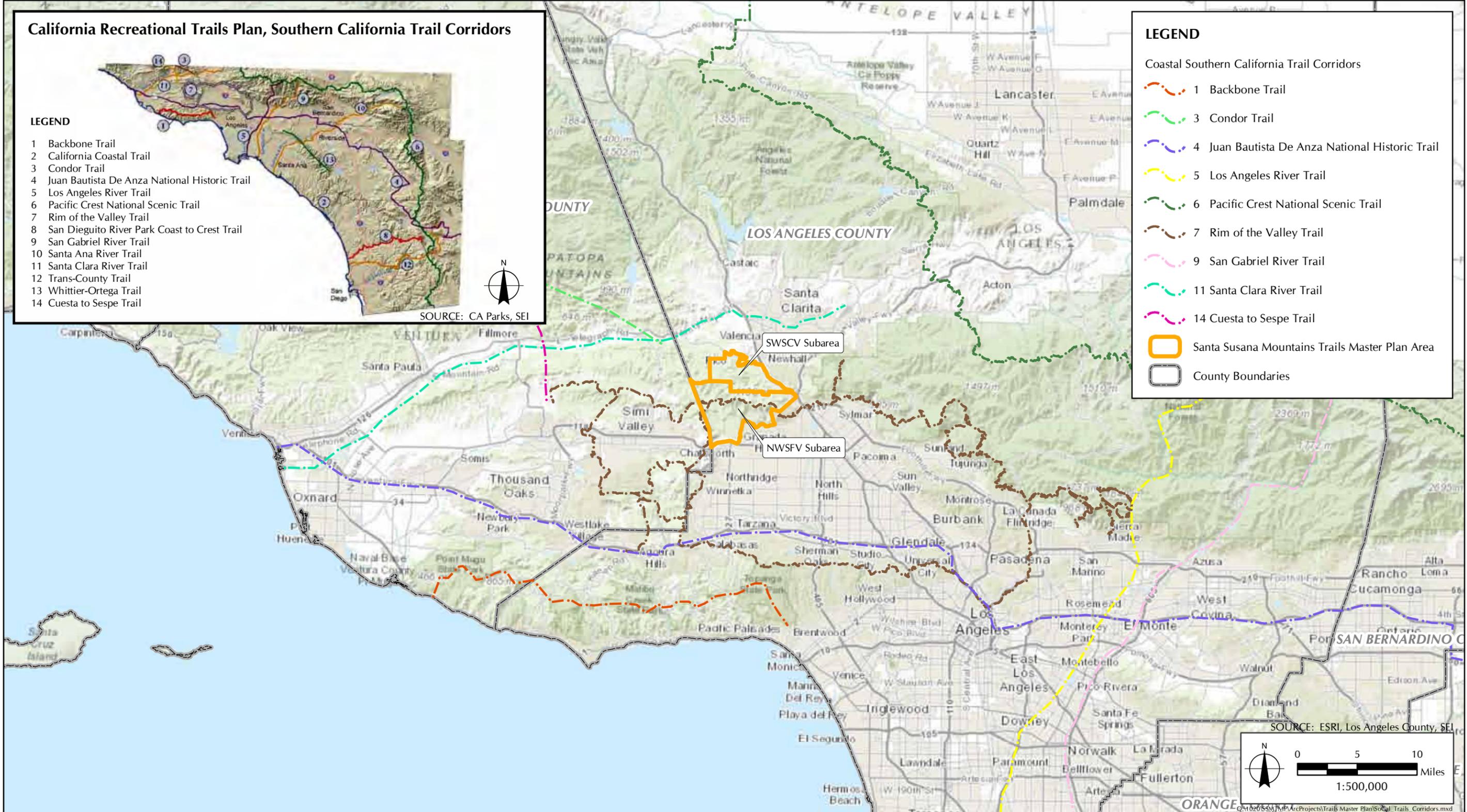


FIGURE 3.1.1-2
California Recreational Trails Plan, Coastal Southern California Trail Corridors

surroundings. The plan identified existing general use trails and existing and proposed special use trails (for special population and user groups, such as mountain bicyclists); proposed open space and facilities for recreation and wildlife habitat; identified existing under-utilized public open space; adjusted the Valley Trail Corridor boundaries to support proposed wildlife habitat and recreation projects; and proposed programs that do not require land acquisition or facility development (such as park volunteer training or interpretation programming for young people).

The Rim of the Valley Trail Corridor encircles the San Fernando and La Crescenta Valleys and passes through the NWSFV Subarea of the Trails Master Plan Area (Figure 3.1.1-3, *Rim of the Valley Trail Corridor*). The SMMC describes the Rim of the Valley Trail as being intended to be an interesting and challenging long distance trail that provides a major physical linkage among the ecologically and aesthetically important areas in the Valley Trail Corridor system while facilitating multi-use trail recreation in a naturalistic setting.²⁶ The definition criteria for the Rim of the Valley Trail involved connecting as many of the important parks and open spaces within the Rim of the Valley Trail Corridor as possible while remaining buffered by natural open space. The Rim of the Valley Corridor Master Plan has defined three additional trail types to support the Rim of the Valley Trail: loop trails, which provide an opportunity to connect important natural or cultural resources within the Corridor to the Rim of the Valley Trail without repeating a route; access trails, which provide a transition between developed, urban area and the natural open space of the Rim of the Valley Corridor area; and local trails, which provide trail access within and through the urban areas. The plan also established a hierarchy of priority levels for the proposed projects, with the highest priority assigned to statewide significance, followed by those with regional significance, buffers and additions to existing public lands, and finally, projects that only serve local needs.

Other Trails

In addition to the Corral Sunshine Motorway Trail, Las Lajas Canyon Road Trail, and Rocky Peak Motorway Trail that comprise part of the Rim of the Valley Trail Corridor, the SMMC and

²⁶ Santa Monica Mountains Conservancy, *Rim of the Valley Trail Corridor Master Plan*, 1990. PDF available online at: <http://smmc.ca.gov/ROV%20Master%20Plan.pdf> Section 4: Master Plan Components, page 13.

the Mountains Recreation and Conservation Authority (MRCA), a local partnership between the SMMC, the Conejo Recreation and Park District, and the Rancho Simi Recreation and Park District for the purpose of preservation and management of local open space and parkland, watershed lands, trails, and wildlife habitat, have constructed 18 additional trails that are located wholly or partly within the Trails Master Plan Area (see Section 3.5.4 for existing conservancy trails):²⁷

- Devil Canyon Trail
- Highlands Trail
- Johnson Motorway
- Sunshine Canyon Motorway
- Towsley Canyon Trail
- Unnamed Trail No. 3²⁸
- Unnamed Trail No. 5
- Unnamed Trail No. 6
- Unnamed Trail No. 7
- Unnamed Trail No. 8
- Unnamed Trail No. 9
- Unnamed Trail No. 10
- Unnamed Trail No. 11²⁹
- Unnamed Trail No. 15
- Unnamed Trail No. 16
- Unnamed Trail No. 17
- Weldon Canyon Motorway
- Ybarra Canyon Motorway

County of Los Angeles

*Draft Los Angeles County General Plan 2035 Update*³⁰

The entire Trails Master Plan Area is located within the unincorporated territory of Los Angeles County and is subject to the Los Angeles County General Plan, which provides goals, policies, and implementation programs for long-term physical development and conservation throughout the County. The Conservation and

²⁷ Mountains Recreation & Conservation Authority. 5 March 2014. *Mountains Recreation & Conservation Authority*. Website. Available online at: <http://www.mrca.ca.gov/>

²⁸ Unnamed Trails Nos. 1 through 17 are described as part of this discussion of the Regional Trail System or in Table 3.5.4-1, *Existing Trails*.

²⁹ Unnamed Trails Nos. 1 through 17 are described as part of this discussion of the Regional Trail System.

³⁰ County of Los Angeles. Accessed 31 October 2013. *2013 Draft General Plan 2035*. Available online at: <http://planning.lacounty.gov/generalplan/draft2013>

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Natural Resources Element of the *Draft Los Angeles County General Plan 2035 Update* emphasizes the importance of preserving the regional wildlife linkages and scenic viewsheds within the County through sensitive planning, including the recreational trails traversing the valuable open space provided by the Santa Susana Mountains.³¹

Park and Recreation Element

The Parks and Recreation Element of the *Draft Los Angeles County General Plan 2035 Update* provides for an integrated parks and recreation system to meet the needs of the County.³² The County recognizes its ideal climate for trail user activities on most days of the year and the unique opportunities of the County Trail System to trail users that showcases the County's diverse scenery and provides connectivity to parks, open spaces, cultural resources, and wilderness areas. The County places value on the state of the visual, natural, and educational environment through which the trail passes for defining the quality of the trail experience, whether the user is using the trail for exercise, solitude, spiritual practices, physical and mental well-being, building social networks, testing athletic skills, and/or experiencing nature. Typical trail uses in the County range from hiking and walking to mountain biking and horseback riding, and the County strives to make trails multi-use and accessible to non-motorized users including pedestrians, equestrians, and mountain bicyclists, where appropriate.

The Parks and Recreation Element of *Draft Los Angeles County General Plan 2035 Update* describes trails as linear parks that provide an opportunity for people to hike, walk, run, or bike and encourage people to connect with nature across smaller amounts of land than small parks, and recommends a multi-use trail system as a strategy for meeting the increasing demand for outdoor recreational activities with

³¹ County of Los Angeles. Accessed 1 November 2013. *Los Angeles County General Plan Public Review Draft Text-Only Version 10/2013*. Chapter 9: Conservation and Natural Resources Element. PDF available online at: http://planning.lacounty.gov/assets/upl/project/gp_2035_Chapter9_2013.pdf

³² County of Los Angeles. Accessed 1 November 2013. *Los Angeles County General Plan Public Review Draft Text-Only Version 10/2013*. Chapter 10: Parks and Recreation Element. PDF available online at: http://planning.lacounty.gov/assets/upl/project/gp_2035_Chapter10_2013.pdf

population growth.³³ The County defines these multi-use trails as trails used by equestrians, cyclists, hikers, and runners.³⁴

Regional Trail System

The *Los Angeles County Regional Trail System Map* is a conceptual map of existing and proposed trails in Los Angeles County, and does not necessarily imply that easements exist for the entirety of these trail alignments or that they are owned fee-title by the County. There are six trails depicted on the *Los Angeles County Regional Trail System Map* (Figure 3.1.1-4, *Los Angeles County Regional Trail System*),³⁵ which are located wholly or partially within the Master Plan Area:

Sunshine Canyon Motorway (NWSFV Subarea): an existing 0.85-mile segment of Weldon Canyon Motorway owned and managed by the SMMC/MRCA that follows the ridgeline leading from the area between Interstate 5 and Sunshine Canyon Landfill northwest to the Weldon Canyon Motorway trail. Sunshine Canyon Motorway overlooks Sunshine Canyon Landfill to the southwest and the San Fernando Valley to the south.

Weldon Canyon Motorway (NWSFV and SWSCV Subareas): an existing 4.69-mile dirt road owned and managed by the SMMC/MRCA that follows the ridgeline leading from Coltrane Avenue near the Interstate 5 freeway to the northeast south to Sunshine Canyon Motorway, where the dirt road follows the ridgeline north of

³³ County of Los Angeles. Accessed 1 November 2013. *Los Angeles County General Plan Public Review Draft Text-Only Version 10/2013*. Chapter 10: Parks and Recreation Element. Section III. Issues, Subsection 3. Improved Trail Systems, Page 187. PDF available online at: http://planning.lacounty.gov/assets/upl/project/gp_2035_Chapter10_2013.pdf

³⁴ County of Los Angeles. Accessed 1 November 2013. *Los Angeles County General Plan Public Review Draft Text-Only Version 10/2013*. Chapter 10: Parks and Recreation Element. Section III. Issues, Subsection 3. Improved Trail Systems, Page 187. PDF available online at: http://planning.lacounty.gov/assets/upl/project/gp_2035_Chapter10_2013.pdf

³⁵ County of Los Angeles Department of Regional Planning. May 2013. *2013 Draft General Plan 2035*. "Figure 10.1: Regional Trail System". PDF available online at: http://planning.lacounty.gov/assets/upl/project/gp_2035_2013-FIG_10-1_regional_trail_system.pdf Main website: <http://planning.lacounty.gov/generalplan/draft2013>

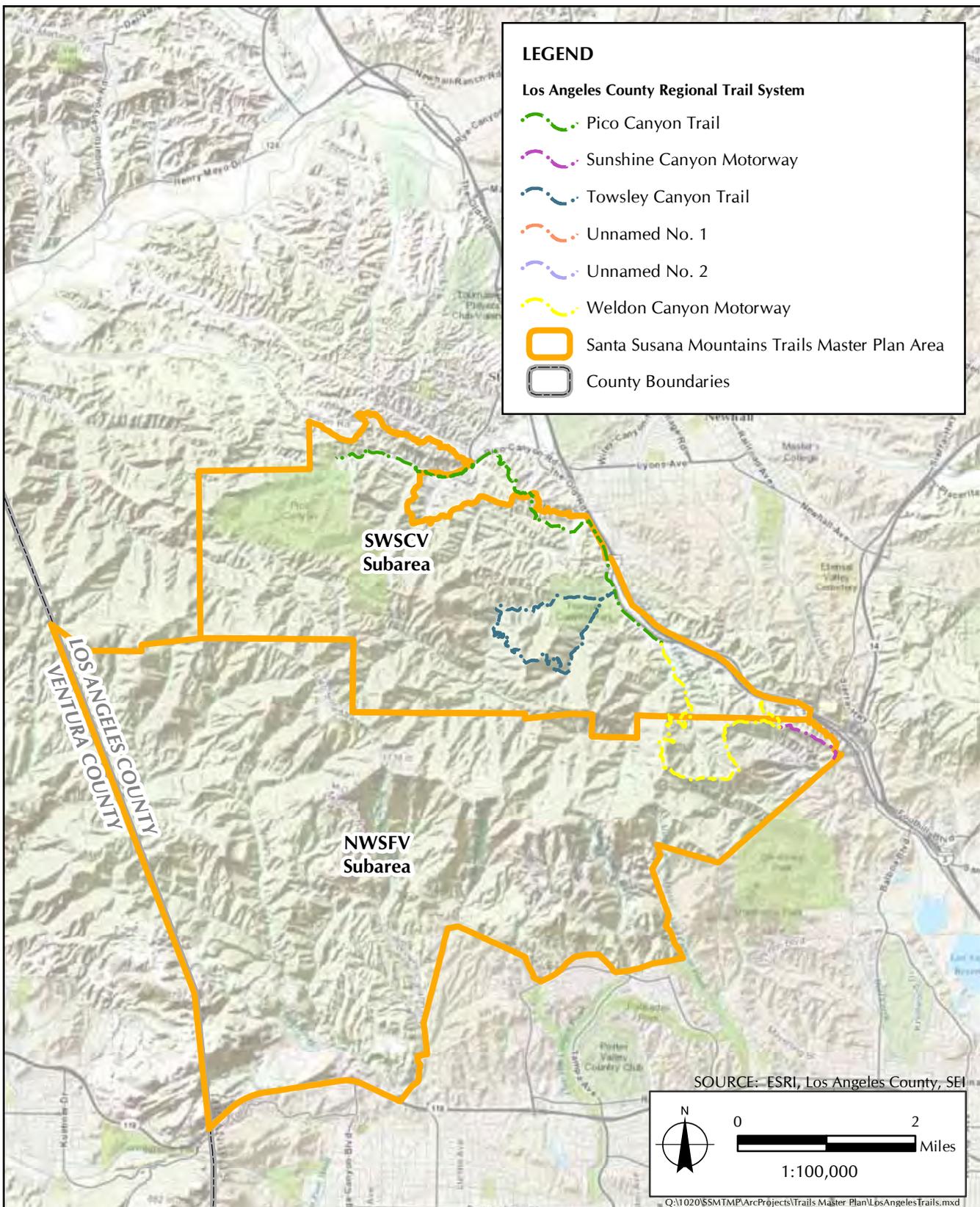


FIGURE 3.1.1-4
Los Angeles County Regional Trail System

Sunshine Canyon Landfill southwest to Saugus to the Sea Road, a dirt road within Michael D. Antonovich Open Space, then follows Saugus to the Sea Road north to The Old Road near the Interstate 5 Freeway, where it meets Pico Canyon Trail. Weldon Canyon Motorway overlooks East Canyon to the north, Rice Canyon to the west, and Sunshine Canyon Landfill to the south.

Towsley Canyon Trail (SWSCV Subarea): an existing 5.81-mile trail route with a 5.4-mile loop owned and managed by the SMMC/MRCA leading from Towsley Canyon Road west through Ed Davis Park and Santa Clarita Woodlands Park. Towsley Canyon Trail follows Towsley Creek on the northern side, overlooks Towsley Canyon to the west, and follows Wiley Canyon to the southeast. The trail is popular with hikers and mountain bicyclists.

Unnamed Trail No. 1 (less than half a mile northeast of SWSCV Subarea): a 2.14-mile dirt road that has been adopted by the County as part of the County's proposed regional trail system. Unnamed Trail No. 1 will extend from Meaford Avenue south to the Old Road before following Edison Road to the east and turning north at Pine Street.

Unnamed Trail No. 2 (along northeastern edge of SWSCV Subarea): a 4.04-mile roadside route that crosses the Interstate 5 freeway and has been adopted by the County as part of the County's proposed regional trail system. Unnamed Trail No. 2 will extend from the start of the Pico Canyon Trail at Saugus to the Sea Road east on the southbound side of The Old Road, paralleling The Old Road until it crosses the Interstate 5 Freeway on Weldon Canyon Road, then parallel the northbound side of Coltrane Avenue. At the parking lot for Sandy Spring Stables, the proposed trail will cross Coltrane Avenue and loop around to the southbound side of Coltrane Avenue, which it will parallel until Weldon Canyon again, cross the Interstate 5 Freeway, then parallel the northbound side of The Old Road until it reaches the location across the street from Saugus to the Sea Road.

Pico Canyon Trail (SWSCV Subarea): a 5.62-mile route that has been adopted by the County as part of the County's proposed regional trail system. Pico Canyon Trail will extend from Weldon Canyon Motorway near its intersection with The Old Road, parallel the southbound side of The Old Road until 320 feet south of Lyons Ranch, where it will veer west into a

small canyon, parallel a nearby residential development towards the northwest, and parallel the eastbound side of Pico Canyon Road then Pico Canyon Service Road, past Dewitt Canyon and Wickham Canyon, into Pico Canyon. Pico Canyon Trail will terminate on its westernmost point at Mentryville Park in Pico Canyon.

There are existing easements for portions of the trail alignments within the Trails Master Plan Area. There are additional trails that are located in close proximity to the Santa Clara River approximately 3 miles north of the Trails Master Plan Area (see Figure 3.1.1-4).

Open Space and Conservation Element

The adopted County General Plan identified three Significant Ecological Areas (SEAs) that overlap the Trails Master Plan Area (Figure 3.1.1-5, *Pre-2014 Adopted Significant Ecological Areas*): Santa Susana Mountains/Simi Hills SEA, Santa Susana Mountains SEA, and Santa Susana Pass SEA. In the 1990s, studies were conducted to determine if some of the significant ecological area boundaries encompassed the specific species listed in the SEA description or if the SEA boundaries should be modified. In the 2000s, the *Draft Los Angeles County General Plan 2035 Update* was updated with the goal to evaluate existing SEAs for changes in biological conditions; redefine the boundaries based upon biological diversity; and consider additional areas for SEA classification. The *Draft Los Angeles County General Plan 2035 Update* proposes the consolidation and reconfiguration of the three SEAs in to one SEA, the Santa Susana Mountains / Simi Hills SEA (Figure 3.1.1-6, *Proposed Significant Ecological Areas*).^{36,37}

Proposed Santa Susana Mountains / Simi Hills Significant Ecological Area

The proposed Santa Susana Mountains / Simi Hills SEA is located in the unincorporated areas of the County of Los Angeles, north of the Oat Mountain Planning Area, south of Route 126, and west of Interstate 5 to the County of Los Angeles and County of Ventura boundary. The

³⁶ County of Los Angeles Department of Regional Planning. SEA Program. Available at: <http://planning.lacounty.gov/sea/proposed>. SEA 23 - Santa Susana Mountains / Simi Hills.

³⁷ County of Los Angeles Department of Regional Planning. *Draft Los Angeles County General Plan 2035, Appendix E*. Available at: http://planning.lacounty.gov/assets/upl/project/gp_2035_appendixE.pdf

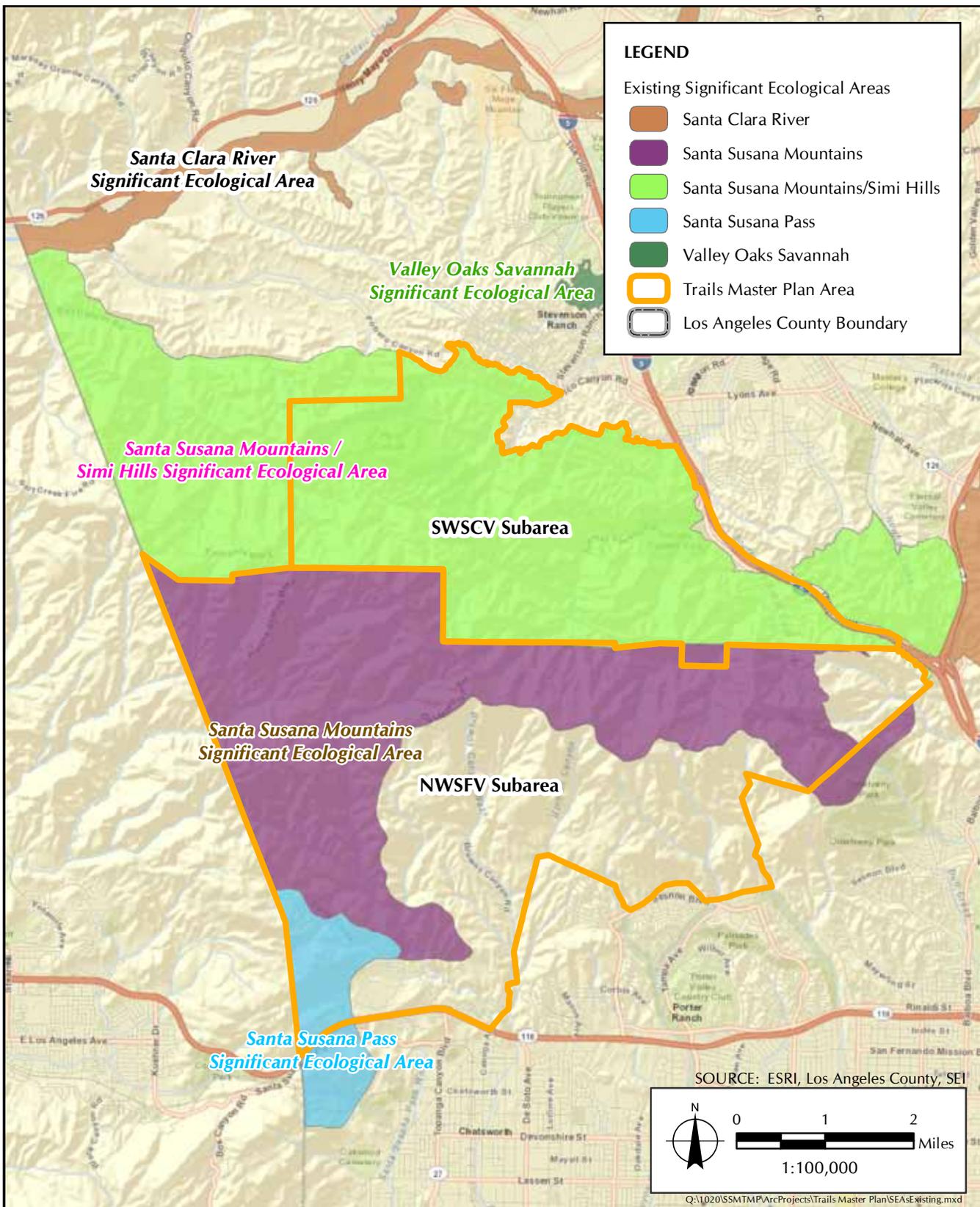


FIGURE 3.1.1-5
Pre-2014 Adopted Significant Ecological Areas

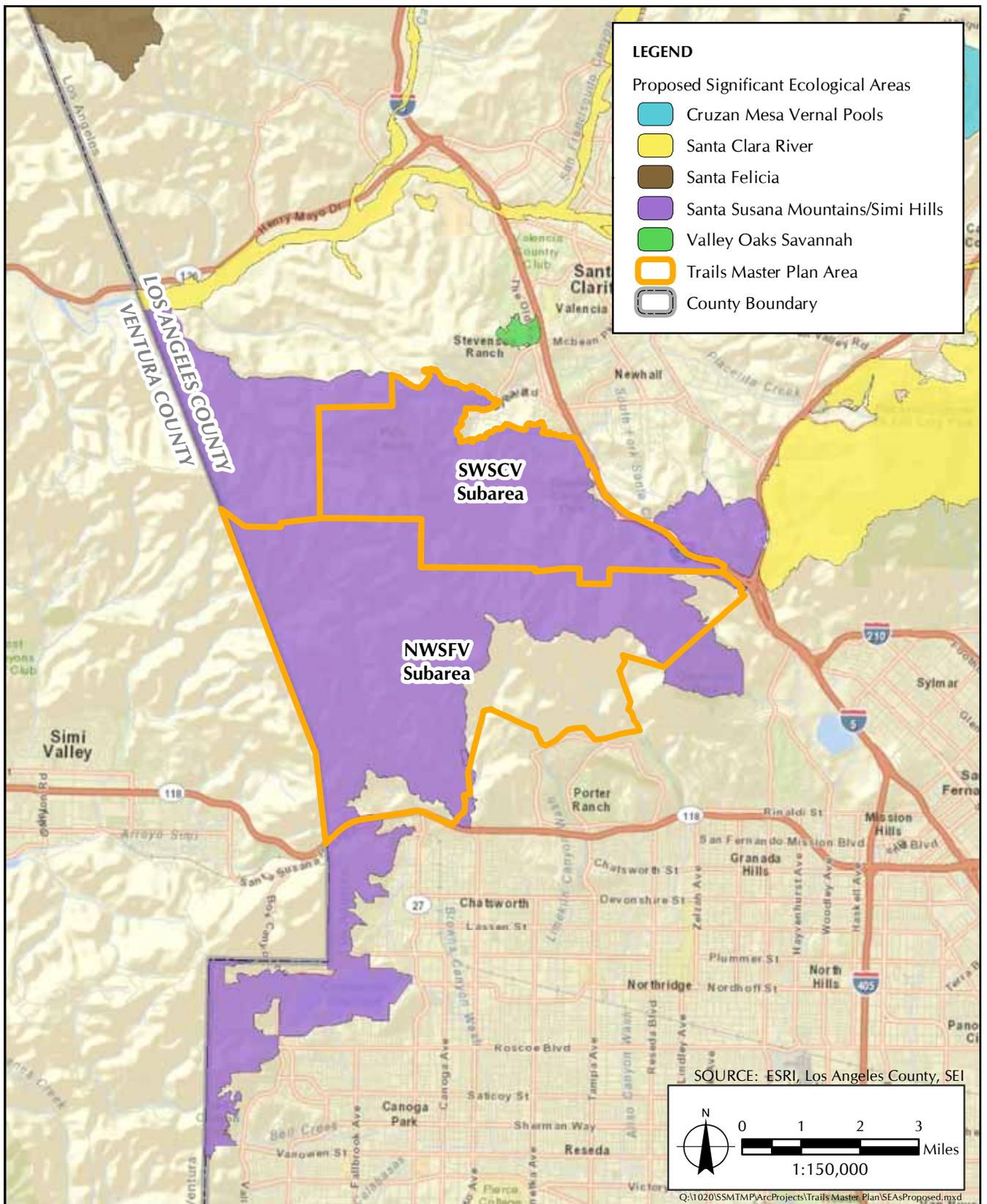


FIGURE 3.1-6
Proposed Significant Ecological Areas

area covered by the Santa Susana Mountains / Simi Hills SEA is considered an important wildlife corridor between the San Gabriel Mountains, the Santa Clara River, and the Santa Monica Mountains. The corridor is regularly used by mountain lions (*Puma concolor*), mule deer (*Odocoileus hemionus*), coyote (*Canis latrans*), bobcat (*Lynx rufus*), and other medium-size wildlife. Most of the SEA is designated as critical habitat for the California coastal gnatcatcher (*Poliophtila californica californica*). The preferred habitat for the California coastal gnatcatcher is coastal sage scrub. Trails and passive recreation uses are normally considered to be compatible uses in SEAs.

County of Ventura

*Ventura County General Plan, 2011*³⁸

The Ventura County General Plan was reviewed to assess opportunities to make regional trail connections between existing and proposed Ventura County trails that are located adjacent to and immediately to the west of the Master Plan Area. The Resources, Land Use, and Public Facilities and Services Sections of the Ventura County General Plan contains goals and policies that are relevant to the Trails Master Plan.

The goals for resource preservation, conservation, production, and utilization of resources in the Resources Appendix of the Ventura County General Plan are to inventory and monitor the County's natural and man-made resources; plan for the preservation, conservation, efficient use of, enjoyment of, and access to resources, as appropriate, within the County for present and future generations; and to identify and work with all entities responsible for the protection, management and enhancement of the County's resources.³⁹ The General Plan, which identified in 1987 all of the land in Ventura County directly adjacent to the Trails Master Plan Area as a significant biological resources area, acknowledges the threatened status of the County's Coastal sage scrub plant community from encroaching residential development, with

substantial areas of the community remaining on South Mountain and in the Simi Hills and Santa Susana Knolls areas.^{40,41} The significant biological resources area in Ventura County provides wildlife habitat continuity with the existing and proposed SEAs along the County line in the Trails Master Plan Area in Los Angeles County.

The Ventura County General Plan is applicable to the land directly west of the Trails Master Plan Area, which is bound by the Ventura-Los Angeles County line. All of the land in Ventura County adjacent to the Trails Master Plan Area has been classified in the Land Use section of the General Plan as Open Space.⁴² Ventura County's goals for open space lands are to preserve the open space by limiting encroachment that would prematurely hamper or preclude the use or appreciation of the resources; acknowledge the presence of hazardous features where urban development should not occur; retain open space lands in a relatively undeveloped state to preserve future land use options; retain open space lands for outdoor recreational activities, parks, trails and for scenic lands; define urban areas by providing contrasting undeveloped areas; and recognize the intrinsic value of open space lands instead of regarding such lands as "areas waiting for urbanization."⁴³ The preservation of open space adjacent to the Trails Master Plan Area maintains the high recreational value of existing and proposed trails in the Trails Master Plan.

³⁸ County of Ventura. Accessed 31 October 2013. *Ventura County General Plan – GOALS, POLICIES & PROGRAMS (6-28-11 edition)*. PDF available online at: <http://www.ventura.org/rma/planning/pdf/plans/Goals-Policies-and-Programs-6-28-11.pdf>

³⁹ County of Ventura. Accessed 31 October 2013. *Ventura County General Plan – GOALS, POLICIES & PROGRAMS (6-28-11 edition)*. Page 9, Section 1. Resources, Subsection 1.1.1 Goals.

⁴⁰ County of Ventura. Accessed 31 October 2013. *Ventura County General Plan RESOURCES APPENDIX – 06-28-11 Edition*. Page 62, Figure 1.5.2, Significant Biological Resources Map. Created July 1987 using the California Natural Diversity Data Base Inventory. PDF available online at: <http://www.ventura.org/rma/planning/pdf/plans/General-Plan-Resources-Appendix-6-28-11.pdf>

⁴¹ County of Ventura. Accessed 31 October 2013. *Ventura County General Plan – GOALS, POLICIES & PROGRAMS (6-28-11 edition)*. Page 16, Section 1.5, Biological Resources. PDF available online at: <http://www.ventura.org/rma/planning/pdf/plans/Goals-Policies-and-Programs-6-28-11.pdf>

⁴² County of Ventura. Accessed 31 October 2013. *Ventura County General Plan*. "General Plan Land Use Map". April 6, 2010. Available online at: <http://www.ventura.org/rma/planning/plans/general-plan/index.html>

⁴³ County of Ventura. Accessed 31 October 2013. *Ventura County General Plan – GOALS, POLICIES & PROGRAMS (6-28-11 edition)*. Page 60, Section 3.2 Land Use Designations, Subsection 3.2.1 Goals, 5. Open Space. PDF available online at: <http://www.ventura.org/rma/planning/pdf/plans/Goals-Policies-and-Programs-6-28-11.pdf>

In the Parks and Recreation Subsection of the Public Facilities and Services Section of the General Plan, the County states that attempts have been made by the County and public and private organizations to establish an interconnected trail network throughout the County on both public lands and easements through private lands.⁴⁴ The land in Ventura County adjacent to the Trails Master Plan Area is located within a local recreation area called the Rancho Simi Recreation and Park District, which is intended to provide local recreation services to urban residents in the Simi Area.⁴⁵

There are six park and recreation resources within the Rancho Simi Recreation and Park District boundaries that are located within areas connected or proposed for connection to the NWSFV Subarea of the Trails Master Plan Area by the Rim of the Valley Trail Corridor or associated feeder trails (Figure 3.1.1-7, *Rancho Simi Recreation and Park District Resources*):⁴⁶

- **Rocky Peak Park** is a regional park facility, managed by the MRCA. The park spans across the Los Angeles-Ventura County line and encompasses a portion of the NWSFV Subarea of the Trails Master Plan Area. Rocky Peak Park includes three major trails: the Rim of the Valley Trail Corridor trails, the Chumash Trail, and the Hummingbird Trail. The trailhead for the 5-mile section of the Rim of the Valley Trail, within Rocky Peak Park, is located near the Ronald Reagan (California SR 118) Freeway. The section of the Rim of the Valley Trail, north to Las Lajas within Rocky

Peak Park, is known locally as Rocky Peak Road/Trail. Rocky Peak continues north from SR 118 for approximately 1.7 miles, west and parallel to the boundary between Ventura and Los Angeles County, where it crosses the County line and continues to the northeast through the portion of Rocky Peak Park located in Los Angeles County, within the NWSFV Subarea of the Trails Master Plan Area. The Chumash Trail is 3 miles long and located north of Chumash Park. The trailhead for Chumash Trail is located at Flanagan Drive, in the City of Simi and the trail continues 3 miles to the northeast to its connection with the Rocky Peak Trail, near the County Line.⁴⁷ The Hummingbird Trail trailhead is located near Kuehner Drive, and the trail continues three miles to the east, north of and roughly parallel to SR 118 east, to its connection with Rocky Peak Trail, near the County line.⁴⁸

- **Chumash Park** is a regional preserve / open space with a proposed botanical garden, historical site, nature center, picnic grounds, and vista point. Chumash Park is located less than 3 miles west of the NWSFV Subarea of the Trails Master Plan Area and immediately adjacent to Rocky Peak Park. Chumash Park is connected to the NWSFV Subarea of the Trails Master Plan Area via the Chumash Trail and its connection to the Rim of the Valley Trail Corridor.
- **Corriganville Regional Park** is a regional park with existing historical site, organized group camping, nature center, and trails. Corriganville Regional Park is located less than one mile west-southwest of the NWSFV Subarea of the Trails Master Plan Area. The Rim of the Valley Trail Corridor crosses through Corriganville Regional Park and makes a connection to the NWSFV Subarea of the Trails Master Plan Area, via Rocky Peak Park.
- **Tapo Canyon Park** is a regional park, managed by the County of Ventura,

⁴⁴ County of Ventura. Accessed 31 October 2013. *Ventura County General Plan – GOALS, POLICIES & PROGRAMS (6-28-11 edition)*. Page 142, Section 4.10, Parks and Recreation. PDF available online at: <http://www.ventura.org/rma/planning/pdf/plans/Goals-Policies-and-Programs-6-28-11.pdf>

⁴⁵ County of Ventura. Accessed 31 October 2013. *Ventura County General Plan PUBLIC FACILITIES AND SERVICES APPENDIX – 5-8-07 Edition*. Page 122, Section 4.10.2, Provision of Recreation Facilities and Page 126, Figure 4.10.1, *Local & National Recreation Areas/ National Forest*. PDF available online at: http://www.ventura.org/rma/planning/pdf/plans/GENERAL_PLAN_Public_Facilities_and_Services_Appendix_May_8_2007_edition.pdf

⁴⁶ County of Ventura. Accessed 13 November 2013. *Ventura County General Plan – PUBLIC FACILITIES AND SERVICES APPENDIX – 5-8-07 Edition*. Regional Recreation Facilities, Pages 127-130.

⁴⁷ Santa Monica Mountains Conservancy. 2013. *Rocky Peak Park*. Website. Available online at: <http://lamountains.com/parks.asp?parkid=51>

⁴⁸ Santa Monica Mountains Conservancy. 2013. *Rocky Peak Park*. Website. Available online at: <http://lamountains.com/parks.asp?parkid=51>

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which contains an existing equestrian center and picnic grounds. Tapo Canyon Park is located more than 2 miles west of the NWSFV Subarea of the Trails Master Plan Area; however, it is linked to the Trails Master Plan Area by the Rim of the Valley Trail Corridor.

- **Sage Ranch** is a regional park with proposed group picnic grounds, located approximately 3 miles southwest of the NWSFV Subarea of the Trails Master Plan Area. Sage Ranch is connected to the NWSFV Subarea of the Trails Master Plan Area via the Rim of the Valley Trail Corridor.

3.1.2 Local Plans

There are five local planning documents that address recreation resources in the vicinity of the Trails Master Plan Area (Figure 3.1.2-1, *Local Plans in Relation to Santa Susana Mountains Trails Master Plan Area*): the Santa Clarita Valley Area Plan,⁴⁹ the Newhall Ranch Specific Plan,⁵⁰ the City of Los Angeles General Plan,⁵¹ the Chatsworth-Porter Ranch Community Plan,⁵² and the Porter Ranch Land Use / Transportation Specific Plan.⁵³

⁴⁹ County of Los Angeles. 2012 Santa Clarita Valley Area Plan,. PDF available online at: http://planning.lacounty.gov/assets/upl/data/pd_santa-clarita-area-plan-2012.pdf

⁵⁰ County of Los Angeles, Newhall Ranch Specific Plan, 2003 PDF available online at: http://planning.lacounty.gov/view/newhall_ranch_specific_plan/

⁵¹ City of Los Angeles Department of City Planning. Accessed 21 November 2013. *General Plan Elements*. Available online at: <http://cityplanning.lacity.org/>

⁵² City of Los Angeles, Chatsworth-Porter Ranch Community Plan, 1993. PDF available online at: <http://cityplanning.lacity.org/complan/pdf/chtcptxt.pdf>

⁵³ City of Los Angeles. Porter Ranch Specific Plan. 2008. Available online at: <http://cityplanning.lacity.org/complan/specplan/pdf/PORANCH.PDF>

County of Los Angeles Department of Regional Planning

Santa Clarita Valley Area Plan, 2012⁵⁴

In 2012, the County of Los Angeles Department of Regional Planning published the Santa Clarita Valley Area Plan, which encompasses the City of Santa Clarita and the surrounding unincorporated territory of Los Angeles County. Specifically, the 310,656-acre Santa Clarita Valley Area Plan is bounded on the west by the Ventura County line, on the north by the Los Padres and Angeles National Forest areas, on the east by the Angeles National Forest, and on the south by the major ridgeline separating the Santa Clarita Valley from the San Fernando Valley, and encompasses the majority of the SWSCV Subarea of the Trails Master Plan Area.⁵⁵

The Santa Clarita Valley Area Plan, originally adopted in 1984 and amended in 1990 and 2012, provides goals, policies, and maps to establish zoning regulations and guide new development proposals within the incorporated City of Santa Clarita (33,715.2 acres); a portion the Angeles National Forest (150,521.6 acres); and 126,419.2 acres of unincorporated Los Angeles County, including Newhall Ranch and Stevenson Ranch. Six specific plans have been adopted within the planning area, including the Newhall Ranch Specific Plan described below. The area plan includes three guiding principles that are relevant to the development of the Trails Master Plan:

- The natural buffer area surrounding the entire valley (Angeles National Forest, Santa Susana, San Gabriel, Sierra Pelona, and Del Sur mountains) shall be preserved as a regional recreational, ecological, and aesthetic resource. Additionally, the Santa Clara River corridor, prominent ridgelines, biological resources in the designated SEAs, and significant indigenous woodlands shall be protected and preserved.
- Housing developments in the more urbanized communities of the Santa

⁵⁴ County of Los Angeles. 2012 Santa Clarita Valley Area Plan,. PDF available online at: http://planning.lacounty.gov/assets/upl/data/pd_santa-clarita-area-plan-2012.pdf

⁵⁵ County of Los Angeles. 2012 Santa Clarita Valley Area Plan,. PDF available online at: http://planning.lacounty.gov/assets/upl/data/pd_santa-clarita-area-plan-2012.pdf Page 3-4, Section IV. Planning Area.

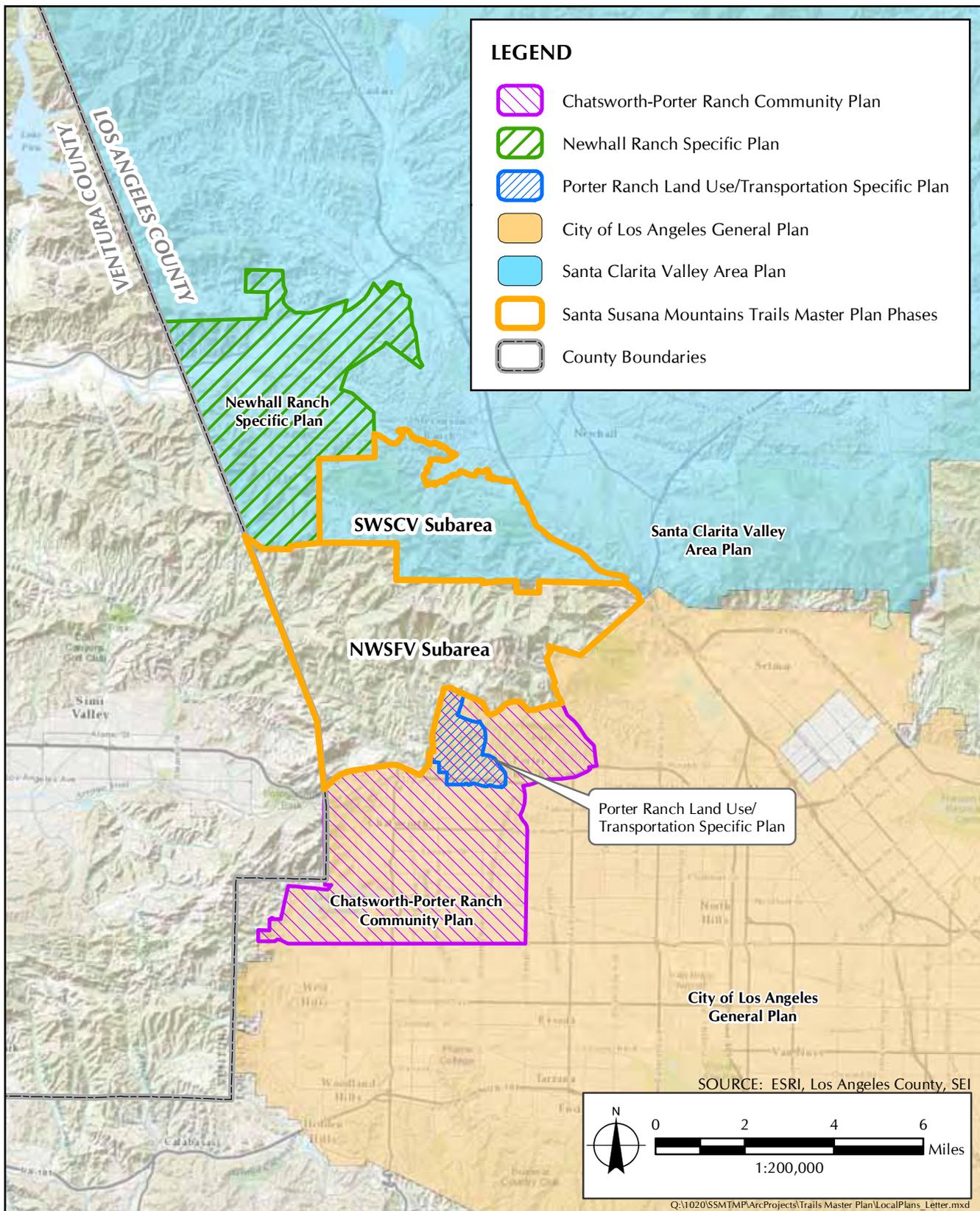


FIGURE 3.1.2-1
Local Plans in Relation to Santa Susana Mountains Trails Master Plan Area

Clarita Valley shall be designed to include pedestrian linkages, landscaped parkways and green corridors, and separated trails (e.g., pedestrian, bicycle or equestrian) where appropriate and feasible.

- A continuous bikeway network shall provide circulation within each community, connect the various Santa Clarita Valley communities, and provide access to surrounding open spaces.
- A continuous and unified hiking and equestrian trail network for a variety of users and developed according to common standards shall connect and unify Santa Clarita Valley communities and be interconnected with the regional and statewide system.

These principles are relevant because significant natural areas will be preserved as resources; the integration of separated trails and a continuous bikeway network within each community ensures connectivity between open space resources through more urbanized areas and the development of standards for local trails to be interconnected with regional and statewide trail systems is applicable to the SWSCV Subarea of the Trails Master Plan Area. According to the Generalized Land Use Plan of the Santa Clarita Valley Area Plan, large portions of the SWSCV Subarea of the Trails Master Plan Area have been designated as open space and rural lands, including two nature preserves: Newhall High Country and Santa Clarita Woodlands. In addition, the Santa Clarita Valley Area Plan designates Elsmere Canyon Open Space, located less than 1 mile northeast of the SWSCV Subarea of the Trails Master Plan Area, as another recreation resource within the Santa Clarita Valley Area Plan Planning Area.

The Santa Clarita Valley Area Plan's Master Plan of Trails incorporates the adopted SMMC/MRCA and County trails within the boundaries of the Trails Master Plan Area: Weldon Canyon Motorway, Sunshine Canyon Motorway, Towsley Canyon Trail, Pico Canyon Trail, and Santa Susana Pass Trail. These trail designations create an opportunity to link trails in the Master Plan Area to the Santa Clara River Trail near SR 126, via a potential uninterrupted trail (Figure 3.1.2-2, *Santa Clarita Valley Area Master Plan of Trails*).

*Newhall Ranch Specific Plan, 2003*⁵⁶

The 11,963-acre Newhall Ranch Specific Plan Area is located along the western side of the northern boundary of the SWSCV Subarea of the Trails Master Plan Area. The Newhall Ranch Specific Plan provides plans, development regulations, design guidelines, and implementation programs consistent with the Los Angeles County General Plan and the Santa Clarita Valley Area Plan. The Specific Plan identified portions of two SEAs within the Specific Plan Area (Santa Susana Mountains, #20, and Santa Clara River, #23); two County-proposed regional trails that traverse the Specific Plan Area (Pico Canyon Trail and Santa Clara River Trail); and the developable area within the Specific Plan Area, which extends to a portion of the boundaries of the Trails Master Plan Area. The Newhall Ranch Specific Plan identifies six land use designations adjacent to the Trails Master Plan Area:

- **High Country**, directly east of the SWSCV Subarea of the Trails Master Plan Area (set aside for the preservation, enhancement, public use, and management of County SEA 20);
- **Open Area**, in the northwestern corner of the SWSCV Subarea (parks, significant landforms, major creeks and drainages, oak woodland and savannahs, and cultural sites, in some areas containing local trails connecting the SWSCV Subarea to other trails such as the Santa Clara River Trail);
- **Estates** development;
- **Low-Medium Density** residential development;
- **Medium Density** residential development; and
- **High Density** residential development

The Newhall Ranch Specific Plan contains a Trails Master Plan describing a comprehensive system of bicycle and pedestrian trails throughout the Specific Plan Area; the trail network is intended to "extend the existing planned regional trails into the Newhall Ranch and provide additional recreational opportunities for both local and regional residents" (Figure 3.1.2-3, *Newhall Ranch Specific Plan*).⁵⁷ According to

⁵⁶ County of Los Angeles. 2003. Newhall Ranch Specific Plan. PDF available online at: http://planning.lacounty.gov/view/newhall_ranch_specific_plan/

⁵⁷ County of Los Angeles. 2003. Newhall Ranch

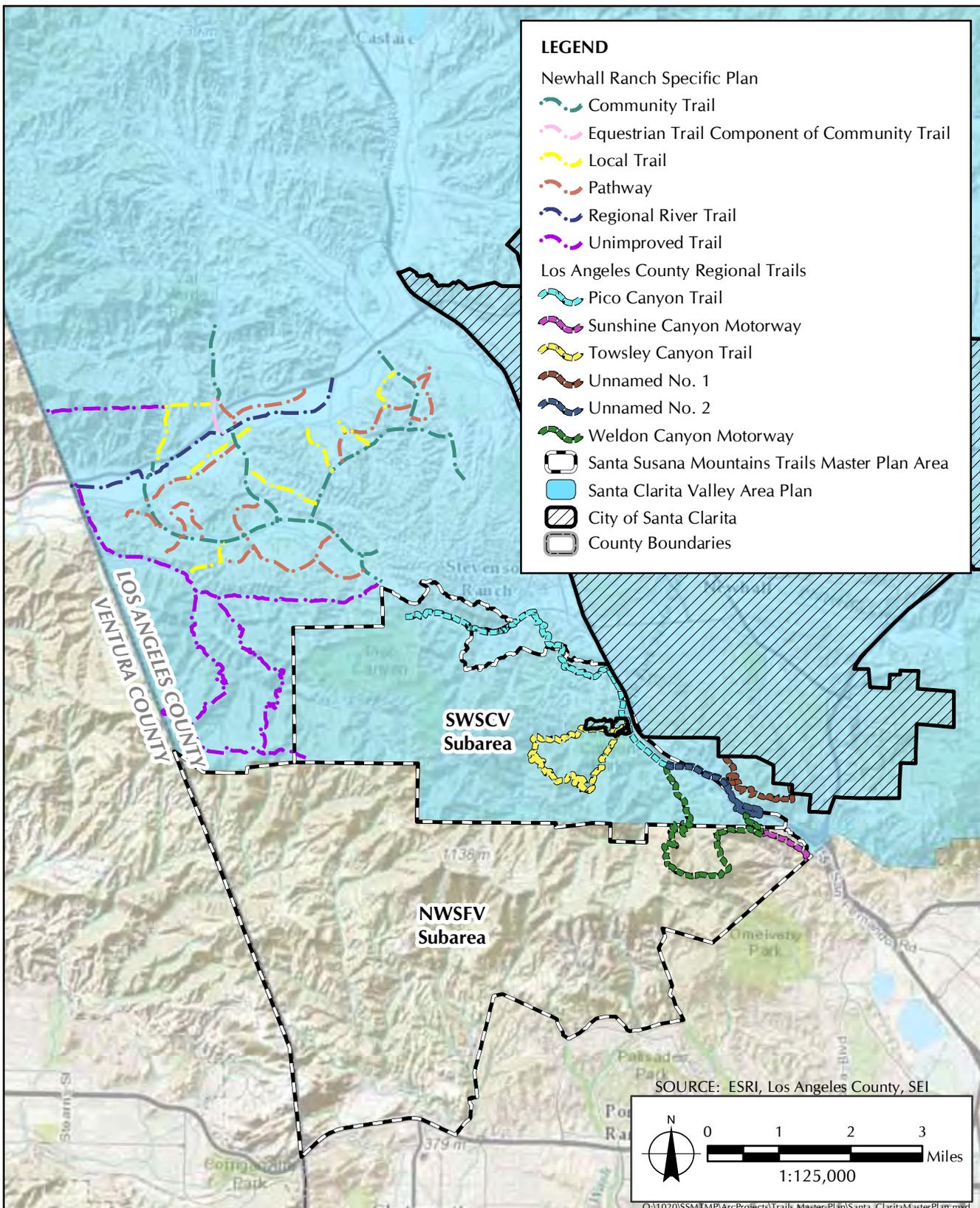


FIGURE 3.1.2-2
Santa Clarita Valley Area Master Plan of Trails

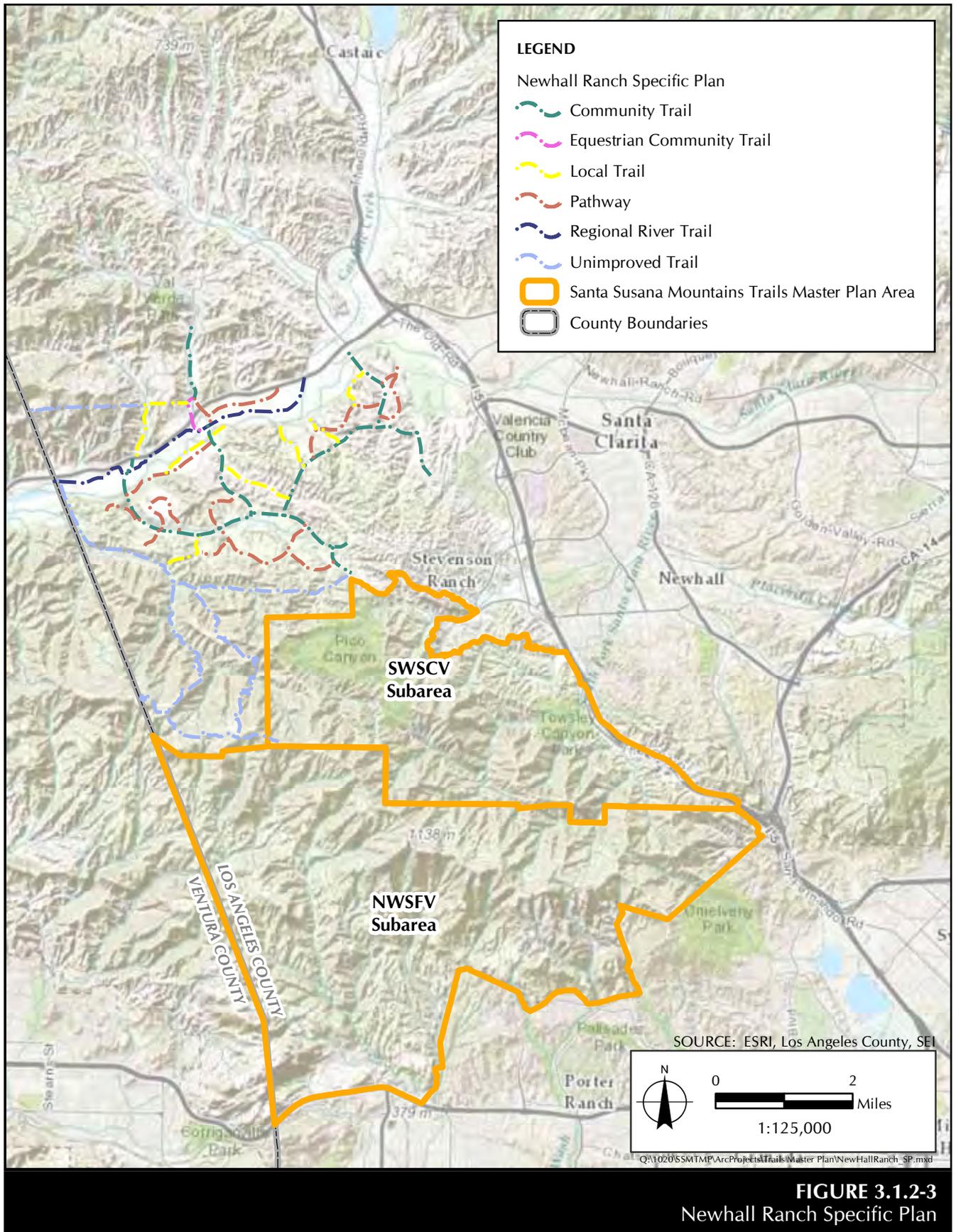


FIGURE 3.1.2-3
Newhall Ranch Specific Plan

the Newhall Ranch Specific Plan Trails Master Plan, one road, two unimproved trails (dirt paths following existing utility roads or natural topography), and one community trail (unified pedestrian and bicycle route in landscaped parkway) will extend from the Newhall Ranch into the Trails Master Plan Area (Figure 3.1.2-3). Equestrian use of unimproved trails adjacent to the Trails Master Plan Area is restricted to the High Country zones.

City of Los Angeles Department of City Planning

*City of Los Angeles General Plan, 1973 and 2001*⁵⁸

The City of Los Angeles General Plan is a dynamic plan intended to guide the long range growth of the 321,920-acre City of Los Angeles, which is located directly south of the Trails Master Plan Area along its southern boundary line from the Ventura County line east to the Interstate 5 Freeway. The Citywide General Plan Framework Element of the General Plan establishes the following policies in response to Open Space and Conservation Objective 6.2: *“Maximize the use of the City’s existing open space network and recreation facilities by enhancing those facilities and providing connections, particularly from targeted growth areas, to the existing regional and community open space system,”* relevant to the adjacent Master Plan Area of the Trails Master Plan:⁵⁹

- **Policy 6.2.1:** Establish, where feasible, the linear open space system represented in the Citywide Greenways Network map, to provide additional open space for active and passive recreational uses and to connect adjoining neighborhoods to one another and to regional open space resources.

- **Policy 6.2.2:** Protect and expand equestrian resources, where feasible, and maintain safe links in major public open space areas such as Hansen Dam, Sepulveda Basin, Griffith Park, and the San Gabriel, Santa Monica, Santa Susanna Mountains and the Simi Hills. Preserve, where feasible, the “Horsekeeping Supplemental Use District” (“K” District), with links to major open areas. Support the policies and objectives of the Rim of the Valley Trail Corridor Master Plan, the Urban Greenways Plan, and the Major Equestrian and Hiking Trails Plan⁶⁰ (and all amendments) as a foundation for promoting and maintaining a trail system within the City.

The Citywide Greenways Network Map includes recommended greenways in Browns Creek Park along the Trails Master Plan Area boundary, as well as Moonshine Canyon Park, Limekiln Canyon Park, Wilbur Tampa Park, Aliso Canyon Park, and O’Melveny Park (Figure 3.1.2-4, *Los Angeles Citywide Greenways Network*).⁶¹

The Conservation Element of the General Plan establishes equine areas in the San Fernando Valley and Santa Monica Mountains as a valuable unique feature of highly urbanized Los Angeles to be protected and encouraged in the K Supplemental Use District, or ‘K’ Equinekeeping District, of the Zoning Ordinance.⁶² The City of Los Angeles contains over 90 miles of equine trails, especially near the Trails Master Plan Area around the northern rim of the San Fernando Valley and around the Santa Monica Mountains; new K Districts are typically required by decision makers to provide equestrian trails as part of the City’s objective to retain equine oriented uses as a part of the city’s heritage, and community plans such as the Chatsworth-Porter Ranch Community Plan (described below) have

Specific Plan. Section 2.4.3: Trails, Page 2-64. PDF available online at: http://planning.lacounty.gov/view/newhall_ranch_specific_plan/

⁵⁸ City of Los Angeles Department of City Planning. Accessed 21 November 2013. *General Plan Elements*. Available online at: <http://cityplanning.lacity.org/>

⁵⁹ Los Angeles City Planning Department. Re-adopted August 8, 2001. *The Citywide General Plan Framework: An Element of the City of Los Angeles General Plan*. Chapter 6: Open Space and Conservation, available online at: <http://cityplanning.lacity.org/cwd/framwk/contents.htm>

⁶⁰ City of Los Angeles Department of City Planning and the Department of Recreation and Parks. Adopted 1968. *Major Equestrian and Hiking Trails Plan*. Available online (illustrations and maps omitted) at: <http://www.laparks.org/equine/pdf/majorTrailsPlan.pdf>

⁶¹ City of Los Angeles Planning Department. April 1996. *Citywide Greenways Network in the City of Los Angeles*. Available online at: <http://cityplanning.lacity.org/cwd/framwk/chapters/06/fig61.htm>

⁶² City of Los Angeles. Adopted September 2001. City of Los Angeles General Plan Conservation Element. PDF available online at: <http://cityplanning.lacity.org/cwd/gnlpln/consvelt.pdf> Section 7: Equine Areas, Pages II-14 to II-19.

identified equine areas and trails and policies.⁶³ The nearest City recreation resources to the Trails Master Plan Area are discussed in the Chatsworth-Porter Ranch Community Plan.

*Chatsworth-Porter Ranch Community Plan, 1993 (amended 2003)*⁶⁴

The Chatsworth-Porter Ranch Community Plan Area encompasses approximately 15,500 acres directly south of the Trails Master Plan Area, from the County line on the western side to Beaufait Avenue on the eastern side.⁶⁵ The community plan provides an official guide to the future development of the community for the use of local governmental agencies, residents, property owners, businessmen, and private organizations. The community plan was designed in anticipation of the population and employment growth in 2010, with the intent to preserve low density single-family residential areas, conserve open space lands, and preserve and strengthen the Chatsworth Community Business District during the anticipated growth. The community plan encourages the preservation and expansion of “K” Equine Keeping Districts along the western edge of the Community Plan Area, especially where horsekeeping areas are proposed north of Chatsworth Street and west of De Soto Avenue (including the eastern side of De Soto Avenue) to the City/County line, and along the open space within the Porter Ranch Specific Plan Boundary along the boundary of the Trails Master Plan Area.⁶⁶ As Chatsworth-Porter Ranch supports a substantial equestrian-oriented population, the Community Plan emphasizes the preservation of this equestrian lifestyle through preservation of natural topography and wooded areas (consistent with fire safety); proposed utilization and development of County flood control channel and power line rights-of-way for open space purposes and/or hiking, bicycle and equestrian trails where appropriate; and designation of the area north of Stoney Point, east of Topanga

Canyon Boulevard and south of the 118/Simi Freeway as a cultural/scenic landmark due to its geological, visual, and historic characteristics.⁶⁷ Additionally, the community plan incorporates the Major Equestrian and Hiking Trails Plan and Bicycle Plan, two elements of the City General Plan, and it incorporates the *Guide to Existing and Potential Equestrian Trails, Twelfth Council District*.⁶⁸

Recreation resources within the Chatsworth-Porter Ranch Community Plan Area include the Chatsworth Reservoir Department of Water and Power Preserve (less than 3 miles south of the Trails Master Plan Area), Santa Susana Pass State Park (less than 1,000 feet south of the Trails Master Plan Area), and a network of proposed equestrian and hiking trails, a number of which have been realized since the Community Plan was adopted in 1993 (Figure 3.1.2-5, *Chatsworth-Porter Ranch Community Recreation Resources*). The proposed equestrian and hiking trail network connects to the Trails Master Plan Area at the existing Browns Canyon Trail (Unnamed Trail No. 5, owned and managed by SMMC/MRCA) and existing Limekiln Canyon Trail (owned and managed by City of Los Angeles), with Limekiln Canyon Trail crossing through the Chatsworth-Porter Ranch Community Plan Area.

The community plan also suggests future studies towards the annexation by the City of the 12,800-acre area adjacent to the City of Los Angeles, north of the communities of Chatsworth, Porter Ranch, and Granada Hills in the Santa Susana Mountains (most of the 16,000 acre NWSFV Subarea) because the land’s unincorporated status makes it vulnerable to unmanaged development.⁶⁹ The Community Plan proposes annexation to:

Protect and preserve the unique scenic quality, wildlife and vegetation of this steep mountainous area. There is also a need to limit any future development in this area

⁶³ City of Los Angeles. Adopted September 2001. City of Los Angeles General Plan Conservation Element. PDF available online at: <http://cityplanning.lacity.org/cwd/gnlpln/consvelt.pdf> Section 7: Equine Areas, Pages II-14 to II-19.

⁶⁴ City of Los Angeles, Chatsworth-Porter Ranch Community Plan, 1993. PDF available online at: <http://cityplanning.lacity.org/complan/pdf/chtcptxt.pdf>

⁶⁵ City of Los Angeles. Chatsworth-Porter Ranch. Available online at: <http://cityplanning.lacity.org/complan/valley/chtpage.htm>

⁶⁶ http://cityplanning.lacity.org/complan/pdf/cht_horse_2.pdf

⁶⁷ City of Los Angeles, Chatsworth-Porter Ranch Community Plan, 1993. Page 11-12: Features. PDF available online at: <http://cityplanning.lacity.org/complan/pdf/chtcptxt.pdf>

⁶⁸ City of Los Angeles, Chatsworth-Porter Ranch Community Plan, 1993. Page 13: Programs: Public Improvements PDF available online at: <http://cityplanning.lacity.org/complan/pdf/chtcptxt.pdf>

⁶⁹ City of Los Angeles, Chatsworth-Porter Ranch Community Plan, 1993. Page 16: Programs: Future Studies.

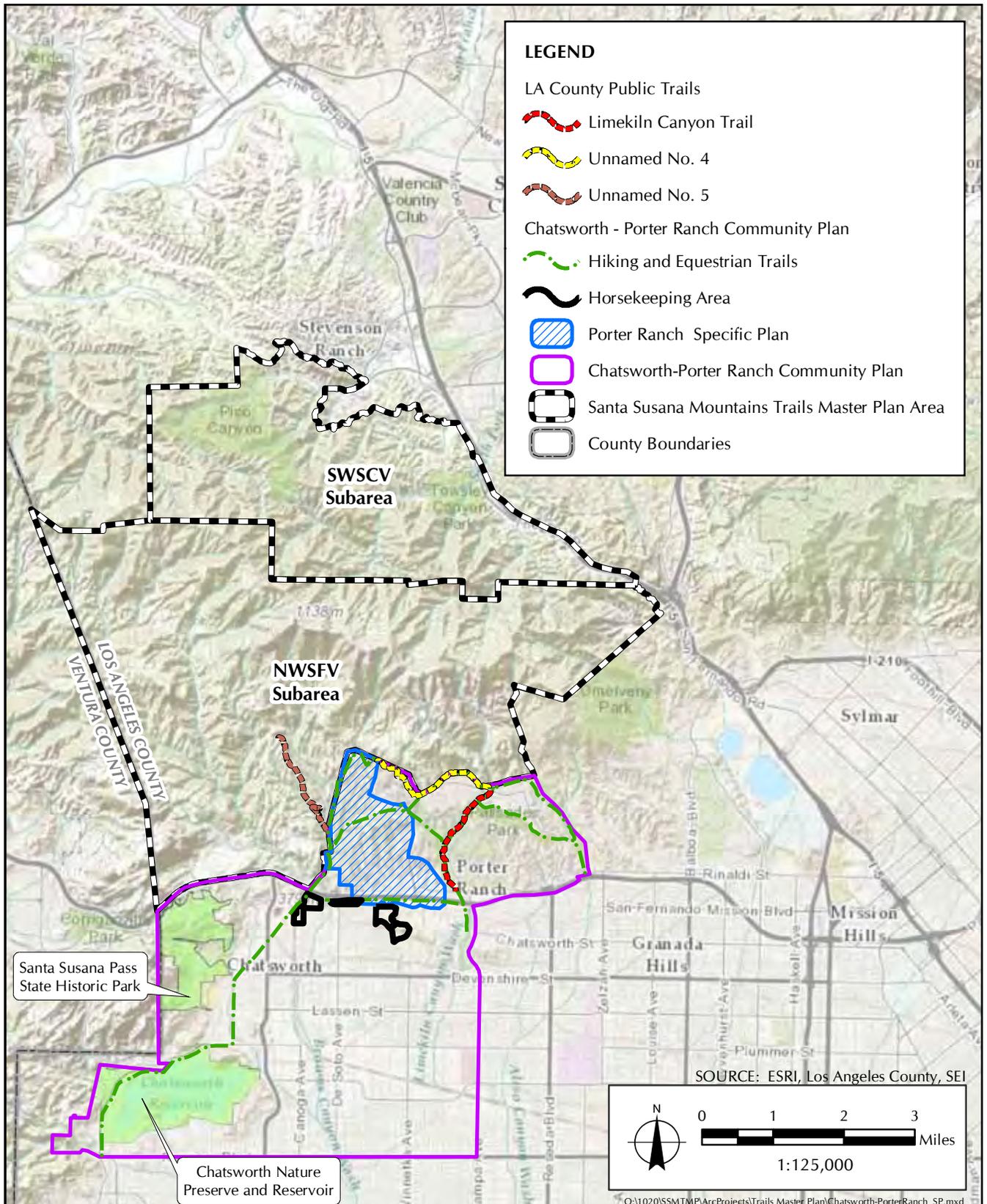


FIGURE 3.1.2-5
Chatsworth - Porter Ranch Community Recreation Resources

to uses and densities which are compatible with its unique natural characteristics. The orientation of drainage and relationship of almost every other effect of this area is directed toward the City of Los Angeles. The public necessity, convenience, general welfare and good zoning practice would be well served by the annexation of this area. The Chief Legislative Analyst, City Administrative Officer and the City Planning Department are proceeding with the preparation of the necessary studies and recommendations for the City Council to annex this area.⁷⁰

*Porter Ranch Land Use / Transportation Specific Plan, 1990 (amended 2003 and 2008)*⁷¹

The Porter Ranch Specific Plan Area comprises 1,375 acres and is located along the southern boundary of the Trails Master Plan Area, between Browns Canyon and Moonshine Canyon (see Figure 3.1.2-5). The specific plan provides development regulations and standards in coordination with the Chatsworth-Porter Ranch Community Plan in order to ensure a consistent character for Porter Ranch. The specific plan refers to the Chatsworth-Porter Ranch Community Plan for the location of equestrian and hiking trails within the Specific Plan Boundary, and specifies a minimum width of 12 feet for equestrian trails, with a minimum 15-foot buffer between the equestrian and hiking trail systems identified in the Community Plan and any adjacent houses or fences of residential development and traffic signals with walk buttons at both the rider and pedestrian heights wherever the trails cross a street. The specific plan encourages improvement of equestrian trails and equestrian staging areas, and equestrian and hiking trails shown in the Community Plan traverse the open space specified in the Specific Plan, forming a border between the single-family residential areas and the open space areas within the northern portion of the Specific Plan Boundary.⁷² Trails

⁷⁰ City of Los Angeles, Chatsworth-Porter Ranch Community Plan, 1993. Page 16: Programs: Future Studies. "Santa Susana Annexation." PDF available online at: <http://cityplanning.lacity.org/complan/pdf/chtcptxt.pdf>

⁷¹ City of Los Angeles. Porter Ranch Specific Plan. 2008. Available online at: <http://cityplanning.lacity.org/complan/specplan/pdf/PORANCH.PDF>

⁷² City of Los Angeles – City Planning Department. August 7, 2009. *General Plan Land Use Map: Chatsworth*

within the Trails Master Plan Area adjacent to the Porter Ranch Specific Plan Area are likely to experience significant equestrian use.

Nearly 75 acres of open space have been designated along the northern and western edges of the Specific Plan Boundary (also the City Boundary), while the remaining land within the Specific Plan Boundary adjacent to the Trails Master Plan Area has been designated as single family residential Subareas A and B.⁷³ The designated Public Open Space Area was dedicated to the City, and "except for the equestrian and hiking trails, this area, combined with park lands along the northern and western boundaries of the Specific Plan area already owned by the City, shall remain in a substantially natural state and serve as a wildlife corridor."⁷⁴ The Specific Plan has designated areas within the Porter Ranch Specific Plan Area that allow the keeping of equines.

3.2 ACTIVITY CENTERS

Activity centers include recreational facilities and other public facilities such as community centers, schools, and public libraries that may serve as starting points and destinations for recreation users.

3.2.1 Public Parks

The County of Los Angeles uses four classifications for parks: Regional, Community Regional, Community, and Neighborhood (Table 3.2.1-1, *County Standards for Recreational Service Areas*). Regional parks are generally greater than 50 acres in size and offer a variety of recreational activities. Community Regional Parks are generally 40 to 50 acres in size and provide passive and active recreational activities. Community parks are generally between 10 and 40 acres in size and provide passive and active recreational activities. Neighborhood parks are generally between 5 and 10 acres in size and provide active recreational activities.

– *Porter Ranch Community Plan*. PDF available at: <http://cityplanning.lacity.org/complan/valley/PDF/chtplanmap.pdf>

⁷³ City of Los Angeles. Porter Ranch Specific Plan. 2008. Available online at: <http://cityplanning.lacity.org/complan/specplan/pdf/PORANCH.PDF>

⁷⁴ Porter Ranch Land Use/Transportation Specific Plan. 2008. Page 24, Section 8.G.2.(c). *Public Open Space Area*. Available online at: <http://cityplanning.lacity.org/complan/specplan/pdf/PORANCH.PDF>

**TABLE 3.2.1-1
COUNTY STANDARDS FOR RECREATIONAL SERVICE AREAS⁷⁵**

Park Type	Characteristics
Regional	Serve an entire County population. Provide a service radius of up to 50 miles in distance or 1 hour in drive time.
Community Regional	Serve an entire County population. Provide a service radius of up to 20 miles.
Community	Serve a population of 4,000 to 25,000 residents. Provide a service radius of up to 20 miles.
Neighborhood	Serve a population of up to 1,250 to 5,000 residents. Provide a service radius of up to 0.5 mile.

⁷⁵ County of Los Angeles Department of Parks and Recreation. April 2004.

There are five public parks within the NWSFV Subarea of the Trails Master Plan Area and 18 parks within one mile of the NWSFV Subarea. There are two public parks within the SWSCV Subarea of the Trails Master Plan Area and within one mile of the SWSCV Subarea. (Table 3.2.1-2, *Public Parks*; Figure 3.2.1-1, *Public Parks within NWSFV Subarea*; and Figure 3.2.1-2, *Public Parks within SWSCV Subarea*).

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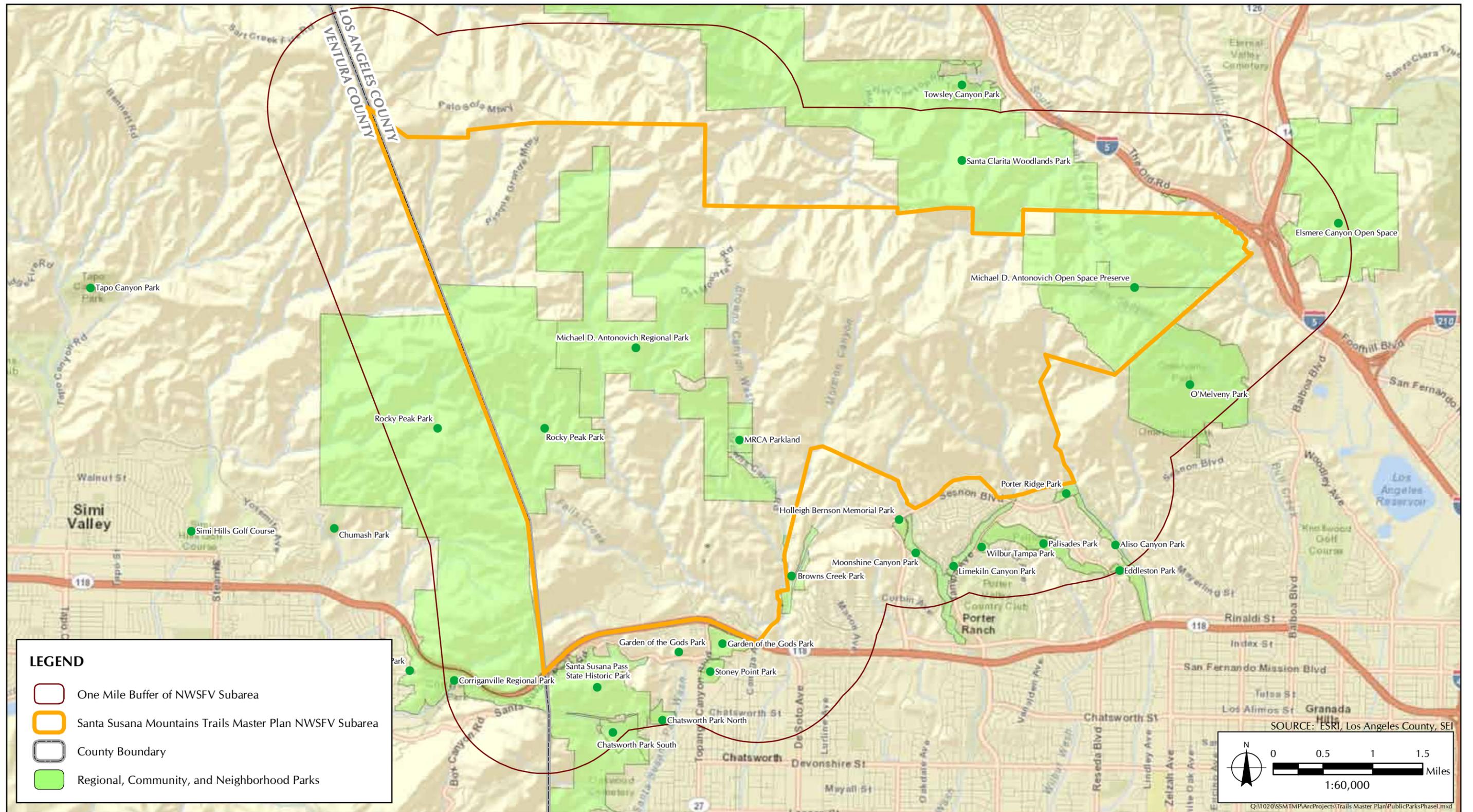
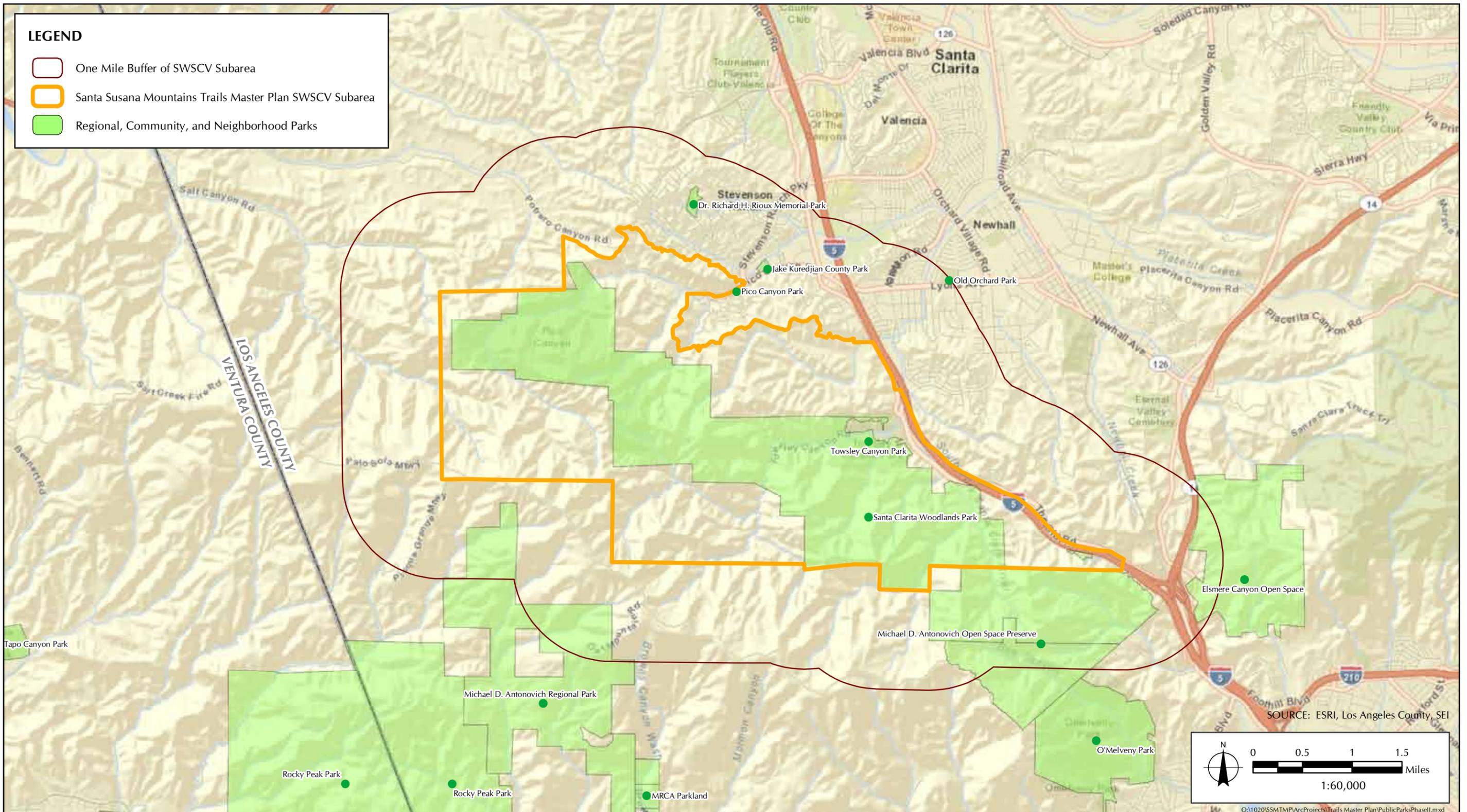


FIGURE 3.2.1-1
Public Parks within NWSFV Subarea



LEGEND

- One Mile Buffer of SWSCV Subarea
- Santa Susana Mountains Trails Master Plan SWSCV Subarea
- Regional, Community, and Neighborhood Parks

SOURCE: ESRI, Los Angeles County, SEI

0 0.5 1 1.5 Miles

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FIGURE 3.2.1-2
Public Parks within SWSCV Subarea

**TABLE 3.2.1-2
PUBLIC PARKS**

Park Name	Park Type	Jurisdiction
<i>Within the NWSFV Subarea of the Trails Master Plan Area</i>		
Michael D. Antonovich Open Space	Regional	County of Los Angeles
Michael D. Antonovich Open Space Preserve	Regional	Mountains Recreation and Conservation Authority (MRCA)
Michael D. Antonovich Regional Park at Joughin Ranch	Regional	MRCA
Rocky Peak Park	Regional	MRCA
Other Mountains Recreation and Conservation Authority Park Lands	Regional	MRCA
<i>Within 1 mile south of the NWSFV Subarea</i>		
Aliso Canyon Park	Community	City of Los Angeles
Browns Creek Park	Community	City of Los Angeles
Chatsworth Park North	Community	City of Los Angeles
Chatsworth Park South	Community	City of Los Angeles
Eddleston Park	Community	City of Los Angeles
Garden of the Gods Park	Regional	MRCA
Holleigh Bernson Memorial Park	Community	City of Los Angeles
Limekiln Canyon Park	Community	City of Los Angeles
Moonshine Canyon Park	Community	City of Los Angeles
O'Melveny Park	Community	City of Los Angeles
Palisades Park	Community	City of Los Angeles
Porter Ridge Park	Community	City of Los Angeles
Santa Susana State Historic Park	Regional	California Department of Parks and Recreation
Stoney Point Park	Community	City of Los Angeles
Wilbur Tampa Park	Community	City of Los Angeles
Other Mountains Recreation and Conservation Authority Park Lands	Regional	MRCA

Park Name	Park Type	Jurisdiction
<i>Within 1 mile west of the NWSFV Subarea</i>		
Corriganville Regional Park	Regional	City of Simi Valley
<i>Within 1 mile northeast of the NWSFV Subarea</i>		
Elsmere Canyon Open Space	Regional	City of Santa Clarita
<i>Within the SWSCV Subarea of the Trails Master Plan Area</i>		
Santa Clarita Woodlands Park	Regional	MRCA
Michael D. Antonovich Open Space	Regional	County of Los Angeles
<i>Within 1 mile north of the SWSCV Subarea</i>		
Dr. Richard H. Rioux Memorial Park	Regional	County of Los Angeles
Jake Kuredjian Park	Regional	County of Los Angeles
Pico Canyon Park	Community	County of Los Angeles
Old Orchard Park	Community	City of Santa Clarita

3.2.2 Community Centers

A community center is a location where people from a community meet for social, educational, or recreational activities. There are no community centers located within the NWSFV Subarea of the Trails Master Plan Area. There are no community centers located within one mile of the Trails Master Plan Area.

3.2.3 Public Schools

A public school is a school supported by public funds which provides education to children of a community. A private school is a school supported by private individuals or corporations which provides education to children of a community. There are no public or private schools within the NWSFV Subarea of the Trails Master Plan Area. There is one public school and four private schools within one mile of the NWSFV Subarea (Figure 3.2.3-1, *Public and Private Schools within NWSFV Subarea*):

Public schools within one mile of the NWSFV Subarea

- Castlebay Lane Elementary School

Private schools within one mile of the NWSFV Subarea

- Sierra Canyon High School
- Saint Paul's Christian Academy
- Chatsworth Hills Academy
- Al-Falaq/Meraj Academy

There are four public schools and one private school within one mile of the SWSCV Subarea of the Trails Master Plan Area (Figure 3.2.3-2, *Public and Private Schools within SWSCV Subarea*):

Public schools within one mile of the SWSCV Subarea

- Peachland Avenue Elementary School
- Stevenson Ranch Elementary School
- Wiley Canyon Elementary School
- Pico Canyon Elementary School

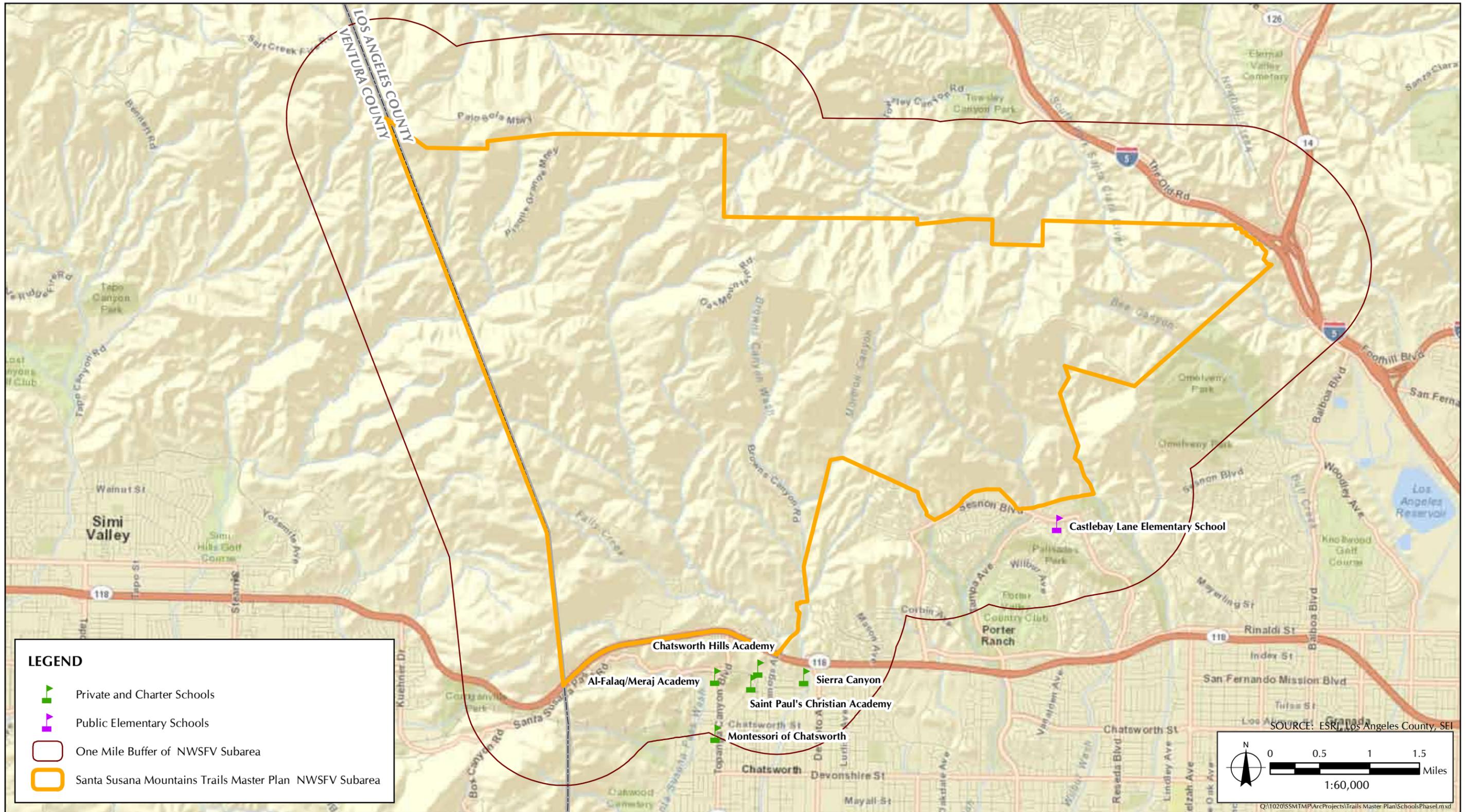
Private schools within one mile of the SWSCV Subarea

- Crystal Creek School

3.2.4 Public Libraries

A library provides information resources and research services to the public. There are no libraries located within the NWSFV Subarea or the SWSCV Subarea of the Trails Master Plan Area and no libraries located within one mile of the NWSFV Subarea. There is one public library, the County of Los Angeles Stevenson Ranch Express Library, located within one mile of the SWSCV Subarea (Figure 3.2.4-1, *Public Libraries*).

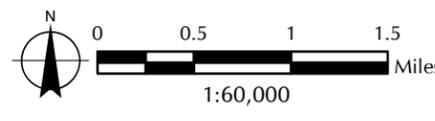
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LEGEND

-  Private and Charter Schools
-  Public Elementary Schools
-  One Mile Buffer of NWSFV Subarea
-  Santa Susana Mountains Trails Master Plan NWSFV Subarea

SOURCE: ESRI, Los Angeles County, SEI



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FIGURE 3.2.3-1
Public and Private Schools within NWSFV Subarea

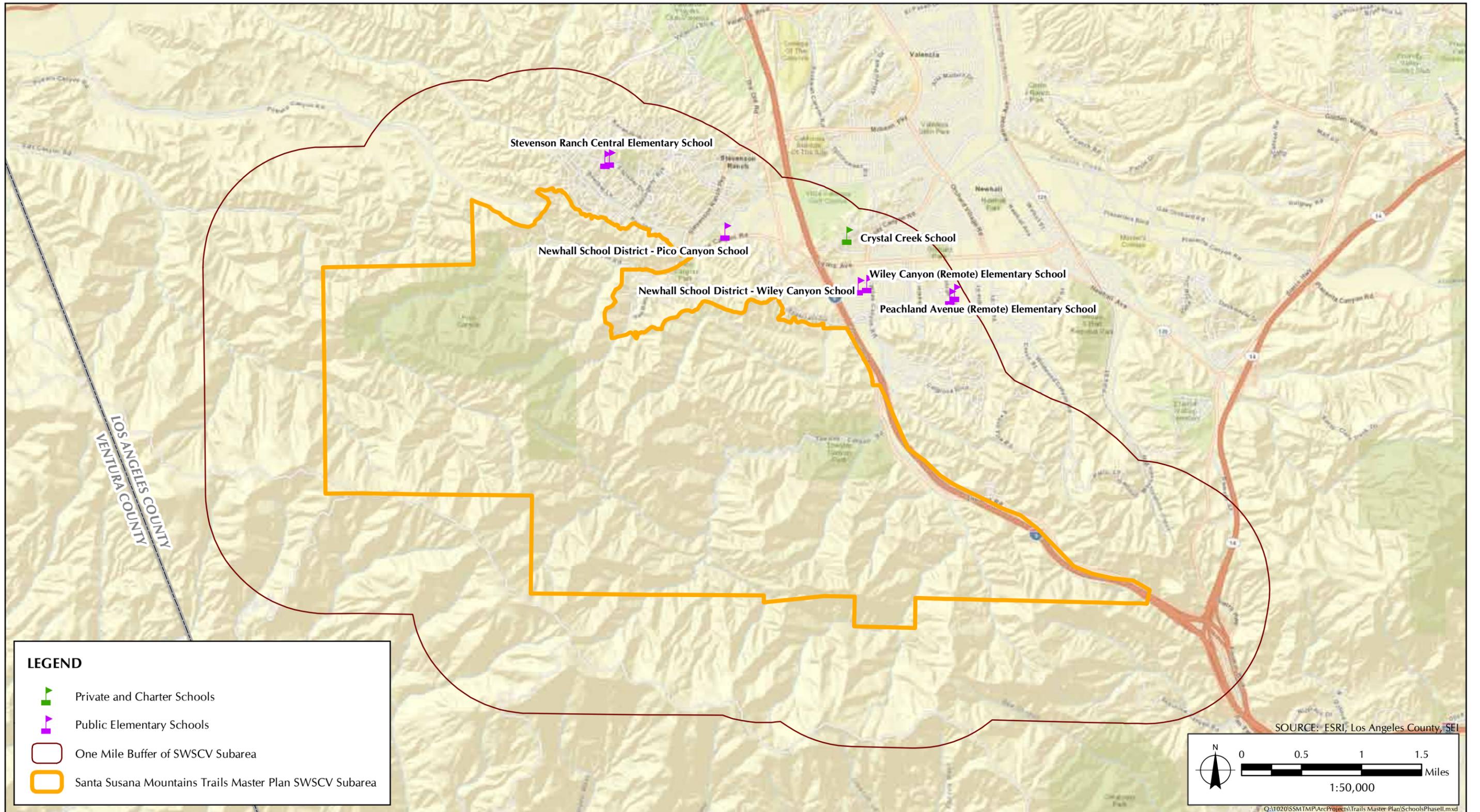


FIGURE 3.2.3-2
Public and Private Schools within SWSCV Subarea

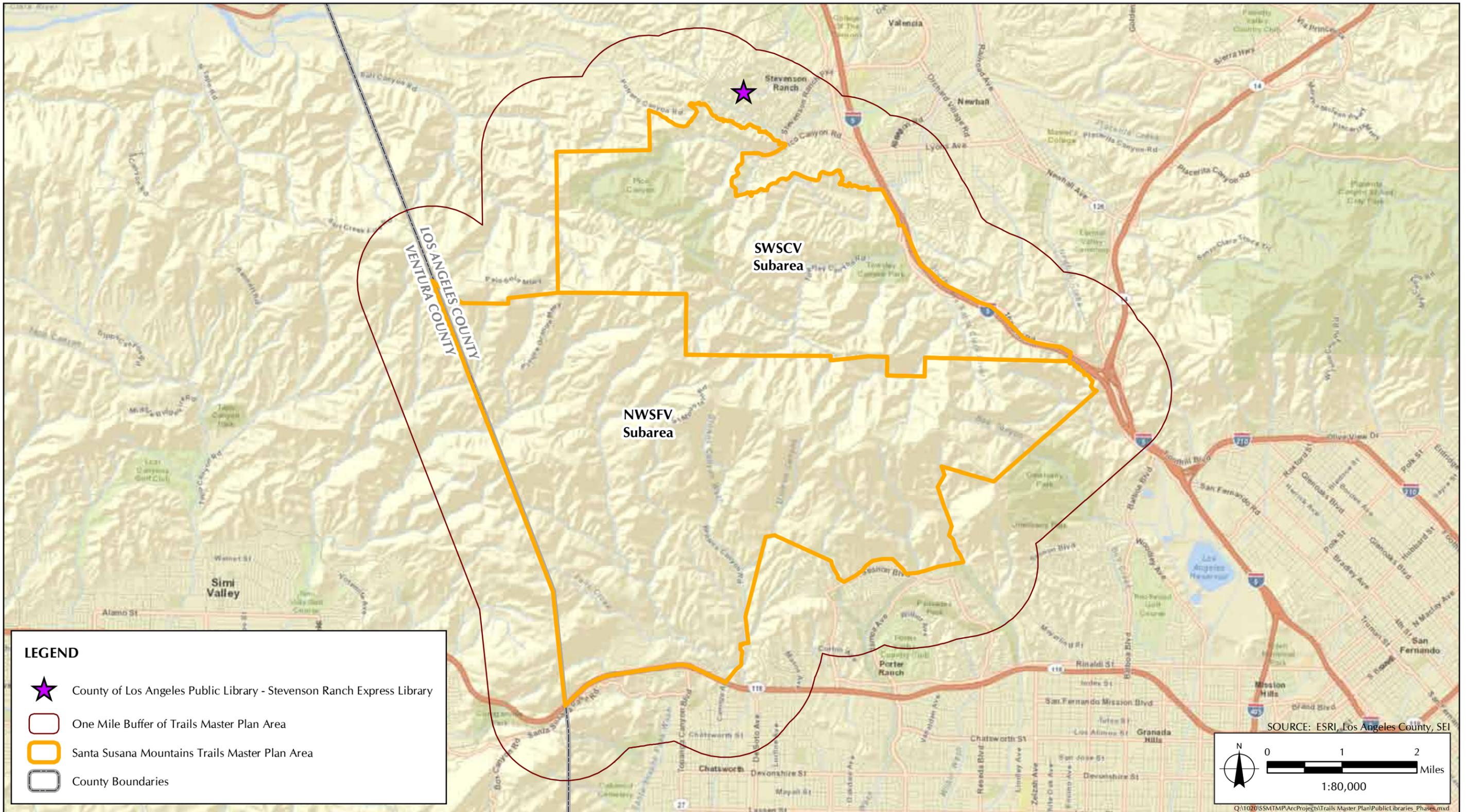


FIGURE 3.2.4-1
Public Libraries

3.3 POINTS OF INTEREST

Nineteen topographic features within the NWSFV Subarea of the Trails Master Plan Area have been identified as points of interest for the purposes of trails planning due to the potential for scenic vistas, excellent examples of natural plant communities that are characteristic of the Trails Master Plan Area, access to natural drainages and water of waterfalls, and areas of particular aesthetic character (Figure 3.3-1, *Points of Interest within NWSFV Subarea*; Figure 3.3-2, *Images of Points of Interest within NWSFV Subarea*). The points of interest were rated high, medium, and low priorities.

Points of Interest within the NWSFV Subarea -- High Priority

- **Oat Mountain Lookout:** the highest peak in the Santa Susana Mountains at an elevation of 3,747 feet above MSL, Oat Mountain provides extensive views of the Santa Susana Mountains, San Fernando Valley, and Santa Clarita Valley, as well as the weather report from ABC's Doppler 7000.
- **Rocky Peak:** the third highest peak in the Santa Susana Mountains at an elevation of 2,715 feet above MSL, Rocky Peak provides extensive views of the Santa Susana Mountains, San Fernando Valley, and Simi Valley, and marks the point where the County line changes direction from true north to a more northwesterly direction.
- **Deer Lake Highlands:** this historic site on a plateau ridgeline between Browns Canyon and Blind Canyon still contains the foundation of a well and a few houses.
- **Browns Canyon:** the entrance gate to Michael D. Antonovich Regional Park is located within this canyon, which contains the paved Browns Canyon Road, a ranch development, a check dam, and several oak trees along the lowest elevation of the canyon.
- **Bee Canyon:** this canyon is located within O'Melveny Park south of the Trails Master Plan Area in the City of Los Angeles, connects local residents with the park through Bee Canyon Trail, and contains an ephemeral stream that supports riparian trees near the drainage and Coast live oak trees on the sides of the canyon.

- **Unnamed Reservoir 1:** this historic reservoir appears to have been covered.
- **Mormon Canyon:** the vegetation in this narrow canyon that extends north from Browns Canyon varies from mixed chaparral to riparian mixed hardwood and sumac scrub.
- **East Canyon:** this canyon is located at the eastern edge of Santa Clarita Woodlands Park and contains diverse native flora, including three species of oak, California bay laurel, California black walnut, bigleaf maple, and bigcone Douglas-fir over a 900 feet elevation range.
- **Fern Ann Falls:** this historic feature south of Johnson Motorway has been developed into a gated residential community containing boulders as elements in the landscape.

Points of Interest within the NWSFV Subarea -- Medium Priority

- **Blind Canyon:** this canyon that extends northwest from Devil Canyon is vegetated with mixed chaparral and coast live oak.
- **Unnamed Reservoir 2:** this historic feature southwest of Bee Canyon is surrounded by a coast live oak forest.
- **Ybarra Canyon:** this canyon, which contains a natural spring and the existing SMMC-managed Ybarra Canyon Motorway trail, is well-forested with coast live oak in the drainage and mixed chaparral on the canyon slopes.
- **Sulphur Canyon:** this canyon contains a natural spring, the historic Sulphur Lake, and the historic La Quinta Ranch.
- **Sulphur Lake:** this historic lake has developed into a coast live oak forest.

Points of Interest within the NWSFV Subarea -- Low Priority

- **Hialeah Springs:** this historic feature southwest of Johnson Motorway has been developed into the western edge of a gated residential community.
- **La Quinta Ranch:** the remaining foundation of this historic ranch located in Sulphur Canyon is inhabited with California Sagebrush, Valley Oak trees, and annual grasses and forbs.
- **El Toro Canyon:** this canyon located on the western edge of the NWSFV Subarea contains a natural spring, vegetation of

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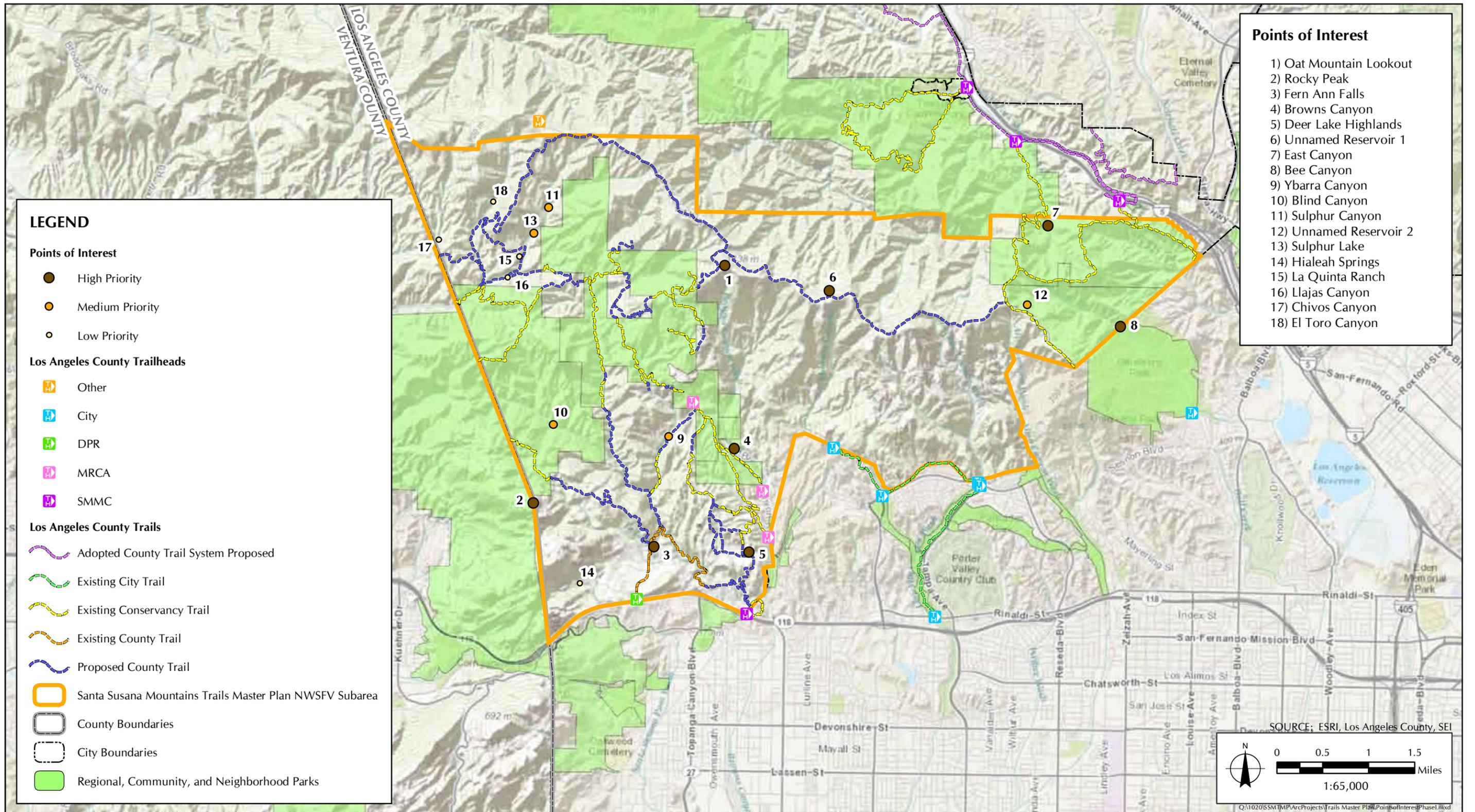


FIGURE 3.3-1
Points of Interest within NWSFV Subarea



HIGH PRIORITY
Oat Mountain Lookout



HIGH PRIORITY
Bee Canyon



HIGH PRIORITY
Fern Ann Falls



MEDIUM PRIORITY
Sulphur Canyon



LOW PRIORITY
El Toro Canyon



HIGH PRIORITY
Rocky Mountain Peak



HIGH PRIORITY
Unnamed Reservoir 1



MEDIUM PRIORITY
Blind Canyon



MEDIUM PRIORITY
Sulphur Lake



LOW PRIORITY
Las Lajas Canyon



HIGH PRIORITY
Deer Lake Highlands



HIGH PRIORITY
Mormon Canyon



MEDIUM PRIORITY
Unnamed Reservoir 2



LOW PRIORITY
Hialeah Spring



LOW PRIORITY
Chivo Canyon



HIGH PRIORITY
Browns Canyon



HIGH PRIORITY
East Canyon



HIGH PRIORITY
Ybarra Canyon



LOW PRIORITY
Law Quinta Ranch

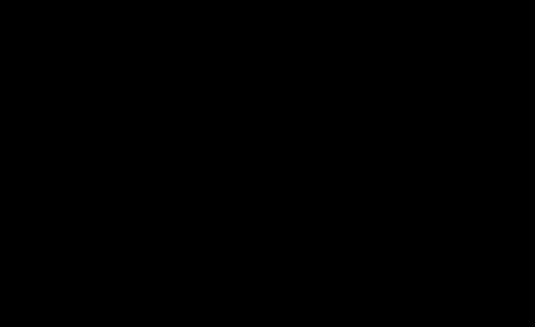


FIGURE 3.3-2
Points of Interest within NWSFW Subarea

coast live oak and riparian mixed shrub in the drainage, and mixed chaparral and California sagebrush on the canyon's slopes.

- **Las Lajas Canyon:** this canyon comprises a portion of the Rim of the Valley Trail Corridor and contains historic oil wells.
- **Chivo Canyon:** this canyon, which is predominantly located in Ventura County, contains relatively shallow slopes for a canyon within the Santa Susana Mountains.

Eleven additional Points of Interest within the SWSCV Subarea of the Trails Master Plan Area were identified from the Val Verde, Santa Clarita, Simi Valley East, and Oat Mountain topographic quadrangles of the U.S. Geological Survey (USGS) 7.5-minute series (Figure 3.3-3, *Points of Interest within SWSCV Subarea*; Figure 3.3-4, *Images of Points of Interest within SWSCV Subarea*).⁷⁶

Points of Interest within the SWSCV Subarea – High Priority

- **Pico Canyon:** this canyon has historic significance for its oil wells and the historic oil mining town of Mentryville.
- **Towsley Canyon:** this canyon, which is located within Santa Clarita Woodlands Park, is a popular recreation destination for its dramatic geologic formations at Towsley Gorge and waterfalls at Towsley Creek.
- **East Canyon:** this canyon is located at the eastern edge of Santa Clarita Woodlands Park and contains diverse native flora, including three species of oak, California bay laurel, California black walnut, bigleaf maple, and bigcone Douglas-fir over a 900 feet elevation range.
- **Wiley Canyon:** Towsley Canyon Trail runs through the lowest elevations of this canyon within Santa Clarita Woodlands Park, which is forested in the drainages and contains dramatic geologic formations on the ridgelines.

Points of Interest within the SWSCV Subarea – Medium Priority

- **Salt Canyon:** this canyon, located within the Newhall Ranch Specific Plan Area and the eastern edge of the SWSCV Subarea, southwest of Pico Canyon, is steeply sloped with geologic formations.
- **Rice Canyon:** this canyon, which is located within Santa Clarita Woodlands Park, contains riparian habitat along Rice Creek, a grassy open slope leading to a viewpoint, and natural oil seeps.

Points of Interest within the SWSCV Subarea – Low Priority

- **Sand Rock Peak:** this peak, with an elevation of 2,511 feet above MSL, overlooks Newhall and the rest of Santa Clarita Valley to the east, and is lower in elevation than Oat Mountain Peak and Rocky Peak in the NWSFV Subarea.
- **Wickham Canyon:** this canyon is privately owned and contains a creek, eroded sandstone geologic features, and the Southern Oaks housing tract.
- **Dewitt Canyon:** this canyon has been predominantly graded and developed from its original state into a residential tract.
- **Lyon Canyon:** this canyon contains a relatively flat valley with sparsely spaced oak trees and shallow sloped ridges; Lyons Ranch dirt road facilitates vehicle access through the canyon.
- **Learning Canyon:** this canyon is located within Santa Clarita Woodlands Park between Wiley Canyon and East Canyon; it is well forested within the drainages but offers little geologic interest.

⁷⁶ U.S. Geological Survey. 2012. 7.5-Minute Series, California, Val Verde, Newhall, Simi Valley East, Topographic Quadrangle. Reston, VA.

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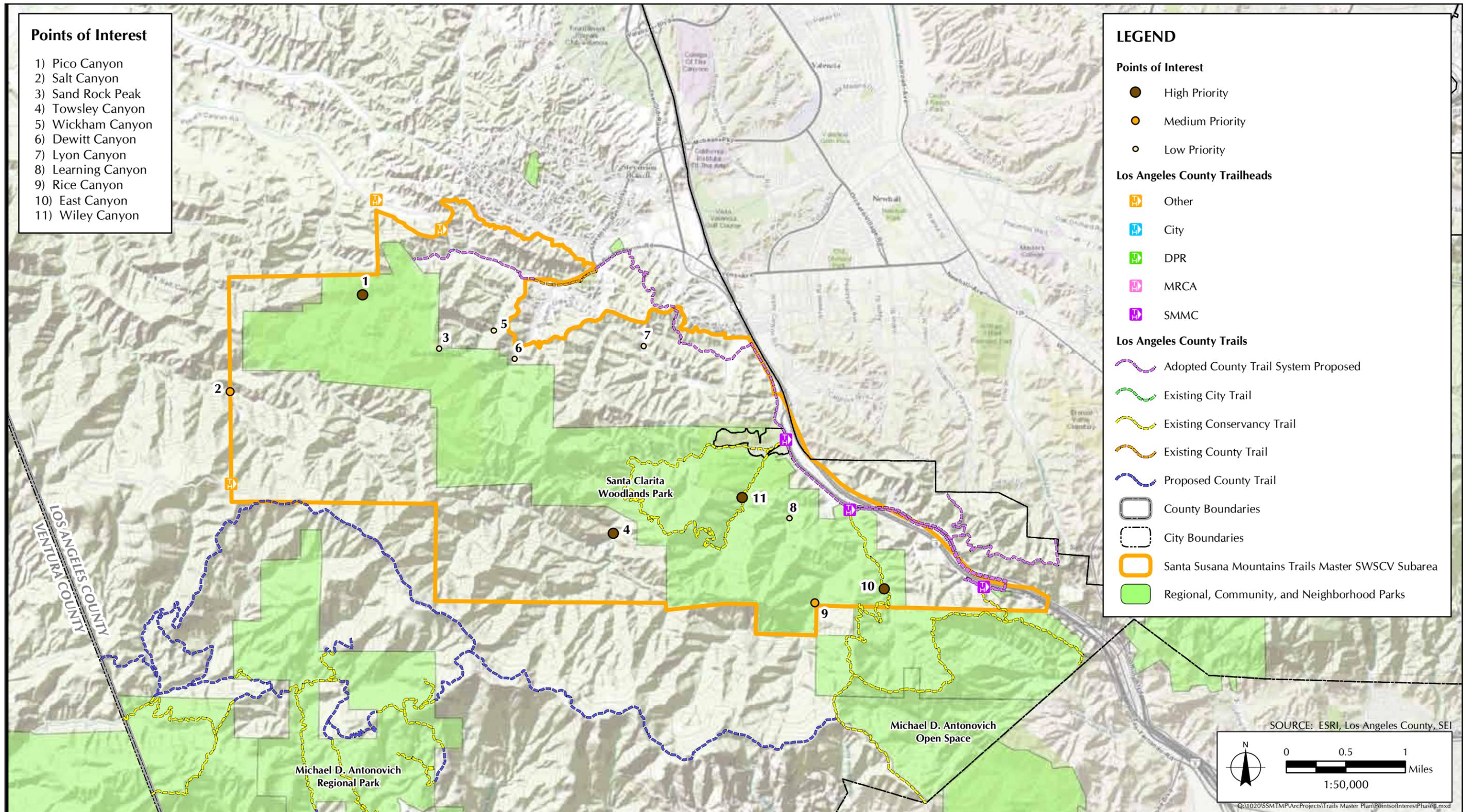


FIGURE 3.3-3
Points of Interest within SWSCV Subarea



HIGH PRIORITY
Picon Canyon



MEDIUM PRIORITY
Salt Canyon



LOW PRIORITY
Dewitt Canyon



HIGH PRIORITY
Towsley Canyon



MEDIUM PRIORITY
Rice Canyon



LOW PRIORITY
Learning Canyon



HIGH PRIORITY
East Canyon



LOW PRIORITY
Sand Rock Peak



HIGH PRIORITY
Wiley Canyon



LOW PRIORITY
Wickham Canyon

FIGURE 3.3-4
Images of Points of Interest within SWSCV Subarea

3.4 EXISTING TRAIL USERS

The Trails Master Plan should define the expected user types, any specific needs of the expected user types, and rank those user types and needs accordingly. The County of Los Angeles promotes multi-use trails: trails for use by pedestrian, equestrian, and bicyclists. However, trails must be designed with coordination between equestrian, bicyclist, and pedestrian trail users in mind to ensure safe passage. For example, during the public meetings, equestrian users expressed concerns about safety, such as an encounter between a horse and a mountain biker.

3.4.1 Equestrian

Equestrian trail users will typically tow their horses to a designated trailhead, unload their horses, and then use the trails. Equestrian trail users prefer to travel in small groups. Equestrian trail usage may range between 2 and 4 hours and 8 or more hours. Equestrian users travel longer distances on the trail network than bikers or pedestrian users.

3.4.2 Pedestrian

People will walk to destinations less than one half mile from their starting location. Pedestrian trail users typically travel shorter distances on the trail network than equestrian and mountain bicyclists.⁷⁷

3.4.3 Mountain Bicyclists

Mountain bicyclists will travel shorter distances than equestrian users but longer distances than pedestrian trail users.

3.5 TRAIL TYPES

As a result of review of historic maps and aerial photographs, field investigations, County Assessor parcel data, agency and public outreach, it has been determined that the Santa Susana Pass Trail is the only County-recognized existing trail that meets trail type standards within the Trails Master Plan Area, although several other trails have developed along historic roads, fire roads and desire lines (paths that pedestrians, mountain bicyclists, and/or equestrians have created through repeated traffic, usually the

shortest or most easily navigated route between an origin and a destination) over the years (Figure 3.5-1, *Trail Types, Santa Susana Pass Trail*). The Santa Susana Pass Trail transitions from a pedestrian trail to a recreational pathway to a natural trail to a recreational pathway, starting from Iverson Road and ending near Bella Vista Place. At Iverson Road, it is surfaced with asphalt until a security gate that limits access to residents and trail users, where it becomes surfaced with decomposed granite, 8-10 feet wide, as it traverses the suburban neighborhood; transitions into a 10+ foot-wide natural surface trail as it traverses a more rural area adjacent to residences; and becomes a 5- to 8-foot-wide natural surface trail as it exits the neighborhood area to form switchbacks into and within Devil Canyon, before it becomes an 8- to 10-foot-wide recreational pathway as it exits the canyon.

The County of Los Angeles Trails Manual,⁷⁸ adopted by the Los Angeles County Board of Supervisors in May 2011:

Provides County staff and developers with guidelines and standards for trail planning, design, development, and maintenance of County Trails. The purpose of the Trails Manual is to provide guidance to County departments that interface with trail planning, design, development and maintenance of hiking, equestrian, and mountain biking recreational trails, while addressing physical and social constraints and opportunities associated with the diverse topographic and social conditions that occur in the unincorporated territory of the County.⁷⁹

The County Trails Manual describes five existing trail types within the County (Table 3.5-1, *Existing Trail Types*).

⁷⁷ The City of Santa Clarita Non-Motorized Transportation Plan

⁷⁸ County of Los Angeles, Department of Parks and Recreation, County of Los Angeles Trails Manual, 2011.

⁷⁹ County of Los Angeles. Accessed 1 November 2013. *Los Angeles County General Plan Public Review Draft Text-Only Version 10/2013*. Chapter 10: Parks and Recreation Element. Page 181, Trails. PDF available online at: http://planning.lacounty.gov/assets/upl/project_gp_2035_Chapter10_2013.pdf

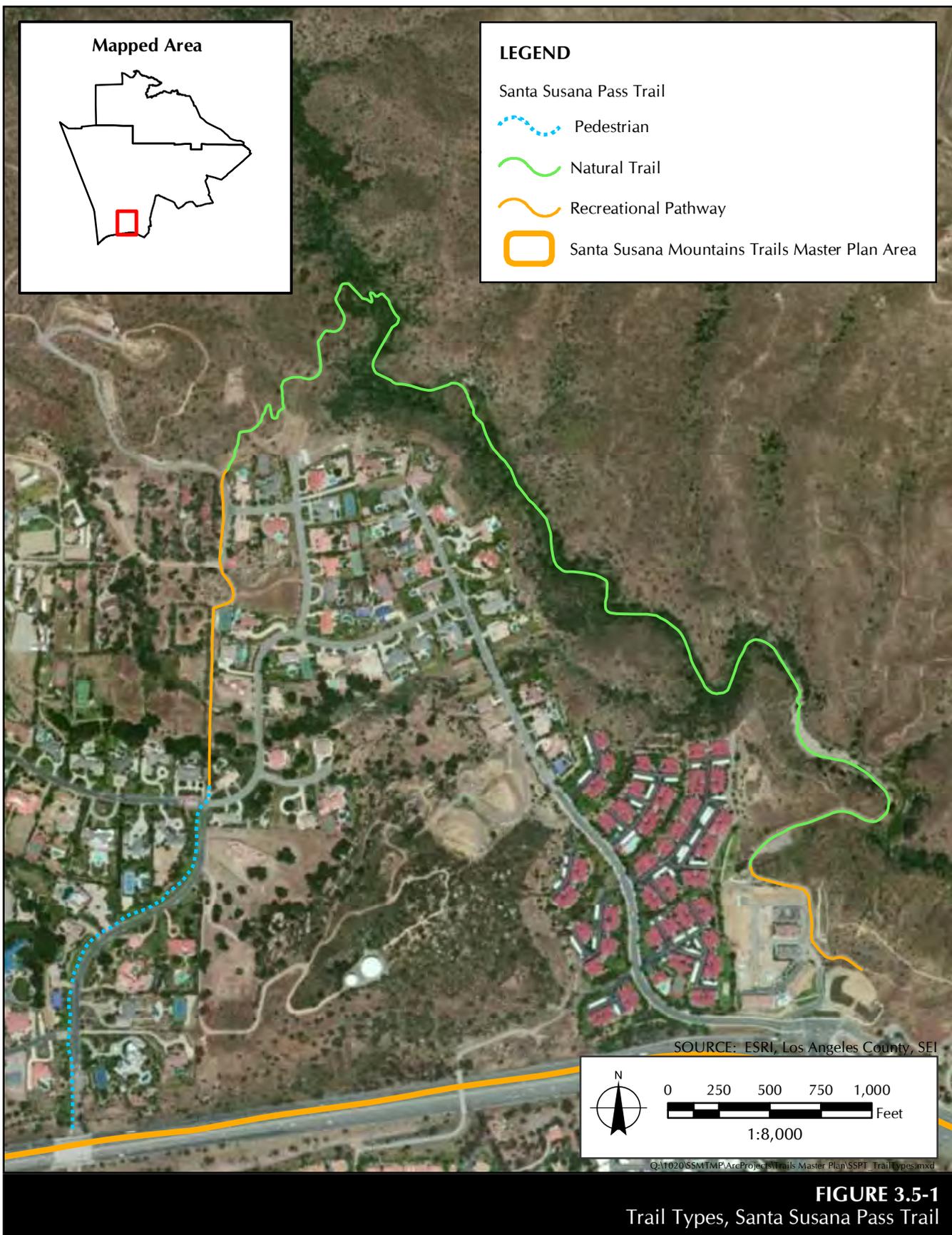


FIGURE 3.5-1
Trail Types, Santa Susana Pass Trail

**TABLE 3.5-1
EXISTING TRAIL TYPES⁸⁰**

Trail Type	Tread / Trail Width	Intensity of Use	Impact	Surface Type
Pedestrian	10 to 11 feet	High	High	Crusher fines / decomposed granite
Recreational Pathway	8 to 10 feet	High	High	Natural surface
Natural Trail 1	7 to 10 feet	High	Medium	Natural surface
Natural Trail 2	5 to 8 feet	Medium to high	Low	Natural surface
Natural Trail 3	2 to 3 feet	Low	Minimal	Natural surface

⁸⁰ County of Los Angeles Trails Manual, 2011. Section 2, Trail Planning.

3.5.1 Pedestrian

A pedestrian trail is appropriate in a more urbanized setting that is intended to be universally accessible. Trails designed specifically for pedestrian use must be compliant with ADA guidelines, with a grade of less than 5 percent or up to 8 percent with a rail over distances less than 100 feet. The County Trails Manual recommends that the pedestrian trail type be 10 to 11 feet wide and surfaced with crusher fines, decomposed granite, or even asphalt to allow for universal access.⁸¹ Portions of the Santa Susana Pass Trail comprise the only County-recognized existing pedestrian trail located within the Trails Master Plan Area.

3.5.2 Recreational Pathway

A recreational pathway is appropriate in an area with significant recreational use, such as transition areas between developed land and natural open space. The County Trails Manual recommends that recreational pathways be 8 to 10 feet wide and utilize the trail's natural surface material to accommodate high intensity, high impact use.⁸² A portion of the Santa Susana Pass Trail comprises the only County-recognized recreational pathway located within the Trails Master Plan Area, although the existing fire

⁸¹ County of Los Angeles Trails Manual, 2011. Section 4, Trail Design.

⁸² County of Los Angeles Trails Manual, 2011. Section 2, Trail Planning.

roads that traverse several ridgelines within the Trails Master Plan Area have the potential be designated and improved to become recreational pathways.

3.5.3 Natural Trail

A natural trail is appropriate for minimal to medium impact trail use in more environmentally sensitive or remote areas, with the 2- to 3-foot-wide Natural Trail 3 type intended for minimal impact low-intensity uses, the 58-foot-wide Natural Trail 2 type appropriate for low impact use by multiple user groups, and the 7- to 10-foot-wide Natural Trail 1 type appropriate for high-intensity multiuse trails and turnout areas to allow for passage of trail users every quarter mile on the two narrower natural trail types.⁸³ The County Trails Manual recommends the 8-foot-wide Natural Trail 2 type be utilized throughout the County where site conditions support its use.⁸⁴ A portion of the Santa Susana Pass comprises the only County-recognized natural trail located within the Trails Master Plan Area, although several desire lines have the potential to be designated and improved to become natural trails. The existing SMMC/MRCA-owned 5.81-mile Towsley Canyon Trail, which is used by hikers and mountain bicyclists, is a Type 2 to Type 3 Natural Trail, with trail width varying from 2 to 5 feet wide.

⁸³ County of Los Angeles Trails Manual, 2011. Section 4, Trail Design.

⁸⁴ County of Los Angeles Trails Manual, 2011

3.5.4 Existing Trail Segments and Trail Access

There are 25 existing trail segments, 11 existing trail access points, and 5 existing trailheads within the Trails Master Plan Area (Figure 3.5.4-1, *Existing Trail Segments, Trailheads, and Access*). There are 35.65 miles (188,233.4 feet) of existing trails managed by the SMMC/MRCA (28.85 miles), the City of Los Angeles (4.00 miles), and the County of Los Angeles (2.80 miles) within the Trails Master Plan Area (Table 3.5.4-1, *Existing Trails*).

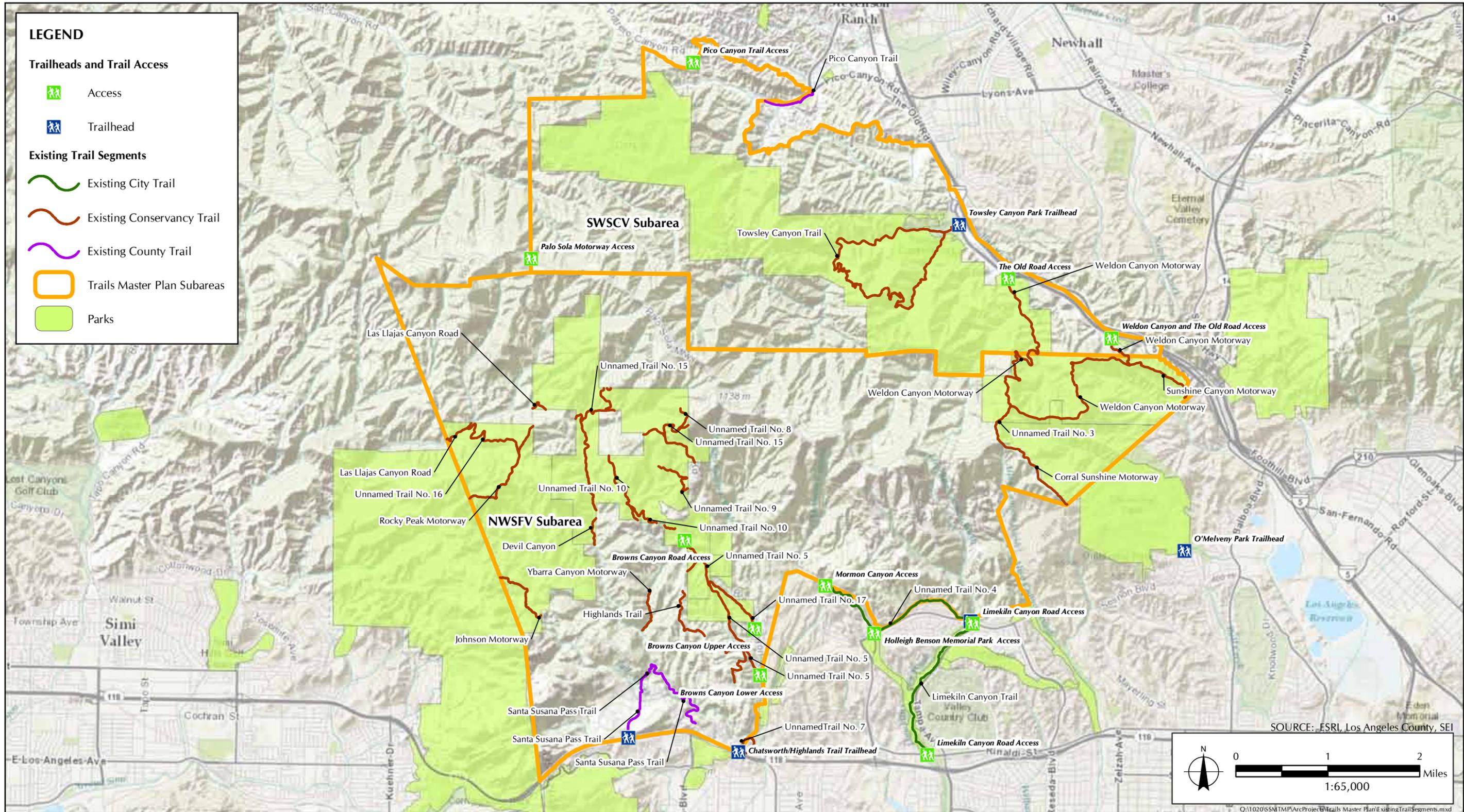


FIGURE 3.5.4-1
Existing Trail Segments, Trailheads, and Access

**TABLE 3.5.4-1
EXISTING TRAILS**

Trail Name	Trail Surface	Trail Length (Miles)	Trail Type	Trail Description
Corral Sunshine Motorway	Natural	1.13	Existing Conservancy Trail	The Corral Sunshine Motorway is a dirt road, proceeding in a northwest/southeast oriented direction, which connects with the Weldon Canyon Motorway via Unnamed Trail Segment No. 3. This trail segment provides a connection from additional trails originating from O'Melveny Park.
Devil Canyon Trail	Natural	1.47	Existing Conservancy Trail	The Devil Canyon Trail is a north/south oriented foot trail that travels through a partially shaded, oak lined canyon.
Highlands Trail	Natural	1.17	Existing Conservancy Trail	The Highlands Trail, Segments D and E, are part of a network of trail segments that are located north of the Chatsworth/Highlands and Santa Susana Pass trailheads. The trail generally travels on ridges and are approximately 6 to 8 feet in width.
Johnson Motorway	Natural	0.78	Existing Conservancy Trail	The Johnson Motorway is a northwest/southeast oriented dirt road that connects with Santa Susana Trail and the eastern boundary of Ventura County and travels an area of unique sandstone rock formations.
Las Lajas Canyon Road	Natural	0.72	Existing Conservancy Trail	Las Lajas Canyon Road is a southwest/northeast oriented dirt road that starts at the Ventura County boundary in the western portion of the study area and travels through an oak lined canyon.
Limekiln Canyon Trail	Natural	1.83	Existing City Trail	The Limekiln Canyon Trail is a north/south oriented trail in the community of Chatsworth in the City of Los Angeles that travels through an oak lined canyon with residential urban development on both sides.

Trail Name	Trail Surface	Trail Length (Miles)	Trail Type	Trail Description
Pico Canyon Trail	Asphalt	0.59	Existing County Trail	The Pico Canyon Trail is an east/west oriented trail in the northern portion of the Trails Master Plan Area that travels along Pico Canyon Road. The trail provides a connection with and is adjacent to Pico Canyon County Park.
Rocky Peak Motorway	Natural	1.27	Existing Conservancy Trail	Rocky Peak Motorway comprises a portion of the Rim of the Valley Trial Corridor and connects the Trails Master Plan with Rocky Peak Trail in Ventura County. The trail is located within Rocky Peak Park.
Santa Susana Pass Trail	Natural	2.21	Existing County Trail	Santa Susana Pass Trail is a popular equestrian trail with a trailhead on Iverson Road in the NWSFV Subarea that travels through a gated community within a trail easement into Devil Canyon. The trail connects the Trails Master Plan Area to the Santa Susana Pass State Historic Park to the south at Iverson Road.
Sunshine Canyon Motorway	Natural	0.84	Existing Conservancy Trail	Sunshine Canyon Motorway follows the ridgeline leading from the area between Interstate 5 and Sunshine Canyon Landfill northwest to the Weldon Canyon Motorway trail. Sunshine Canyon Motorway overlooks Sunshine Canyon Landfill to the southwest and the San Fernando Valley to the south.
Towsley Canyon Trail	Natural	5.20	Existing Conservancy Trail	Towsley Canyon Trail is a loop trail in the SWSCV Subarea leading from Towsley Canyon Road through Ed Davis Park and Santa Clarita Woodlands Park. It follows Towsley Creek on the northern side, overlooks Towsley Canyon to the west, and follows Wiley Canyon to the southeast. This trail is popular with hikers and mountain bicyclists.

Trail Name	Trail Surface	Trail Length (Miles)	Trail Type	Trail Description
Unnamed Trail No. 3	Natural	0.43	Existing Conservancy Trail	This trail segment is located within a grassy field on a ridge within the NWSFV Subarea that connects to Weldon Canyon Motorway at its northeastern tip.
Unnamed Trail No. 4	Natural	2.17	Existing City Trail	This trail leads from Limekiln Canyon Trail west along the northern edge of residential development towards Mormon Canyon.
Unnamed Trail No. 5	Natural	1.77	Existing Conservancy Trail	This ridgeline trail segment leads north from Browns Canyon towards a road access point to Browns Canyon in the NWSFV Subarea.
Unnamed Trail No. 6	Natural	5,667.1	Existing Conservancy Trail	This trail segment is located between Deer Lake Highlands to the south and Browns Canyon to the north within the NWSFV Subarea.
Unnamed Trail No. 7	Natural	3,040.1	Existing Conservancy Trail	This loop trail extends east from Mayan Drive and Canoga Avenue around a series of small boulders adjacent to the NWSFV Subarea.
Unnamed Trail No. 8	Natural	1,824.5	Existing Conservancy Trail	This trail segment leads from Palo Sola Truck Road north to an oil drilling utility within the NWSFV Subarea.
Unnamed Trail No. 9	Asphalt	6,183.4	Existing Conservancy Trail	This trail segment is located within Michael D. Antonovich Regional Park in the NWSFV Subarea less than ¼ mile north of the LA 88 Nike Missile Site.
Unnamed Trail No. 10	Natural	7,979.9	Existing Conservancy Trail	This trail segment on Browns Canyon Road in the NWSFV Subarea runs north-south within Michael D. Antonovich Regional Park.
Unnamed Trail No. 11	Natural	2,286.4	Existing Conservancy Trail	Unnamed Trail Segment No. 11 is a north/south oriented trail that connects with Brown Canyon Road north of Devil Canyon. The trail travels on a ridge above the northern portion of Devil Canyon.

Trail Name	Trail Surface	Trail Length (Miles)	Trail Type	Trail Description
Unnamed Trail No. 15	Asphalt	6,741.5	Existing Conservancy Trail	This trail segment on Browns Canyon Road in the NWSFV Subarea comprises a portion of the Rim of the Valley Trail Corridor within Michael D. Antonovich Regional Park.
Unnamed Trail No. 16	Natural	5,793.6	Existing Conservancy Trail	This trail segment on Las Lajas Canyon Road in the NWSFV Subarea comprises a portion of the Rim of the Valley Trail Corridor within Rocky Peak Park.
Unnamed Trail No. 17	Natural	0.81	Existing Conservancy Trail	The Unnamed Trail No. 17 is a north/south oriented foot trail that ascends a ridge to the west of Browns Canyon Road.
Weldon Canyon Motorway	Natural	27,462.9	Existing Conservancy Trail	Weldon Canyon Motorway is a ridgeline trail leading from Coltrane Avenue, around East Canyon, on Saugus to the Sea Road, to The Old Road. The trail overlooks East Canyon to the north, Rice Canyon to the west, and Sunshine Canyon Landfill to the south.
Ybarra Canyon Motorway	Natural	3,028.6	Existing Conservancy Trail	This trail segment is located in the middle of Ybarra Canyon in the NWSFV Subarea, with the closest existing canyon trail, Santa Susana Pass Trail, located 0.4 mile south of the trail in Devil Canyon.

3.6 ENVIRONMENTAL BASELINE CONDITIONS

3.6.1 Aesthetics

The Trails Master Plan Area is characterized by locations that provide opportunities for recreation users to experience exceptional views and topographic features such as Oat Mountain Peak, Sand Rock Peak, the Pico Anticline, and Devil Canyon. The Trails Master Plan Area provides several opportunities to experience expansive views due to the abundance of ridgelines that are accessible through existing and proposed trails and fire roads. The NWSFV Subarea in particular contains two significant peaks: Oat Mountain (elevation 3,747 feet above MSL) and Rocky Peak (elevation 2,714 feet above MSL) within Rocky Peak Park. The SWSCV Subarea contains one significant peak: Sand Rock Peak (elevation 2,511 feet above MSL) within the Santa Clarita Woodlands.

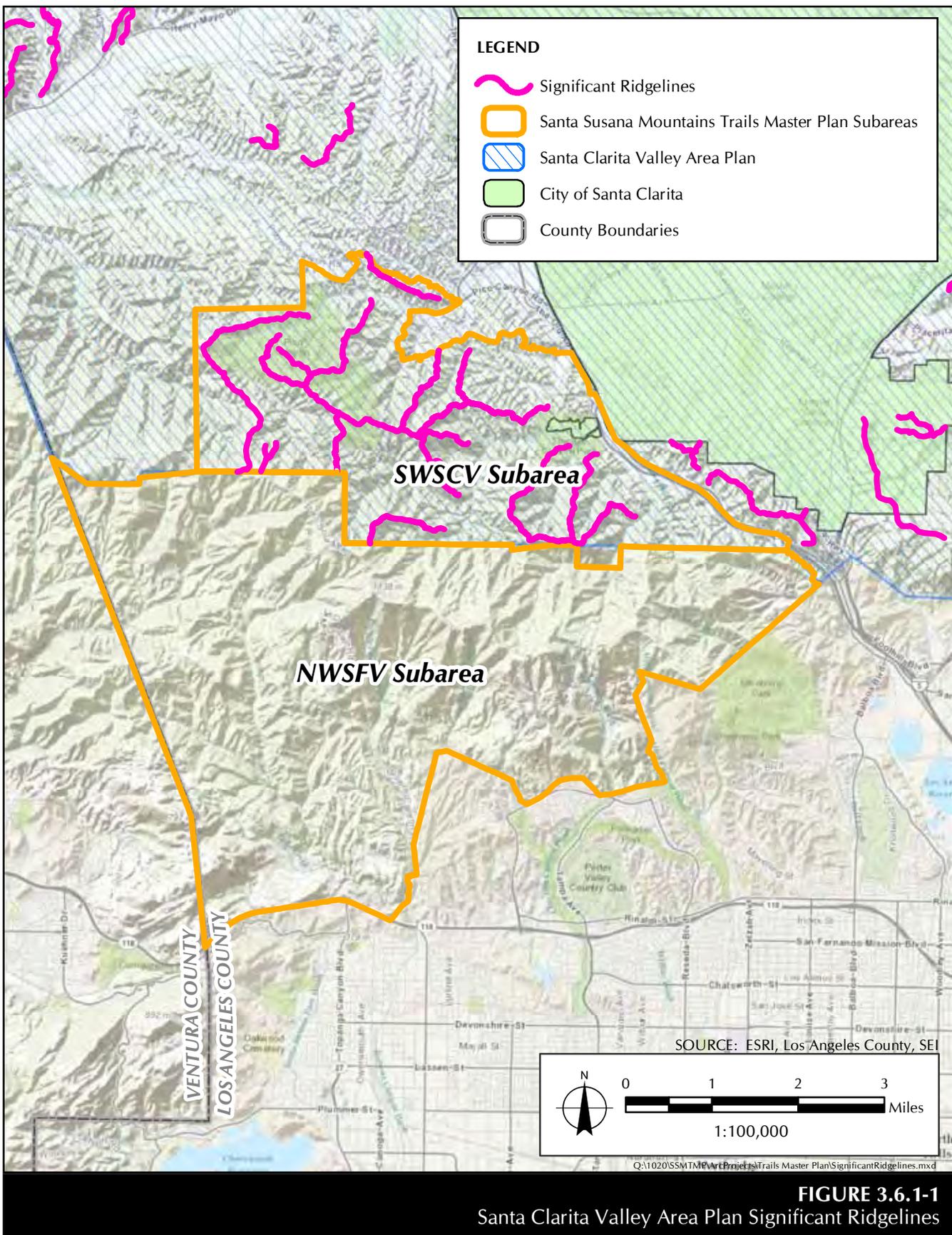
Scenic Vistas

There are no designated scenic vista points within the Trails Master Plan Area nor is the Trails Master Plan Area visible from scenic vista points designated within the Recreation Use Area Plan of the County General Plan. The 1965 Regional Recreation Areas Plan of the Los Angeles County General Plan has designated vista points, areas that command a panoramic view from a higher elevation relatively free from visual obstructions, within the County for consideration in development of scenic drives. No scenic vista points have been designated within the vicinity of the NWSFV Subarea of the Trails Master Plan Area; therefore, there are no impacts on aesthetics from the NWSFV Subarea of the Trails Master Plan related to scenic vistas. The SWSCV Subarea of the Trails Master Plan Area contains designated significant ridgelines that require consideration in the design and construction of trails along ridgelines (Figure 3.6.1-1, *Santa Clarita Valley Area Plan Significant Ridgelines*).⁸⁵

Scenic Resources within a State Scenic Highway

Visibility of the Trails Master Plan Area is limited by the freeway walls, dense vegetation, topography, and residences that shield the proposed trail alignments from view. The Trails Master Plan Area is only visible from three points of the eligible portion of SR 118 for state scenic highway status, located at Iverson Road and two points west of Iverson Road directly south of the residential neighborhood adjacent to the Trails Master Plan Area. These views of the Trails Master Plan Area are insignificant due to their peripheral location as seen from fast-moving vehicles. The conceptual trail alignments contemplated in the Trails Master Plan would not alter the viewshed of the eligible state scenic highway links.

⁸⁵ County of Los Angeles. 2012 Santa Clarita Valley Area Plan,. PDF available online at: http://planning.lacounty.gov/assets/upl/data/pd_santa-clarita-area-plan-2012.pdf; Figure CO-1: Hillside and Designated Ridgelines. Page 274, Appendix II.



Visual Character and Quality

The visual nature of the Trails Master Plan Area is dominated by native vegetation, punctuated by non-native vegetation, transmission corridors, roads, and trails. The proposed trail improvements are compatible with the existing visual character of the Santa Susana Mountains. Several official trails and many unofficial trail segments currently traverse the Trails Master Plan Area. Hiking and riding are passive recreation activities that are compatible with the land use allowed within the two adopted SEAs that encompass a significant portion of the Trails Master Plan Area. The County of Los Angeles Trail Manual specifies desired minimum trail widths for multi-use trails (accommodating bicyclists, hikers, and equestrians) at 5 feet, wherever possible, with 6 to 10 feet wide turn outs in high traffic areas. Existing trail alignments within the Trails Master Plan Area vary in width from 12- to 18-inch-wide footpaths to 10-foot-wide fire roads/trails. Where trail widths may need to be expanded to enhance the quality, safety and compatibility of recreation users, care should be taken to maintain the visual character of the viewshed from surrounding residences through the use of native vegetation.

Light and Glare

Consistent with the provisions of the County of Los Angeles Trails Manual, the Trails Master Plan limits hours of operation of trails to dawn to dusk. The Trails Master Plan does not contemplate lighting of trails and, therefore, will not adversely affect daytime and nighttime views in the area.

3.6.2 Air Quality and Greenhouse Gas Emissions

National Ambient Air Quality Standards

The Trails Master Plan Area is located within the Southern California Air Basin (SCAB) and is regulated by the South Coast Air Quality Management District (SCAQMD). For the SCAB, the maximum pollutant concentrations measured at SCAQMD monitoring stations in 2011 exceeded the levels of the federal standards for ozone (O_3), $PM_{2.5}$, nitrogen dioxide (NO_2), and lead (Pb) (Table 3.6.2-1, *NAAQS Attainment Status, South Coast Air Basin*). In the year 2011, a total of 125 days exceeded the levels of current short-term (24-hour average or less) federal standards for 8-hour O_3 or 24-

hour $PM_{2.5}$ at one or more SCAB locations. The more stringent state 8-hour O_3 or 24-hour PM_{10} standards were exceeded on 137 days. While the SCAB exceeded the state annual and 24-hour PM_{10} standards, it did not exceed the 24-hour federal standard. The federal and state annual $PM_{2.5}$ standards were exceeded in the SCAB in 2011, with only one station exceeding the federal standard. While the state PM_{10} annual was exceeded, the revoked federal annual PM_{10} standard was not. The other criteria pollutants, sulfur dioxide (SO_2), carbon monoxide (CO), and sulfate (SO_4), did not exceed federal or state standards.⁸⁶

⁸⁶ South Coast Air Quality Management District. 2012 AQMP. Appendix II, *Current Air Quality*. February 2013. Available at: <http://www.aqmd.gov/aqmp/2012aqmp/Final-February2013/AppII.pdf>

**TABLE 3.6.2-1
NAAQS ATTAINMENT STATUS, SOUTH COAST AIR BASIN**

Pollutant	Averaging Time	Designation	Attainment Date
1979 1-Hour Ozone	1-Hour (0.12 ppm)	Nonattainment (Extreme)	11/15/2010 (not attained)
1997 8-Hour Ozone	8-Hour (0.08 ppm)	Nonattainment (Extreme)	6/15/2024
2008 8-Hour Ozone	8-Hour (0.075 ppm)	Nonattainment (Extreme)	12/13/2032
Carbon Monoxide	1-Hour (35 ppm)	Attainment (Maintenance)	6/11/2007 (attained)
	8-Hour (9 ppm)		
Nitrogen Dioxide	1-Hour (100 ppb)	Unclassifiable/Attainment	N/A
	Annual (0.053 ppm)	Attainment (Maintenance)	9/22/1998
Sulfur Dioxide	1-Hour (75 ppb)	Designations Pending	N/A
	24-Hour (0.14 ppm)	Unclassifiable/Attainment	3/19/1979 (attained)
	Annual (0.03 ppm)		
PM ₁₀	24-Hour (150 µg/m ³)	Nonattainment (Serious)	12/31/2006 (redesignation request submitted
PM _{2.5}	24-Hour (35 µg/m ³)	Nonattainment	12/14/2014
	Annual (15.0 µg/m ³)	Nonattainment	4/5/2015
Lead	3-Months Rolling (0.15 µg/m ³)	Nonattainment (Partial)	12/31/2015

SOURCE: South Coast Air Quality Management District. 2012 AQMP. Appendix II, *Current Air Quality*. February 2013. Available at: <http://www.aqmd.gov/aqmp/2012aqmp/Final-February2013/AppII.pdf>

California Ambient Air Quality Standards

As of 2012, the County of Los Angeles has been designated as nonattainment for O₃, PM_{2.5}, PM₁₀, NO₂, and lead for the California Ambient Air Quality Standards (Table 3.6.2-2, *CAAQS Attainment Status, Los Angeles County*).

**TABLE 3.6.2-2
CAAQS ATTAINMENT STATUS, LOS ANGELES COUNTY**

Pollutant	Designation
Ozone	Nonattainment
PM ₁₀	Nonattainment
PM _{2.5}	Nonattainment
Carbon Monoxide	Attainment
Nitrogen Dioxide	Nonattainment
Sulfur Dioxide	Attainment
Sulfates	Attainment
Lead	Nonattainment
Hydrogen Sulfide	Unclassified
Visibility Reducing Particles	Unclassified

SOURCE: California Environmental Protection Agency, Air Resources Board. 2013. *2012 State Area Designations*. Available at: <http://www.arb.ca.gov/desig/adm/adm.htm>

Air Quality Monitoring Stations

The SCAQMD monitors air quality through a network of 35 permanent, multi-pollutant monitoring stations and 5 additional single pollutant monitoring stations for source lead in the SCAB and a portion of the Salton Sea Air Basin in Coachella Valley. The two closest monitoring stations to the NWSFV Subarea boundary of the Trails Master Plan Area are the Reseda Monitoring Station, located approximately 7.5 miles to the southeast of the Trails Master Plan Area boundary at 18330 Gault Street, Reseda, California 91702, and the Santa Clarita-Placerita Monitoring Station, located approximately 8.5 miles to the northeast of the Trails Master Plan Area boundary at 22224 Placerita Canyon, Santa Clarita, California 91321. Both stations measure carbon monoxide, nitrogen dioxide, and ozone. In addition, the Reseda Monitoring Station measures PM_{2.5} and the Santa Clarita-Placerita Monitoring Station measures PM₁₀. The nearest monitoring station that records measurements of sulfur dioxide is the Burbank Monitoring Station, located approximately 18.5 miles to the southeast of the Trails Master Plan Area boundary at 228 West Palm Avenue, Burbank, California 91502. Ambient air quality data for the Trails Master Plan Area recorded at the three monitoring stations from 2010 to 2012 indicated exceedances for the applicable state standards for ozone and PM_{2.5} (Table 3.6.2-3, *Summary of 2010–2012 Ambient Air Quality Data in the*

Trails Master Plan Area Vicinity). Background carbon monoxide concentration at the Trails Master Plan Area boundary is established because carbon monoxide concentrations are typically used as an indicator of the conformity with CAAQS, and estimated changes in CO concentrations generally reflect operational air quality impacts associated with the Trails Master Plan Area. The highest reading of the carbon monoxide concentrations over the past 3 years is defined by the SCAQMD as the background level. A review of the data from the Reseda Monitoring Station from 2010 to 2012 indicated that the average 8-hour background carbon monoxide concentration is approximately 2.8 ppm. This background concentration does not exceed the state carbon monoxide standard of 9 ppm.

**TABLE 3.6.2-3
SUMMARY OF 2010–2012 AMBIENT AIR QUALITY DATA IN THE
TRAILS MASTER PLAN VICINITY**

Pollutant	Pollutant Concentration and Standards	Average and Exceedances			
		2010	2011	2012	
Ozone*	Maximum 1-hr concentration (ppm)	0.122	0.130	0.129	
	Days above State 1-hr standard	10	17	18	
	Maximum 8-hr concentration (ppm)	0.092	0.103	0.099	
	Days above State 8-hr standard	37	35	39	
Carbon Monoxide*	Maximum 1-hr concentration (ppm)	3	-	-	
	Days above State 1-hr standard	-	-	-	
	Maximum 8-hr concentration (ppm)	2.6	2.8	2.8	
	Days above State 8-hr standard	0	0	0	
Nitrogen Dioxide*	Maximum 1-hr concentration (ppm)	0.075	.0561	.0709	
	Days above State 1-hr standard	-	-	-	
	Annual concentration (ppm)	.0167	.0149	.0149	
	Exceed 0.03 ppm (State annual standard)?	No	No	No	
Particulate Matter	PM _{2.5} *	Maximum 24-hr concentration ($\mu\text{g}/\text{m}^3$)	40.7	39.8	41.6
		Days above Federal 24-hr standard	-	3.3	6.9
		Annual concentration ($\mu\text{g}/\text{m}^3$)	-	10.1	10.4
	PM ₁₀ **	Exceed 12 $\mu\text{g}/\text{m}^3$ (State annual standard)?	-	No	No
		Maximum 24-hr concentration ($\mu\text{g}/\text{m}^3$)	38.0	43.0	35.0
		Days above State 24-hr standard	0	-	-
Sulfur Dioxide***	3-year maximum annual concentration ($\mu\text{g}/\text{m}^3$)	20	20	20	
	Exceed 20 $\mu\text{g}/\text{m}^3$ (State annual standard)?	No	No	No	
	Maximum 24-hr concentration (ppm)	.0041	-	-	
	Maximum 1-hr concentration (ppm)	-	.009	.0065	
Sulfur Dioxide***	Exceed 0.04 ppm (State 24-hr standard)?	No	-	-	
	Exceed 0.25 ppm (State 1-hr standard)	-	No	No	

KEY: ppm = parts per million

$\mu\text{g}/\text{m}^3$ = micrograms per cubic meter

- = There was insufficient (or no) data available to determine the value

NOTES: * Data for Ozone, Carbon Monoxide, Nitrogen Dioxide, and PM_{2.5} were taken from the Reseda Monitoring Station.

** Data for PM₁₀ was taken from the Santa Clarita-Placerita Monitoring Station.

*** Data for Sulfur Dioxide was taken from the Burbank Monitoring Station.

SOURCE: ¹ South Coast Air Quality Management District. Accessed 14 November 2013. *Historical Data by Year*.

Available at: <http://www.aqmd.gov/smog/historicaldata.htm>

² California Environmental Protection Agency, Air Resources Board. Accessed 14 November 2013. *Air Data: Adam: Air Quality Data Statistics*. Available at: <http://www.arb.ca.gov/adam/>

Emissions for Kern County). The NWSFV Subarea of the Trails Master Plan is assumed to be fully operational by the year 2015; therefore, the 2010 data from Table 3.6.2-4 is used for the GHG analysis for the NWSFV Subarea of the Trails Master Plan.

Greenhouse Gas Emissions

In order to establish a reference point for future GHG emissions, carbon dioxide equivalent (CO_{2e}) emissions have been projected based on an unregulated, business-as-usual, GHG emissions scenario that does not consider the reductions in GHG emissions required by Executive Order S-3-05 or AB 32. CARB has stated that California contributed 427 million metric tons of GHG emissions in CO_{2e} in 1990, and under a business-as-usual development scenario, will contribute approximately 596 million metric tons of CO_{2e} emissions in 2020, which presents a linear upward trend in California's total GHG emissions. To characterize the business-as-usual GHG emissions specifically for Los Angeles County, information on population has been collected from the Southern California Association of Government (SCAG). It has been projected that the population of Los Angeles County will increase by approximately 16.5 percent from 2010 to 2040.⁸⁷ Using the current CO_{2e} emissions factor of 14 metric tons per capita,⁸⁸ Kern County would be responsible for the emission of approximately 137 million metric tons of CO_{2e} in 2010 and 160 million metric tons of CO_{2e} in 2040 under a business-as-usual emissions scenario (Table 3.6.2-4, *Characterization of Business-as-usual GHG*

⁸⁷ Southern California Association of Governments. *Regional, County, and City Population and Employment Estimates and Projections*. Economic & Demographic Library. Available at: <http://gisdata.scag.ca.gov/Pages/SocioEconomicLibrary.aspx>

⁸⁸ California Air Resources Board. 15 October 2008. *Climate Change Proposed Scoping Plan: A Framework for Change*. Available at: <http://www.arb.ca.gov/cc/scopingplan/document/scopingplandocument.htm>

**TABLE 3.6.2-4
CHARACTERIZATION OF BUSINESS-AS-USUAL GHG EMISSIONS
FOR LOS ANGELES COUNTY**

	Year					
	1990	2000	2010	2020	2030	2040
Population	8,863,164	9,543,983	9,825,496	10,500,679	11,138,280	11,451,688
CARB emission factor (metric tons of CO _{2e} per capita)	14	14	14	14	14	14
Annual GHG emissions for LA County (million metric tons of CO _{2e})	124	133	137	147	156	160

SOURCE: Southern California Association of Governments. *Regional, County, and City Population and Employment Estimates and Projections*. Economic & Demographic Library. Available at: <http://gisdata.scag.ca.gov/Pages/SocioEconomicLibrary.aspx>

Sensitive Receptors

The NWSFV Subarea of the Trails Master Plan Area is situated in the northwestern San Fernando Valley in Los Angeles County. Nearby communities include Chatsworth, situated approximately 2.0 miles to the south, and Porter Ranch, approximately 3.0 miles to the east. There are 704 known sensitive receptors within the NWSFV Subarea of the Trails Master Plan Area. There are an additional 3,510 known sensitive receptors within a 0.5-mile radius of the NWSFV Subarea (Figure 3.6.2-1, *Sensitive Receptors*).

The SWSCV Subarea of the Trails Master Plan Area is situated in the Santa Clarita Valley Study Area. Nearby communities include Santa Clarita, situated approximately one mile to the northeast, and Castaic, approximately 3 miles to the north. There are 78 known sensitive receptors within the SWSCV Subarea. There are an additional 3,526 known sensitive receptors within a 0.5-mile radius of the SWSCV Subarea (Figure 3.6.2-1).

and buffer of the NWSFV and SWSCV Subareas of the Trails Master Plan Area. Based on the *Jepson Manual* (Manual)⁸⁹, there is potential for up to 50 native plant communities, but five of the Manual communities overlap with more than one CalVeg community (Figure 3.6.3-1, *Plant Community Map*; Table 3.6.3-1, *Plant Community Map Breakdown*).

3.6.3 Biological Resources

Plant Communities

Based on data obtained from the Classification and Assessment with LANDSAT of Visible Ecological Groupings (CalVeg), there are 25 plant communities located within the boundaries

⁸⁹ Baldwin, B.G., D.H. Goldman, D.J. Keil, R. Patterson, T.J. Rosatti, and D.H. Wilken, eds. 2012. *The Jepson Manual: Vascular Plants of California*. 2nd ed. Berkeley: University of California Press.

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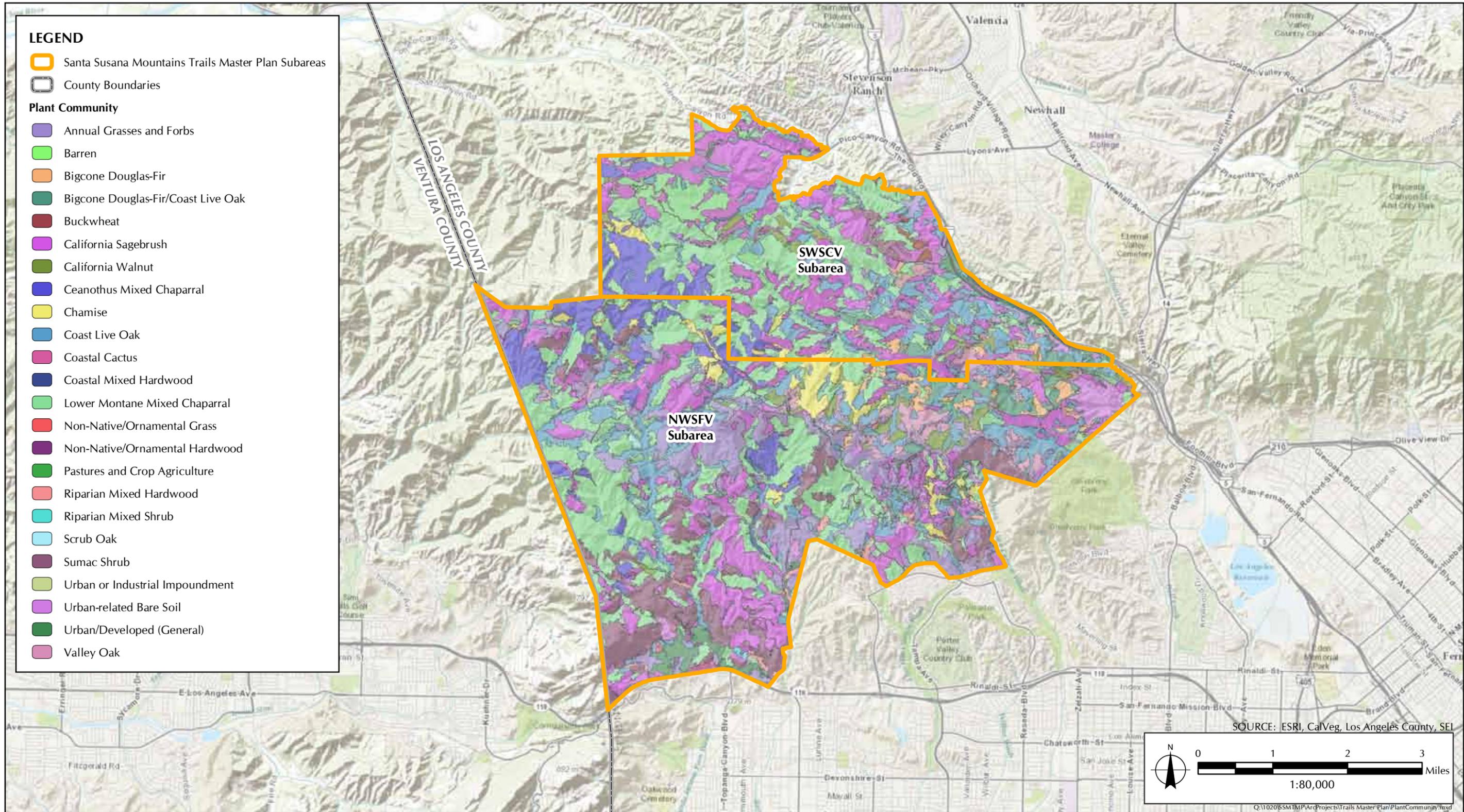


FIGURE 3.6.3-1
Plant Community Map

**TABLE 3.6.3-1
PLANT COMMUNITY MAP BREAKDOWN**

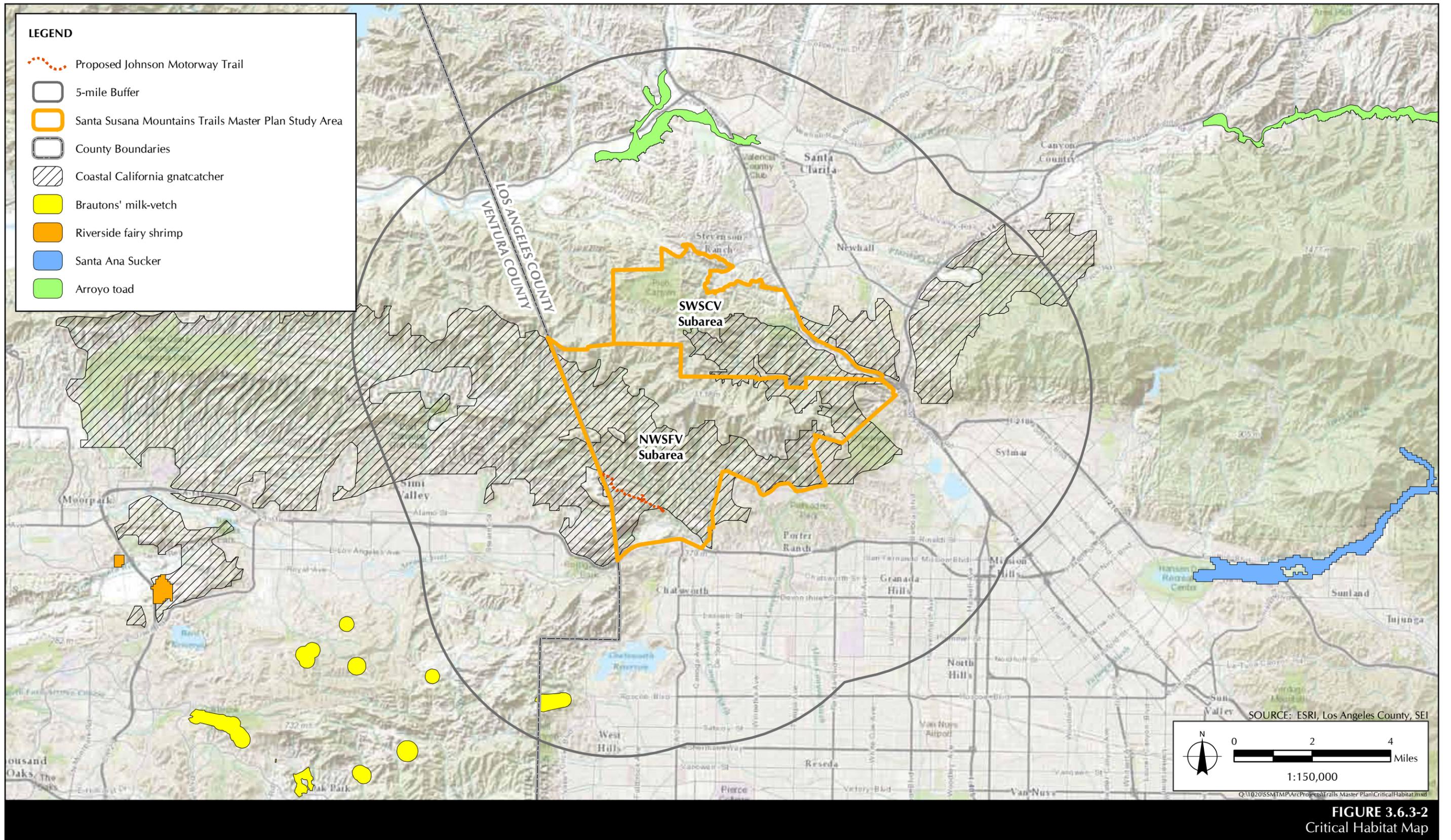
CalVeg Community	State Sensitivity Status*	CalVeg Acres	Correlated CNPS/Manual 2 nd Ed. Community	Ranking
Annual Grasses and Forbs	Not considered sensitive due to the lack of rocky outcropping within the mapped area for this community.	2,286.6	fiddleneck fields	G4/S4
			wild oats grasslands	None
			upland mustards	None
			annual brome grasslands	None
			red brome or Mediterranean grass grasslands	None
			yellow star-thistle fields	None
			California goldfields—dwarf plantain—six-weeks fescue flower fields	G4/S4
			perennial rye grass fields	None
			bushy spikemoss mats	G4/S3
Barren	Potentially State Sensitive	36.7	bushy spikemoss mats	G4/S3
Bigcone Douglas-Fir	State Sensitive and Threatened	263.4	bigcone Douglas fir forest	G3/S3.2
Bigcone Douglas-Fir/Coast Live Oak	Potentially State Sensitive	483.7	bigcone Douglas fir forest	G3/S3.2
			coast live oak woodland	G5/S4
California Buckwheat		59.9	California sagebrush—California buckwheat scrub	G4/S4
			California buckwheat scrub	G5/S5
			California buckwheat—white sage scrub	G4/S4
California Sagebrush		5,291.2	California sagebrush scrub	G5/S5
			California sagebrush—California buckwheat scrub	G4/S4
			laurel sumac scrub	G4/S4
California Walnut	State Sensitive and Threatened	500.9	California walnut groves	G3/S3.2

CalVeg Community	State Sensitivity Status*	CalVeg Acres	Correlated CNPS/Manual 2 nd Ed. Community	Ranking
Ceanothus Mixed Chaparral	Potentially State Sensitive	1,666.7	cup leaf ceanothus chaparral	G4/S3
			chaparral white thorn chaparral	G4/S4
			big pod ceanothus chaparral	G4/S4
			hairy leaf ceanothus chaparral	G3/S3
			greenbark ceanothus chaparral	G4/S4
Chamise	Potentially State Sensitive	625.1	chamise chaparral	G5/S5
			chamise—white sage chaparral	G3/S3
			chamise—black sage chaparral	G5/S5
			eastwood manzanita chaparral	G4/S4
			bigberry manzanita chaparral	G4/S4
			buck brush chaparral	G4/S4
Coast Live Oak		3,140.4	coast live oak woodland	G5/S4
Coastal Cactus	State Sensitive	35.6	coast prickly pear scrub	G3/S3
Coastal Mixed Hardwood	Assumed State Sensitive	68.4	Unknown corresponding plant community in Trails Master Plan Area	Unknown
Lower Montane Mixed Chaparral	Potentially State Sensitive	7,058.2	chamise—black sage chaparral	G5/S5
			hoary leaf ceanothus chaparral	G4/S4
			buck brush chaparral	G4/S4
			holly leaf cherry chaparral	G3/S3
Non-Native/Ornamental Conifer/Hardwood		0.3	pepper tree or myoporum grove	None
Non-Native/Ornamental Grass		6.6	All areas in the Trails Master Plan Area are planted lawns without a Manual semi-natural community	None
Non-Native/Ornamental Hardwood		17.6	pepper tree or myoporum grove	None
Pastures and Crop Agriculture		2.5	Not classified in the Manual	NA

CalVeg Community	State Sensitivity Status*	CalVeg Acres	Correlated CNPS/Manual 2 nd Ed. Community	Ranking
Riparian Mixed Hardwood	State Sensitive	180.8	red willow thickets	G3/S3
			blue elderberry stands	G3/S3
Riparian Mixed Shrub	Assumed State Sensitive	40.0	sandbar willow thicket	G5/S4.2
Scrub Oak	Potentially State Sensitive	28.2	scrub oak chaparral	G4/S4
			shrub oak-chamise chaparral	G4/S4
			canyon live oak chaparral	G3/S3
			interior live oak chaparral	G4/S4
Sumac Shrub	Potentially State Sensitive	1,784.8	laurel sumac scrub	G4/S4
			lemonade berry scrub	G3/S3
			sugarbush chaparral	G4/S4
Urban-related Bare Soil		649.5	Not classified in the Manual	NA
Urban or Industrial Impoundment		5.0	Not classified in the Manual	NA
Urban/Developed (General)		881.8	Not classified in the Manual	NA
Valley Oak	State Sensitive	612.6	valley oak woodland	G3 S3

NOTE: *Overall ranking based on the lowest value for this community based on G/S designations for the corresponding plant communities within the Manual.

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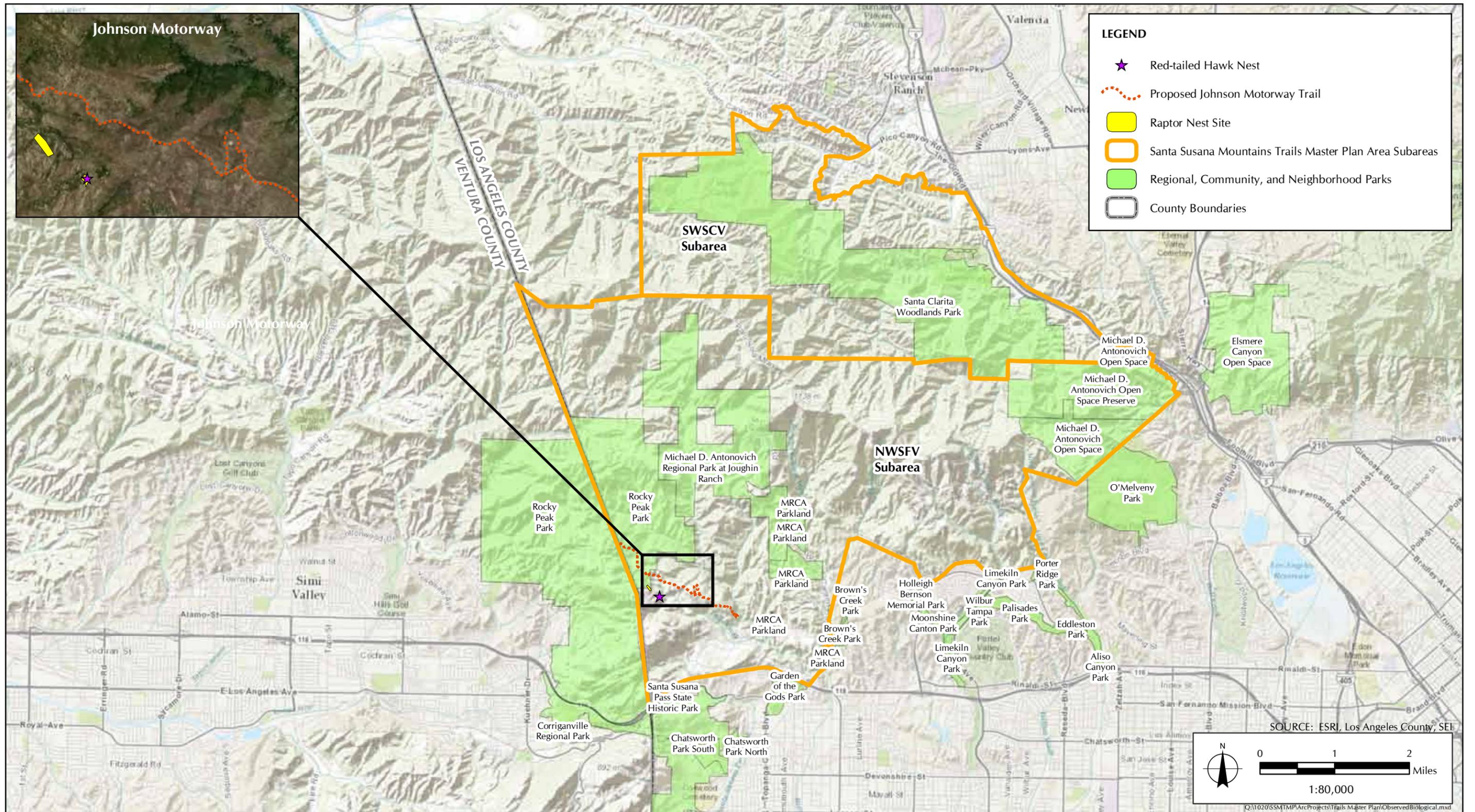


FIGURE 3.6.3-3
Observed Sensitive Biological Resources

Common Plant Species

Fifty plant species from 21 families were identified during biological surveys along the Johnson Motorway Trail. Forty of the identified plant species are native to California. Native plants dominated most of the surveyed area with patches of non-natives occurring primarily along drainage crossings, trails, burned areas, and developed areas. The overall density of native plant species was near 100 percent in most off-trail areas and significantly higher throughout the survey area than that of non-native plant species. The previously burned eastern portion of the Johnson Motorway Trail contained a slightly higher percentage of non-native plants compared to similar off-trail areas to the west. This may be due to the early successional nature of many non-native species.

Special-Status Plant Species

No special-status plant species were observed during the field surveys. Suitable habitat was present for 16 of the 25 special status species that were determined to be potentially present based on known historic range and occurrences. A species was described as having no potential to occur if the Trails Master Plan Area lacked suitable habitat and was not observed during field surveys.

Designated Critical Habitat—Plants

No designated critical habitat for special-status plants exists within the Trails Master Plan Area. The nearest critical habitat for a plant species is for the federally endangered Braunton's milk-vetch (*Astragalus brauntonii*), located approximately 5 miles southeast of the survey area (Figure 3.6.3-2, *Critical Habitat Map*).

Wildlife

Twenty-eight wildlife species were observed during biological surveys. There were 2 reptile species, 23 bird species, and 3 mammal species recorded at the project site. An unidentified raptor nest and a red-tailed hawk nest were observed approximately 700 feet south of the Johnson Motorway Trail along the face of a rocky outcropping (Figure 3.6.3-3, *Observed Sensitive Biological Resources*).

Special-Status Wildlife Species

Based on CalVeg data, suitable habitat for special-status wildlife species is present within the Trails Master Plan Area for 17 of the 54 special-status species that were determined to be potentially present based on known historic range and nearby occurrences. There was no special-status wildlife species observed during biological surveys.

Designated Critical Habitat—Wildlife

Approximately 197,304 acres of critical habitat for the federally threatened and state species of special concern (SSC) California gnatcatcher (*Polioptila californica californica*) are located within the Trails Master Plan Area (Figure 3.6.3-2). However, no individuals or their sign were observed within the Trails Master Plan Area. This critical habitat accounts for approximately 75 percent of the total area within the Trails Master Plan Area. Critical habitat for other wildlife species was absent from the Trails Master Plan Area.

Jurisdictional Waters

Approximately 66 linear miles of features identified as blue line drainages and approximately 623 acres of National Wetlands Inventory (NWI) features are present within the Trails Master Plan Area. Drainages located on the south facing slope eventually flow into one of three distinct water bodies: the Browns Canyon Wash, Limekiln Canyon Wash, and Aliso Canyon Wash. Both Browns Canyon Wash and Aliso Canyon Wash flow into the Los Angeles River, a known non-wetland waters of the United States. Limekiln Canyon Wash flows into Aliso Canyon Wash. Drainages located on the north facing slope generally flow into the South Fork Santa Clara River, a known waters of the United States, through a network of unnamed drainages.

Two previously unmapped features were identified during biological surveys and have the potential to be impacted as part of the Johnson Motorway Trail element (Figure 3.6.3-4, *Jurisdictional Waters*). Both unnamed drainages were seasonally dry and contained predominately nonnative species.

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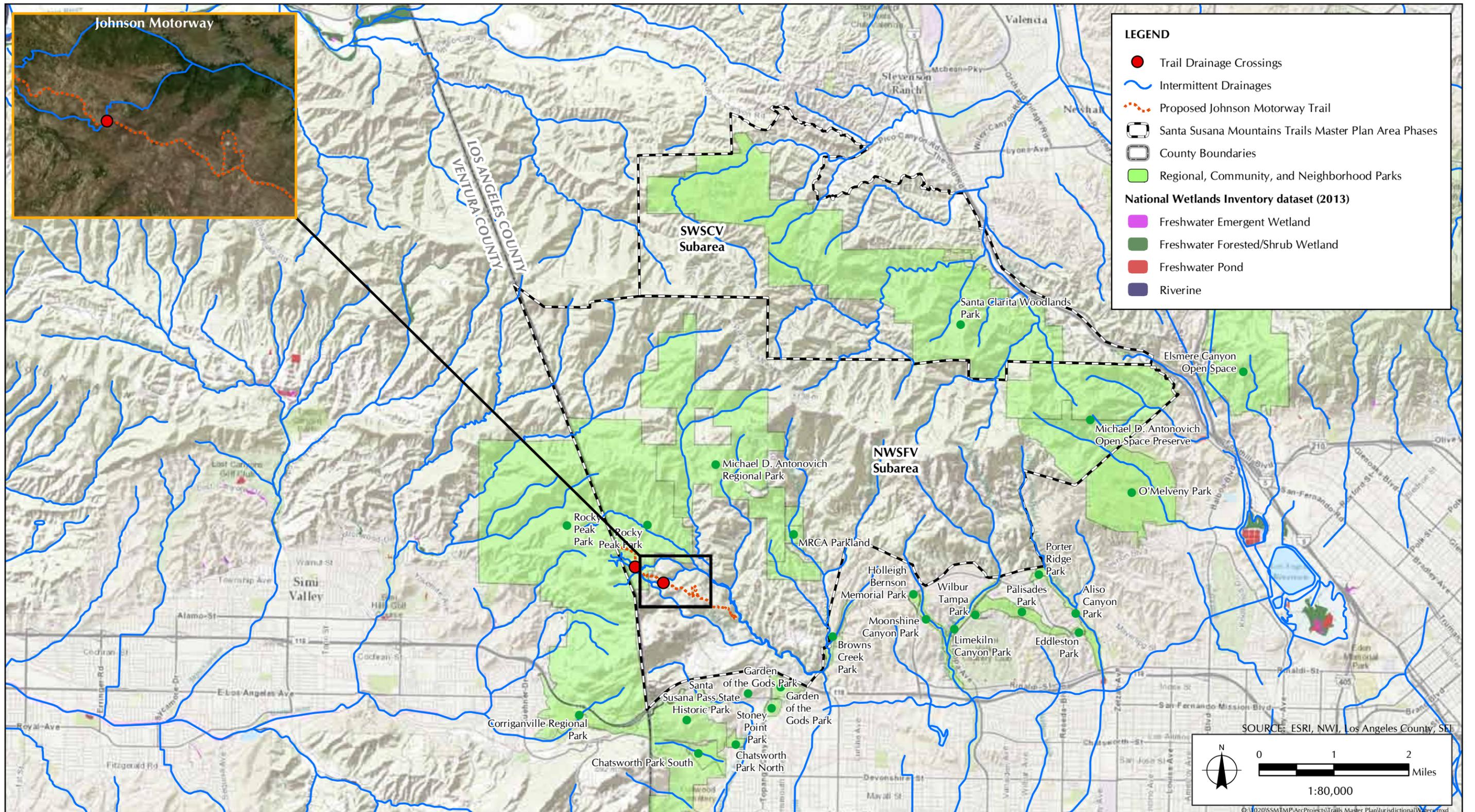
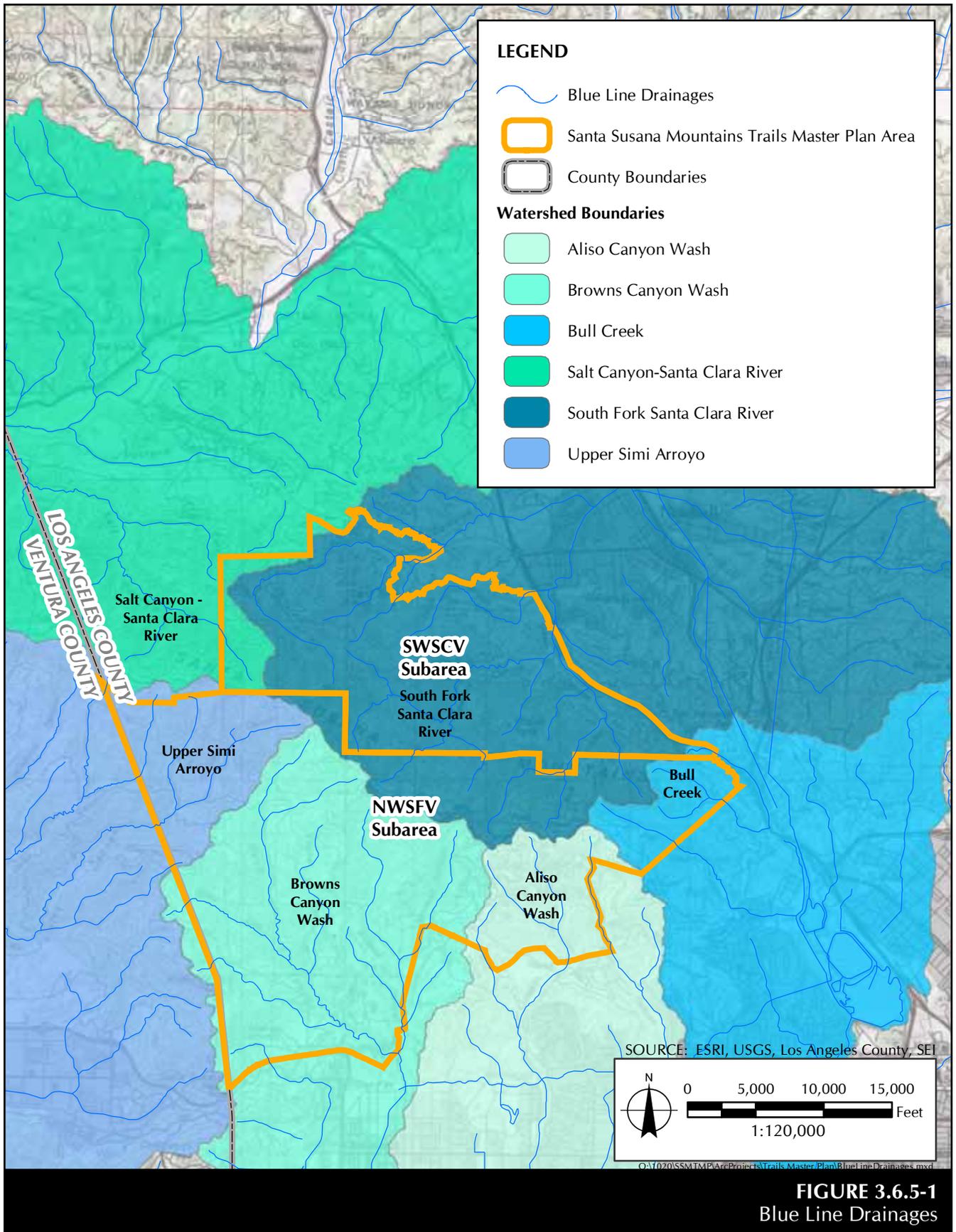


FIGURE 3.6.3-4
Jurisdictional Waters



Wildlife Movement

The Los Angeles County General Plan identifies the Santa Susana Mountains / Simi Hills SEA as an important corridor for wildlife movement, linking the Santa Monica Mountains, the San Gabriel Mountains, and the Los Padres National Forest. Due to intensive development in the surrounding San Fernando Valley and Santa Clara River Valley, this area is an important corridor for movement among larger natural areas for species such as mountain lions (*Puma concolor*), mule deer (*Odocoileus hemionus*), coyotes (*Canis latrans*), and bobcats (*Lynx rufus*). This corridor helps terrestrial vertebrates to maintain adequate home range, breeding opportunities, and gene flow. No active agency tracking projects were identified within the Trails Master Plan Area as a result of communications with the U.S. Fish and Wildlife Service (USFWS), the California Department of Fish and Wildlife (CDFW), the U.S. National Park Service (NPS), the U.S. Forest Service (USFS), and SMMC.

Designated Conservation Areas

Part of the Trails Master Plan Area lies within the proposed Santa Susana Mountains / Simi Hills SEA, which currently encompasses three SEAs: the Santa Susana Mountains / Simi Hills SEA, the Santa Susana Mountains SEA, and the Santa Susana Pass SEA.⁹⁰ The Trails Master Plan Area is also located within state-administered Rocky Peak Park.⁹¹ Rocky Peak Park is a vital habitat linkage between the Santa Susana Mountains and Simi Hills filled with spectacular sandstone boulders and rock outcroppings, administered by the state-established SMMC.⁹² The SMMC

⁹⁰ Los Angeles County Department of Regional Planning. 2009. *2012 Draft General Plan 2035*. Available at: <http://planning.lacounty.gov/generalplan/draft2012>

⁹¹ Los Angeles County Department of Regional Planning. 18 July 2013. "Appendix E: Conservation and Natural Resources Element Resources". Los Angeles County General Plan-Appendices Public Review Draft Text-Only Version 5/2012. Last updated May 2012. PDF available at: http://planning.lacounty.gov/assets/upl/project/gp_2035_Appendices_E_2012.pdf. Main website: <http://planning.lacounty.gov/generalplan/appendices2012> *General Plan 2035 - Appendices 2012*.

⁹² Los Angeles County Department of Regional Planning. 18 July 2013. "Appendix E: Conservation and Natural Resources Element Resources". Los Angeles County General Plan-Appendices Public Review Draft Text-Only Version 5/2012. Last updated May 2012. PDF available at: http://planning.lacounty.gov/assets/upl/project/gp_2035_Appendices_E_2012.pdf. Main website: <http://planning.lacounty.gov/generalplan/appendices2012>

strategically purchases, preserves, protects, restores, and enhances open space in Southern California to form an interlinking open space and habitat network that is easily accessible to the general public.⁹³ The Santa Susana Pass State Historic Park, located at the southwestern portion of the Trails Master Plan Area, is also administered by the State of California.^{94,95}

Habitat Conservation Plans

There are no designated or proposed Habitat Conservation Plan Areas or Natural Community Conservation Plan Areas within the Trails Master Plan Area.

3.6.4 Cultural Resources

Archaeological and Historical Resources

Archival research was conducted at South Central Coastal Information Center (SCCIC), housed at the California State University, Fullerton. The SCCIC is the repository for the California Historical Resources Information System (CHRIS) in Los Angeles County. The CHRIS search identified 11 previously recorded archaeological sites, including one historic archaeological site listed as a California Historical Landmark, within the cultural resources Area of Potential Impact (API) of the Trails Master Plan Area. No cultural resources (archaeological or historical) were identified as being listed or eligible for listing on the California Register of Historical Resources (CRHR). A pedestrian survey was conducted on a portion of the Trails Master Plan Area, which identified two newly recorded historic period archaeological sites (SFT Site 1 and SFT Site 2). As a result, of the archival research and pedestrian survey there are known previously recorded archaeological resources within or adjacent to the Trails Master Plan Area. Therefore, other unknown and previously unrecorded archaeological and/or historical resources could also be located within and/or adjacent to the Trails Master Plan Area,

General Plan 2035 - Appendices 2012.

⁹³ State of California. 18 July 2013. "Santa Monica Mountains Conservancy". Website. Available at: <http://smmc.ca.gov/>

⁹⁴ California Department of Parks and Recreation. 19 June 2013. "Santa Susana Park State Historic Park". Website. Available at: http://www.parks.ca.gov/?page_id=611

⁹⁵ California Department of Parks and Recreation. 19 June 2013. "Find a Park". Website. Available at: <http://www.parks.ca.gov/ParkIndex/#region-7>

especially in those areas that are selected for trail construction and/or improvements. Activities that would entail ground disturbance may have the potential to damage or destroy intact archaeological resources that may be eligible for CRHR. Additionally, buried resources could be inadvertently unearthed during ground disturbing activities, resulting in demolition of or substantial damage to significant archaeological resources.

Paleontological Resources

Based on the result from Natural Museum of Los Angeles County (NHMLAC), the Chatsworth Formation is considered a paleontologically sensitive geological unit that occurs within the Trails Master Plan Area. The Chatsworth Formation is characterized as having a high potential for containing unique paleontological resources. As such, substantial excavations in the Chatsworth Formation have a good chance of encountering significant vertebrate fossil remains. However, given that at present, ground disturbance along the project element will be limited to the upper 12 inches of soil, it is unlikely that these types of shallow excavations will encounter any significant fossil vertebrate remains. In the event that further improvements to the existing trail system located within the NWSFV and SWSCV Subarea boundaries of the Trails Master Plan Area consist of ground disturbance in native soil at depths greater than 12 inches.

Human Remains

Coordination with the Native American Heritage Commission (NAHC) and Tribal representatives affiliated with the Trails Master Plan Area were contacted to identify if there are any known Native American sacred sites and/or inhumations within the study area. The result failed to identify known Native American sacred sites or burial sites within the Trails Master Plan Area. As such, ground disturbing activities associated with the construction of the project element would not be expected to directly or indirectly affect or destroy known Native American sacred site or human remains. However, because there are known prehistoric archaeological sites within the Trails Master Plan Area ground disturbing work associated with this project does have the potential to damage or destroy previously unknown and/or buried prehistoric Native American cultural materials.

3.6.5 Hydrology

Surface Water

Rainfall in the Trails Master Plan Area drains to three major watersheds: Los Angeles River, Santa Clara River, and Calleguas Creek (Figure 3.6.5-1, *Blue Line Drainages*). All are within the South Coast Hydrological Region and under the jurisdiction of the Los Angeles Regional Water Quality Control Board (RWQCB). The NWSFV Subarea of the Trails Master Plan Area includes drainages in the Trails Manger Plan Area that drain to all three major watersheds and the SWSCV Subarea of the Trails Master Plan Area includes drainages with runoff that only enters the Santa Clara River.

All three watersheds drain to the Pacific Ocean. The Los Angeles River runs through approximately 50 miles of urbanized areas to the Pacific Ocean; runoff from the Trails Master Plan Area entering the Santa Clara River runs through approximately 30 miles of primarily agricultural area prior to reaching Ventura Harbor at the Pacific Ocean; and Calleguas Creek runs approximately 30 miles to the Pacific Ocean along a channel that includes the developed areas of Simi Valley, Moorpark, and Camarillo before draining to the Pacific Ocean at Mugu Lagoon.

Surface Water Quality

The Trails Master Plan Area is located within the Basin Plan for the Los Angeles RWQCB. The Basin Plan set Total Maximum Daily Loads (TMDLs) for bacteria, nutrients, trash, and metals for the Los Angeles River; bacteria, trash, chloride, nutrients, and salts for the Santa Clara River; and nutrients, toxics, metals, and salts for Calleguas Creek (Table 3.6.5-1, *Los Angeles River, Santa Clara River, and Calleguas Creek TMDLs*).

**TABLE 3.6.5-1
LOS ANGELES RIVER, SANTA CLARA RIVER, AND
CALLEGUAS CREEK TMDLs**

#	Resolution No.	Watershed	Pollutant	Resolution Name	Status
Los Angeles River					
1	R12-010	Los Angeles River	Nutrients	Reconsideration of Los Angeles River Nitrogen and Related Effects TMDL to Incorporate Site-Specific Objectives for Ammonia	Approved by Regional Board on Dec 6, 2012
2	R10-007	Los Angeles River	Bacteria	Los Angeles River Bacteria TMDL	TMDL in effect on Mar 23, 2012
3	R10-003	Los Angeles River	Metals	Reconsideration of Los Angeles River Metals TMDL	TMDL in effect on Nov 3, 2011
4	2007-014	Los Angeles River	Metals	Los Angeles Metals TMDL	TMDL in effect on Oct 29, 2008
5	2007-012	Los Angeles River	Trash	Trash TMDL for the Los Angeles River Watershed	TMDL in effect on Sep 23, 2008
6	2006-013	Los Angeles River	Trash	Proposed Resolution to set aside the Los Angeles River Trash TMDL	TMDL in effect on Jul 17, 2006
7	2003-016	Los Angeles River	Nutrients	Los Angeles River Nutrient TMDL (Revision of Interim WLAs)	TMDL in effect on Sep 27, 2004
8	2003-009	Los Angeles River	Nutrients	Los Angeles River Nutrients TMDL	TMDL in effect on Mar 23, 2004
9	2001-013	Los Angeles River	Trash	Los Angeles River Trash TMDL	TMDL in effect on Aug 28, 2002
Santa Clara River					
1	R10-006	Santa Clara River	Bacteria	Santa Clara River Bacteria TMDL	TMDL in effect on Mar 21, 2012
2	2008-012	Santa Clara River	Chloride	Reconsideration of the Upper Santa Clara River Chloride TMDL Implementation Plan and Revise Chloride WQ Objectives	TMDL in effect on Apr 6, 2010
3	2007-009	Santa Clara River	Trash	Lake Elizabeth, Munz Lake, Lake Hughes Trash TMDL	TMDL in effect on Mar 6, 2008
4	2006-016	Santa Clara River	Salts	Upper Santa Clara River Chloride TMDL Implementation Plan Re-Consideration	TMDL in effect on Jun 12, 2008

#	Resolution No.	Watershed	Pollutant	Resolution Name	Status
5	2004-004	Santa Clara River	Salts	Upper Santa Clara River Chloride TMDL	TMDL in effect on May 4, 2005
6	2003-011	Santa Clara River	Nutrients	Santa Clara River Nutrients TMDL	TMDL in effect on Mar 23, 2004
Calleguas Creek					
1	2008-009	Calleguas Creek	Nutrients	Revision of WLAs for Calleguas Creek Nitrogen TMDL	TMDL in effect on Oct 15, 2009
2	2007-016	Calleguas Creek	Salts	Calleguas Creek Watershed Salts TMDL	TMDL in effect on Dec 2, 2008
3	2007-007	Calleguas Creek	Trash	Revolon Slough & Beardsley Wash Trash TMDL	TMDL in effect on Mar 6, 2008
4	2006-012	Calleguas Creek	Metals	Calleguas Creek Watershed Metals TMDL	TMDL in effect on Mar 26, 2007
5	2005-010	Calleguas Creek	Toxics	Calleguas Creek OC Pesticides and PCBs TMDL	TMDL in effect on Mar 24, 2006
6	2005-009	Calleguas Creek	Toxicity	Calleguas Creek Toxicity TMDL	TMDL in effect on Mar 24, 2006
7	2002-017	Calleguas Creek	Nutrients	Calleguas Creek Nitrogen TMDL	TMDL in effect on Jul 16, 2003

Groundwater

Groundwater resources have not been developed in the Trails Master Plan Area, but groundwater production occurs in both adjacent valleys, the San Fernando Valley to the south and the Santa Clara River Valley to the north.

The San Fernando Valley supplements drinking water supply for the City of Los Angeles.⁹⁶ The San Fernando groundwater basin was adjudicated in 1979 and includes the water bearing sediments beneath the San Fernando Valley, Tujunga Valley, Browns Canyon, and the alluvial areas surrounding the Verdugo Mountains near La Crescenta and Eagle Rock. Depth to groundwater in the San Fernando Basin typically ranges from approximately 24 to 400 feet.⁹⁷

⁹⁶ Metropolitan Water District of Southern California, 2007, Groundwater Assessment Study Report Number 1308 September 2007.

⁹⁷ Department of Water Resources. 2003. California's Groundwater, Bulletin 118. Update 2003.

The Santa Clara River Valley East Groundwater Basin to the north of the Trails Master Plan Area is an important groundwater source and groundwater from two sub-basins is the largest source of water in the Santa Clarita region.⁹⁸ Depth to groundwater above the basin ranges from 10 to 50 feet in the areas nearest the Trails Master Plan Area.⁹⁹

Existing Drainage Pattern

Surface elevations related to drainages in the Trails Master Plan Area from approximately 3,700 feet above MSL at Lookout Peak in the Oat Mountain ridge area to approximately 1,100 feet above MSL where the Santa Susana Mountains meet the San Fernando Valley floor at Browns

⁹⁸ Department of Water Resources (DWR). 2009. California Water Plan Update 2009 South Coast Integrated Water Management Volume 3 Regional Reports. Bulletin 160-09.

⁹⁹ Department of Water Resources. 2003. California's Groundwater, Bulletin 118. Update 2003.

Canyon Wash.¹⁰⁰ The Oat Mountain ridgeline is oriented primarily northwest-southeast and the canyons originate on the face of the ridge and drain either toward the south and southwest on the south-facing slopes, or to the northeast or north on the north-facing slopes.

Precipitation and Floods

Rainfall in the Trails Master Plan Area primarily occurs during late fall through early spring (official season is October 15 through May 15). The average annual rainfall in the San Fernando Valley immediately south of the Trails Master Plan Area is 17.7 inches. The San Fernando Valley received 25.2 inches of precipitation in the measuring year 2010–2011, approximately 42 percent more than its normal seasonal average. In the Santa Clara region, the average annual rainfall is slightly less at 17.1 inches.¹⁰¹

Flooding hazards are directly related to precipitation (rainfall) intensity and duration. Other contributing factors to flooding include the regional topography, type and extent of vegetation coverage, amount of impermeable surfaces, local slope characteristics, and available drainage facilities. Discharge during rainfall events in the Trails Master Plan Area tends to be rapid due to the steep terrain. High intensity rainfalls, in combination with alluvial soils, sparse vegetation, erosion, and steep gradients, can result in significant debris-laden flash floods.¹⁰²

Flood Control Systems

The Los Angeles County Department of Public Works (DPW) maintains flood channel and debris basins between the Trails Master Plan Area and the confluences with the main stem of the Los Angeles River. The debris basins nearest the Trails Master Plan Area are the Limekiln Debris Basin (capacity 172,000 cubic yards) and Aliso Debris Basin (capacity 42,000 cubic yards) that

capture debris before it flows to the Los Angeles River, and Greensbriar Debris Basin (capacity 44,500 cubic yards) that captures debris prior to it entering the Santa Clara River.¹⁰³

In addition, the Los Angeles County DPW also utilizes a sediment placement site (SPS) near Browns Canyon for the placement of the sediment removed from the cleanout of the debris basins, reservoirs, and spreading facilities maintained by the County. Of an original capacity of 405,000 cubic yards at the Browns Canyon SPS, approximately 60,000 cubic yards of capacity remains.¹⁰⁴

100-Year Floodplain

The Federal Emergency Management Agency (FEMA) maps flood risk areas within the United States as part of the National Flood Insurance Program (NFIP). The NFIP is a federal program that allows property owners in areas of participating communities to purchase insurance against possible loss due to flooding. There are five canyons within the Trails Master Plan Area that have mapped 100-year floodplains, indicating these areas have a one percent chance of flooding in any given year (shown on Figure 3.6.5-2, *FEMA Special Flood Hazard Areas*). These canyons all drain towards the Santa Clara River and include portions of Rice Canyon, Towsley Canyon, Gavin Canyon, Lyon Canyon, and Pico Canyon.

Seiche and Tsunami

A seiche is a standing wave in an enclosed or partially enclosed body of water that is triggered by a seismic event or by the constant blowing wind from the same direction over a period of time. There are no bodies of water that can produce a seiche in the Trails Master Plan Area.

A tsunami is a series of water waves caused by the displacement of a large volume of water in the ocean that have the potential to cause damage at shorelines. Earthquakes, volcanic eruptions, landslides, glacier calvings, meteorite impacts and other disturbances above or below water all have the potential to generate a tsunami. Due

¹⁰⁰ United States Geological Survey (USGS), 2012, 7.5-minute Series Topographic Quadrangle Maps—Oat Mountain (1969a), Val Verde (1995a), Newhall (1995b), San Fernando (1995c), Calabasas (1967), Simi Valley East (1969b).

¹⁰¹ County of Los Angeles, 2012b, The Los Angeles County Flood Control District Draft Sediment Management Strategic Plan 2012 – 2032. Department of Public Works. Published April 23, 2012.

¹⁰² County of Los Angeles, 2012a, Hydrologic Report 2010–2011. Department of Public Works Water Resources Division. Published August 2012.

¹⁰³ County of Los Angeles, 2012b, The Los Angeles County Flood Control District Draft Sediment Management Strategic Plan 2012 – 2032. Department of Public Works. Published April 23, 2012.

¹⁰⁴ County of Los Angeles, 2012a, Hydrologic Report 2010–2011. Department of Public Works Water Resources Division. Published August 2012.

to the distance and rise in elevation from the Pacific Ocean to the Trails Master Plan Area, the area is unlikely to be affected by tsunamis.

3.6.6 Geology and Soils

The Trails Master Plan Area is located within the eastern Santa Susana Mountains, which are characterized by a moderate to rugged terrain and geology/soils units consisting almost entirely of Quaternary- and Tertiary-age sedimentary deposits. The elevation difference across the Trails Master Plan Area is approximately 3,000 feet from the highest peaks to lowest canyons. The combination of geologic unit characteristics and mountainous terrain produces a land surface subject to erosion and local ground instability affecting ridges, slopes, and canyons. Existing trails and roadways demonstrate both the potential effects of instability and the ability to engineer stable trails, roads, bridges, and drainage features within this environment.

The Santa Susana Mountains and immediately surrounding areas are underlain by a thick (several thousand feet) sequence of Tertiary and Mesozoic age sedimentary bedrock overlain by younger and older alluvial deposits. From oldest to youngest, these bedrock formations include the Chatsworth, Santa Susana, Lajas, Sespe, Topanga, Monterey, Sisquoc, Towsley, Pico, and Saugus Formations that are underlain by crystalline basement (Dibblee, 1991, 1992a, 1992b, 1993, and 1996). Each bedrock formation is comprised of rock layers alternating between sandstone, claystone, siltstone, and conglomerate. Quaternary (Holocene through early Pleistocene) alluvial fan, landslide, stream channel, and young bedrock deposits cover the Tertiary bedrock formations. Holocene deposits cover a relatively small portion of the Trails Master Plan Area at the edges of the mountains, in the bottom of canyons, and on some slopes. Older alluvial deposits cover a relatively large area between the valley floor and the steeper mountains. These alluvial deposits consist predominantly of sand, silt, and gravel/boulders, along with smaller amounts of clay-rich materials. Landslide deposits consist of bedrock and surficial deposits that have moved down slopes by gravity and are inherently unstable.

Geologic Units and Structure

Based on a review of available documents describing the geology of the Trails Master Plan Area, it is underlain by (1) younger

Quaternary-age (Holocene) alluvium/surficial sediments (map symbols Qa and Qg-Holocene), (2) landslide deposits (Qls-Holocene), (3) older Quaternary-age (Holocene-Pleistocene) alluvium/surficial sediments (Qoa and Qos), (4) Quaternary-age (Pleistocene) soft bedrock formations (QTs), (5) Tertiary-age hard to very hard sedimentary bedrock formations, and (6) an older (Cretaceous) hard to very hard sedimentary bedrock formation (Dibblee, 1991, 1992a, 1992b, 1993, and 1996). Artificial fill may be present in selected areas not yet mapped. Geologic structure includes folding, tilting, and faulting of the geologic units. The geologic structure is very complex with numerous faults; fractures; and disturbed bedrock layers with bedding (dip) angles range from very shallow (less than 20 degrees), into and out-of slope, to vertical (90 degrees).

Surface Subsidence and Settlement

Oil field activity could lead to local subsidence that could manifest as cracks and areas of ground settlement. Due to the limited size, the years over which pumping has already occurred and relatively low level of oil extraction, this will have a minimum impact. Affected areas can be repaired to level ground and eliminate ground cracks that may form.

Topography, Slopes, and Major Drainage Courses

Surface elevations in the Trails Master Plan Area range from approximately 3,747 feet above MSL at Lookout Peak to approximately 1,150 feet just south of Twin Lakes, and to 1,375 feet in Pico Canyon at the north edge of the Trails Master Plan Area. The Trails Master Plan Area consists mainly of narrow ridges and moderately steep-walled canyons. The NWSFV Subarea of the Trails Master Plan Area drains to the south, west, and north, while the SWSCV Subarea of the Trails Master Plan Area drains predominantly to the north and east. Locally, relief can vary from near vertical to just several degrees. The area has numerous blue line streams, but surface drainage flow is predominantly during rain events with few areas having continuous flow from springs. The combination of high relief, locally steep slopes, and erosion from rain events will contribute to inherently unstable areas particularly on narrow ridges and steep side slopes below these ridges.

Faulting and Earthquakes

Surface faults of most concern for the Trails Master Plan Area with respect to strong ground shaking are the Verdugo, San Fernando, Oak Ridge, Newport-Inglewood, and San Andreas faults (Figure 3.6.6-1, *Trails Master Plan Area Geology*, and Figure 3.6.6-2, *Trails Master Plan Geology Legend*). Other smaller faults, such as the Chatsworth Reservoir, Mission Hills and Northridge Hills, are of lesser concern due to their lower likelihood of independently generating moderate to large earthquakes. Because they are buried, there remains uncertainty with regard to the earthquake characteristics of blind thrust faults (e.g., Elysian Park, Puente Hills, and Northridge Hills); the Northridge blind thrust underlies the northeast San Fernando Valley at a depth of several thousand feet. Since the Santa Susana, Verdugo, Mission Hills, Northridge Hills, and San Fernando faults are within or very near the Trails Master Plan Area, they are considered the most significant for potential ground rupture and differential uplift. The Santa Susana and Simi faults pass through the Trails Master Plan Area. The potential for earthquake activity and ground rupture are well known for the Santa Susana and San Fernando faults and less well known for the Verdugo, Mission Hills, and Northridge Hills faults.

The Santa Susana and Simi faults (Figure 3.6.6-1), as delineated by the California Geologic Survey (2010) and/or the L.A. County General Plan Safety Element (1990, their Plate 1) and the City of Los Angeles Safety Element (1996, their Exhibit A), are fault zones of concern to the NWSFV Subarea of the Trails Master Plan Area with regard to ground rupture. The portion of the Santa Susana fault zone east of Bee Canyon is within a state Alquist-Priolo Earthquake Fault Zone (CDMG, Hart, 1994; CDMG, 1979 and 1979a). The remainder of the Santa Susana faults, as well as the Northridge Hills and Mission Hills faults, are considered active. Los Angeles County (1990, Plate 1) shows the Simi fault continuing through the Trails Master Plan Area to the Northridge Hills fault.

Groundwater, Liquefaction, and Landslides/ Mudflows

Historically highest groundwater depths are summarized by the California Department of Mining and Geology (CDMG 1997, 1998a, 1998b, and 1998c) in studies to evaluate the liquefaction potential in this portion of the

San Fernando Valley and these data do not continue into the bedrock or narrower canyon alluvial areas (Figure 3.6.6-3, *Trails Master Plan Area Hydrology Map*). Water levels in the San Fernando Valley portion of the Trails Master Plan Area adjacent to the NWSFV Subarea of the Trails Master Plan Area vary generally between 24 and 400 feet. These data do not preclude the possibility that some localized shallow “perched” groundwater could be encountered in areas immediately north of the Santa Susana and Simi faults. Within and north of the SWSCV Subarea of the Trails Master Plan Area, the larger canyons may have water as shallow as 10 feet deep (CDMG, 1997a and 2002). It is most likely that “perched” water zones would be associated with springs or seeps and occurrences of water in these areas would be seasonal. Such occurrences would not likely be significant on ridgelines.

The expected level of ground shaking in the Trails Master Plan Area is high enough to initiate liquefaction. In addition to sufficiently high seismic shaking levels, the two other key conditions conducive to liquefaction, shallow groundwater and cohesionless sands, are potentially present within several portions of the Trails Master Plan Area. It is generally considered that there is a low potential (although there may be some) for liquefaction where water is greater than about 40 feet below the ground surface; there is a very high potential where less than 10 feet.

There are three maps showing potential liquefaction areas in the Trails Master Plan Area (CDMG, 1997, 1998a, 1998b, and 2002; City of Los Angeles, 1996; County of Los Angeles, 1990). The representation of liquefaction potential presented on Figure 3.6.6-4, *Earthquake-Induced Landslides and Liquefaction (CDMG, 1997, etc.)*, considers the maps prepared by the CDMG (green shading); the line designating liquefaction areas corresponds to the 40-foot groundwater depth contour. The City uses a less than 30-foot groundwater depth to define liquefiable sediments (L) and 30- to 50-foot depth for potentially liquefiable (PL) sediments. Figure 3.6.6-3 shows the more limited areas of liquefaction potential in the NWSFV Subarea of the Trails Master Plan Area canyons (El Toro, Sulphur, Blind, Ybarra, Browns, Limekiln, and Bee Canyons) and the SWSCV Subarea of the Trails Master Plan Area canyons (Salt, Pico-Potrero, Lyon, Towsley, Wiley, Learning, Rice, and East Canyons) on the north and east.

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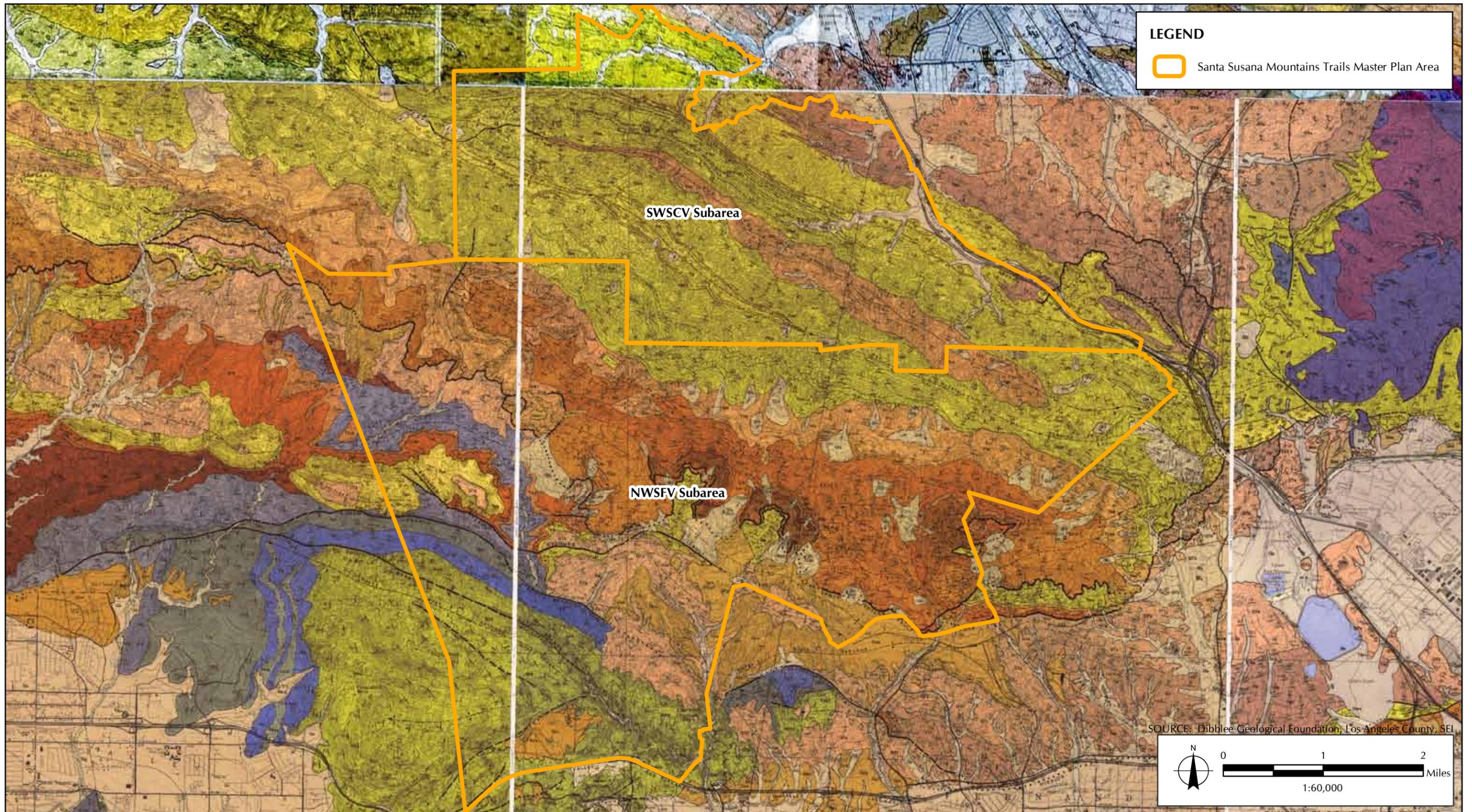
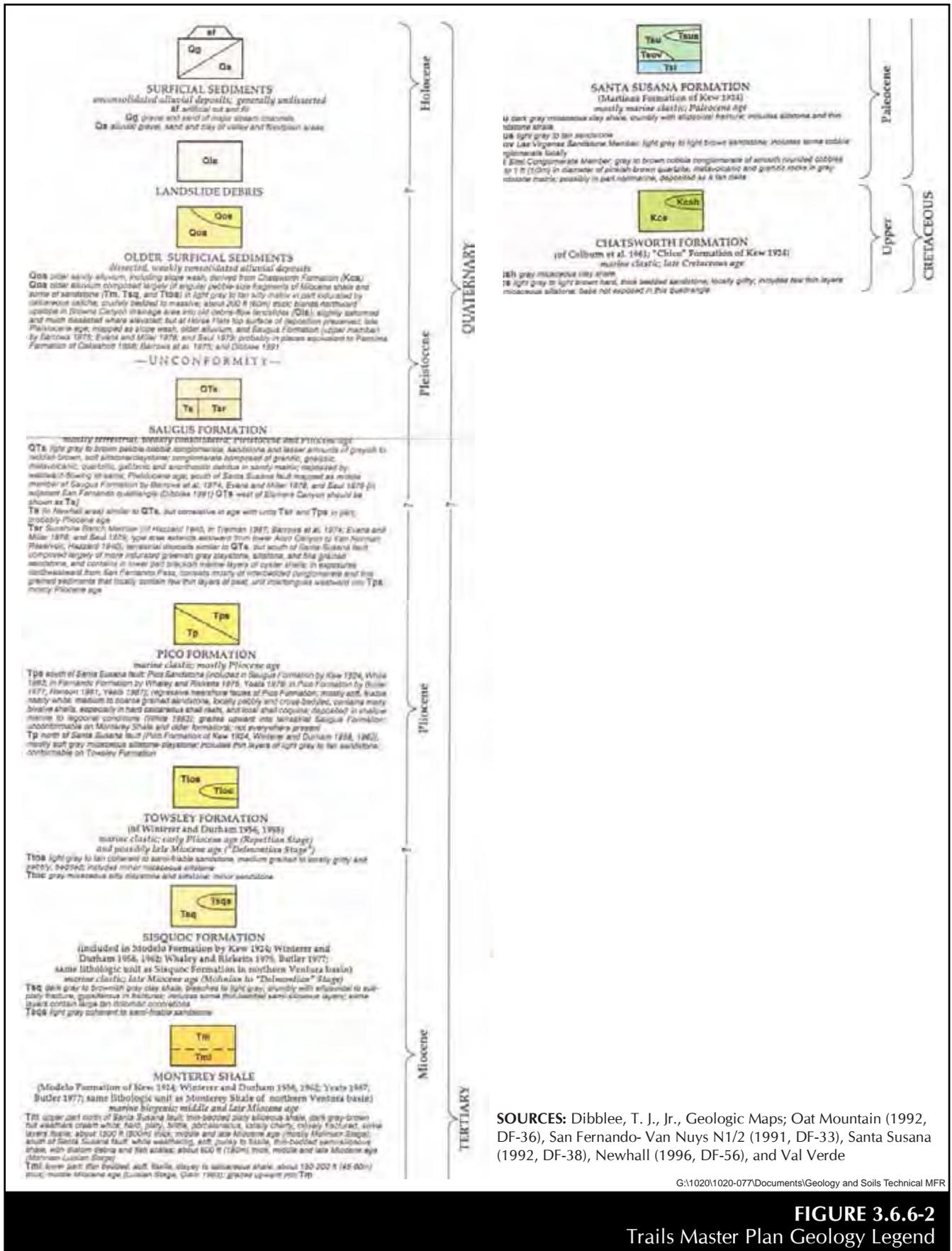
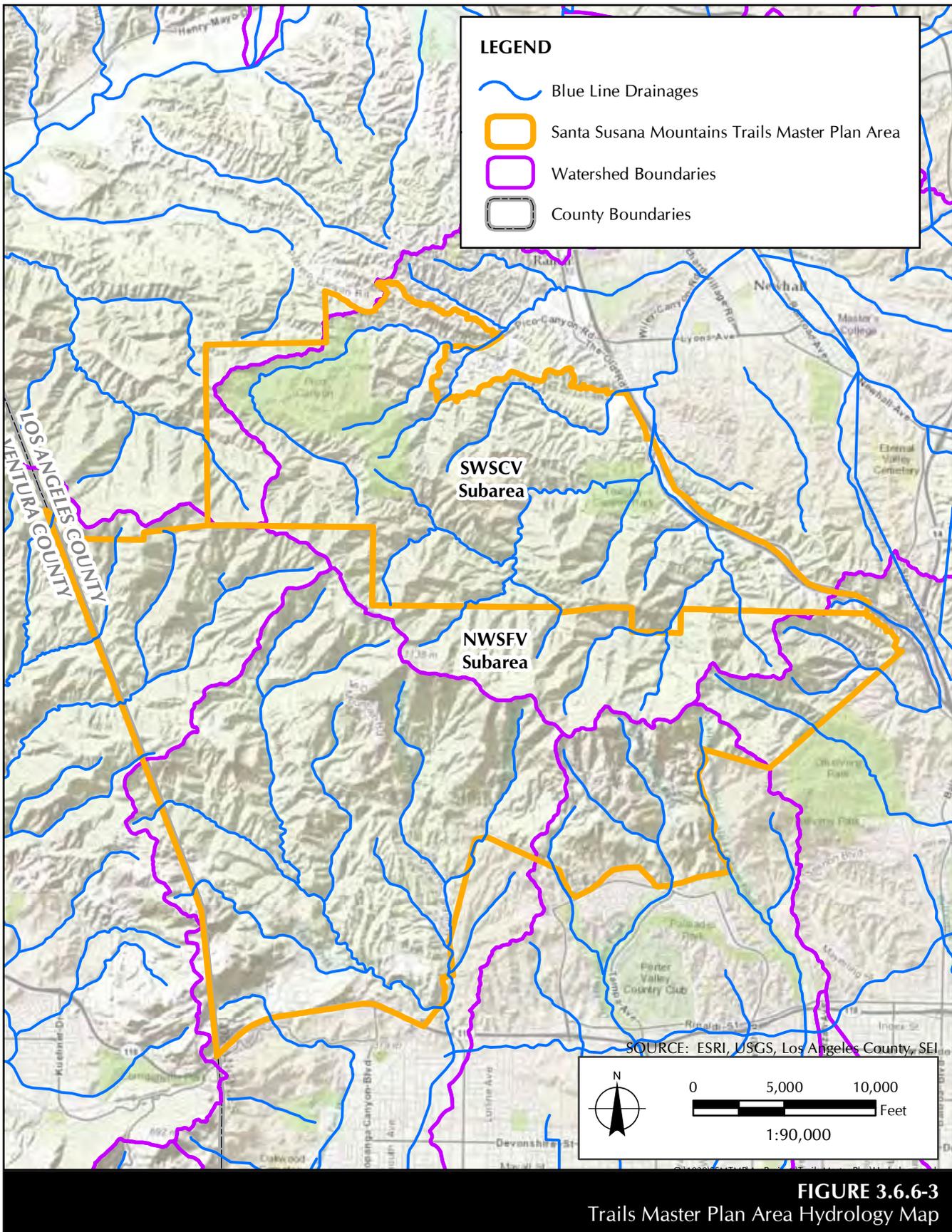


FIGURE 3.6.6-1
Trails Master Plan Area Geology



SOURCES: Dibblee, T. J., Jr., Geologic Maps; Oat Mountain (1992, DF-36), San Fernando- Van Nuys N1/2 (1991, DF-33), Santa Susana (1992, DF-38), Newhall (1996, DF-56), and Val Verde

FIGURE 3.6-2
 Trails Master Plan Geology Legend



Oil Fields and Wells

Portions of the Trails Master Plan Area overlie state designated oil fields. In the NWSFV Subarea, there are the Aliso Canyon, Las Lajas, Newhall, and Oat Mountain Oil Fields (Figure 3.6.6-5, *Oil Wells in the Trails Master Plan Area*). A continuation of the Newhall Oil Field, as well as the Lyon Canyon Oil Field, at the far north are within the SWSCV Subarea of the Trails Master Plan Area. The designated oil field boundaries, the areas of production and major drilling, specifically underlie the Trails Master Plan Area, as depicted by the City of Los Angeles (1996) and the State Division of Oil, Gas, and Geothermal Resources (DOGGR, 2001). Each of these oil fields is associated with structural features (e.g., anticlines or elongated domes) that trap petroleum and related compounds (crude oil and natural gas). Figure 3.6.6-5 shows the approximate outline of the designated administrative oil field boundaries and the classifications of wells associated with each oil field. Most wells are within the Aliso Canyon Oil Field and many fewer in Newhall and Las Lajas. There are few wells identified in the Oat Mountain and Lyon Canyon Oil Fields. Although some minor surface subsidence and ground settlement may have occurred related to oil extraction, its distribution across a broad area is likely to have limited its potential effects and no substantial effects are known to have occurred. Similarly, the potential for future surface subsidence effects from oil extraction is considered very low.

3.6.7 Noise

Ambient Noise Levels

Ambient noise measurements for the Trails Master Plan Area were collected at five locations evenly distributed along the Johnson Motorway Trail (Figure 3.6.7-1, *Noise Monitoring Locations*). The Johnson Motorway Trail was utilized for ambient noise measurements, because as an element of the NWSFV Subarea of the Trails Master Plan Area, the Johnson Motorway Trail represents an existing dirt road used as a trail that is within close proximity to known sensitive receptors. Furthermore, because the Johnson Motorway Trail already exists, the ambient noise measurements characterize the current usage of the trail and can be extrapolated to determine the ambient noise levels for future trail segments of the Trails Master Plan.

Overall, the average A-weighted ambient noise level for all five monitoring sites in the Trails Master Plan Area was 58.4 dBA during the monitoring period from June 27 through June 30, 2013 (Table 3.6.7-1, *Ambient Noise Levels*). The highest L_{eq} recorded was 88.8 dBA at Site B. Field observations at the Johnson Motorway Trail indicated that the primary sources of noise can be attributed to conversational noise from recreational uses such as hiking, bike riding, and equestrian riding, along with other environmental factors such as wind.

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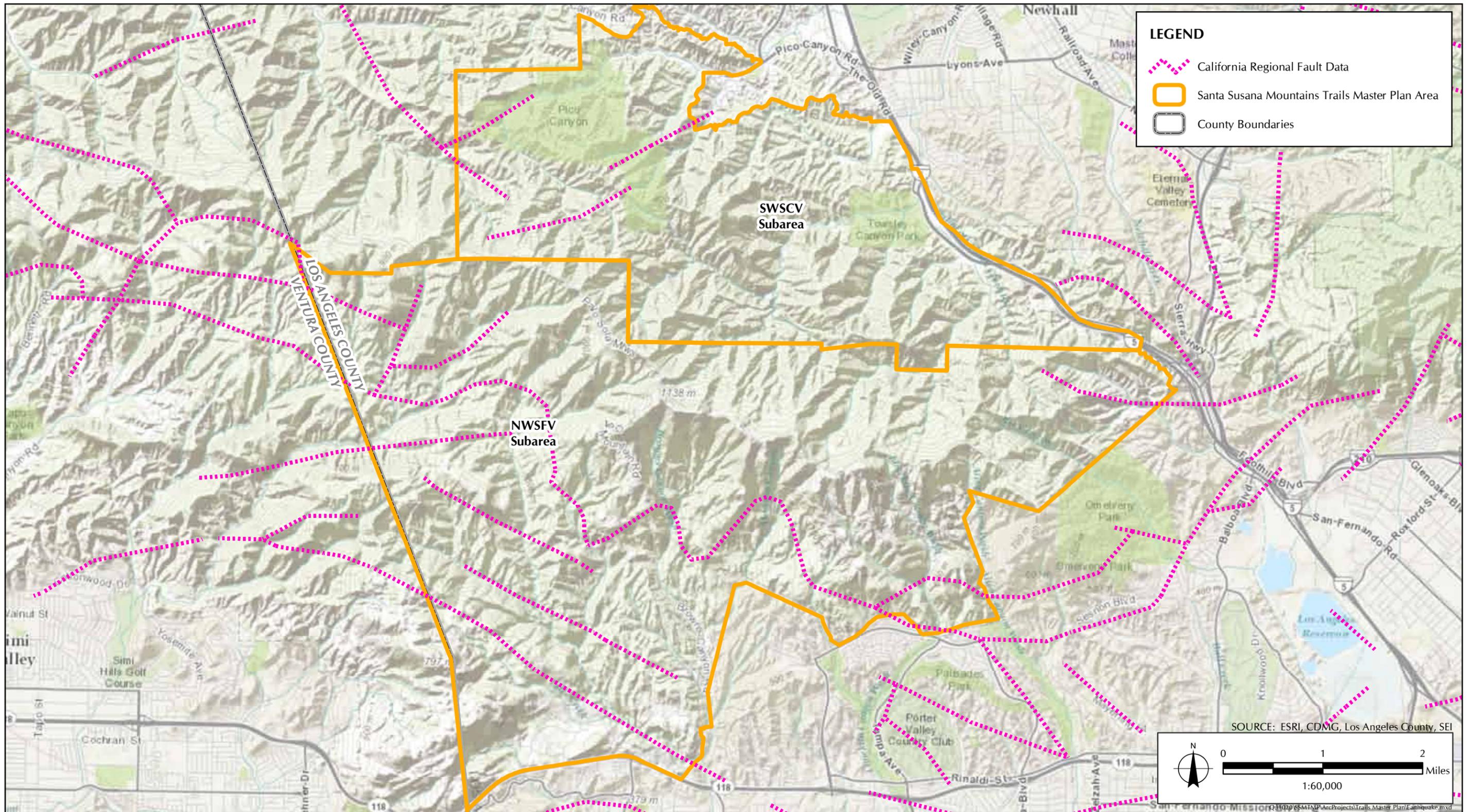


FIGURE 3.6.6-4
Earthquake-Induced Landslides and Liquefaction (CDMG, 1997, etc.)

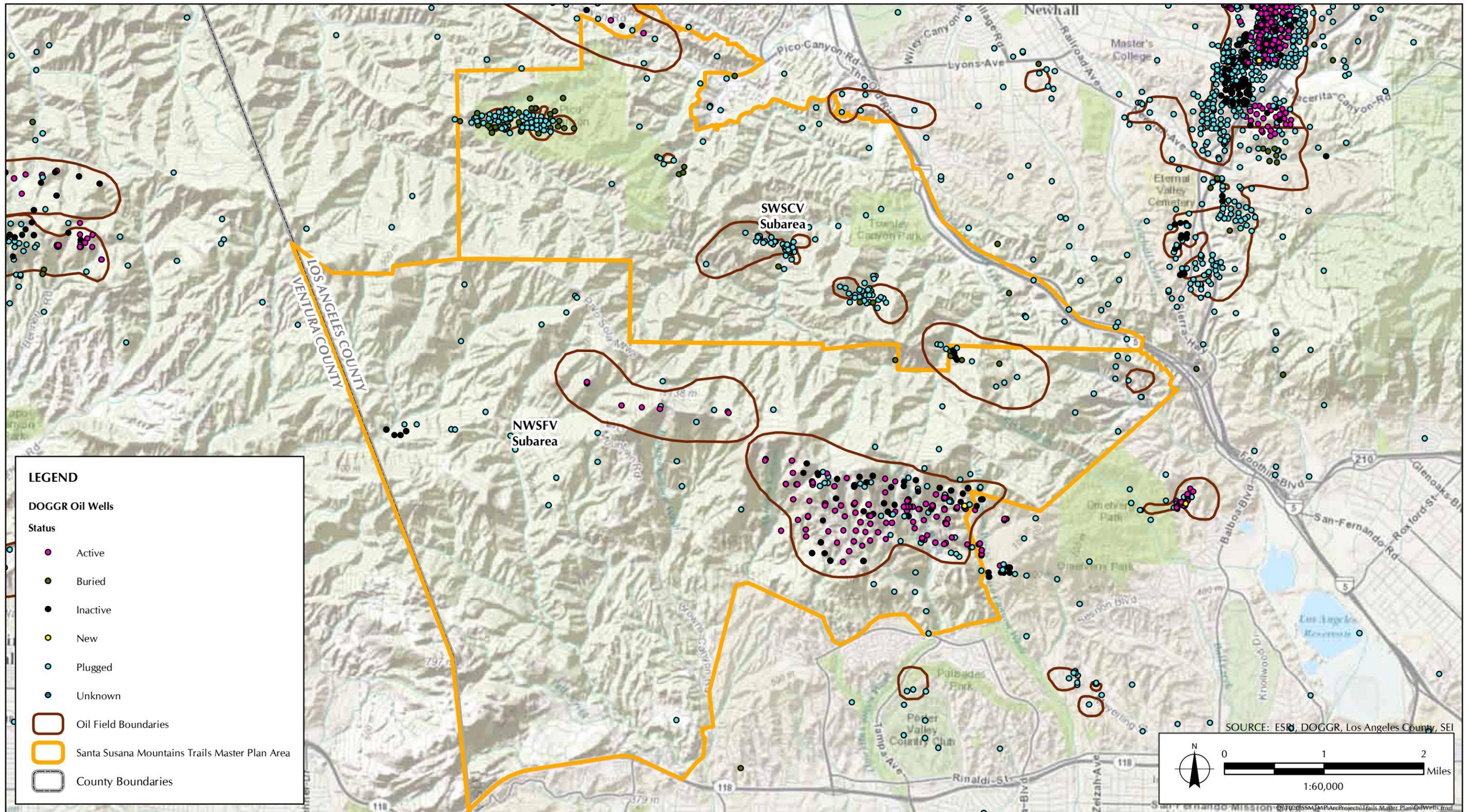
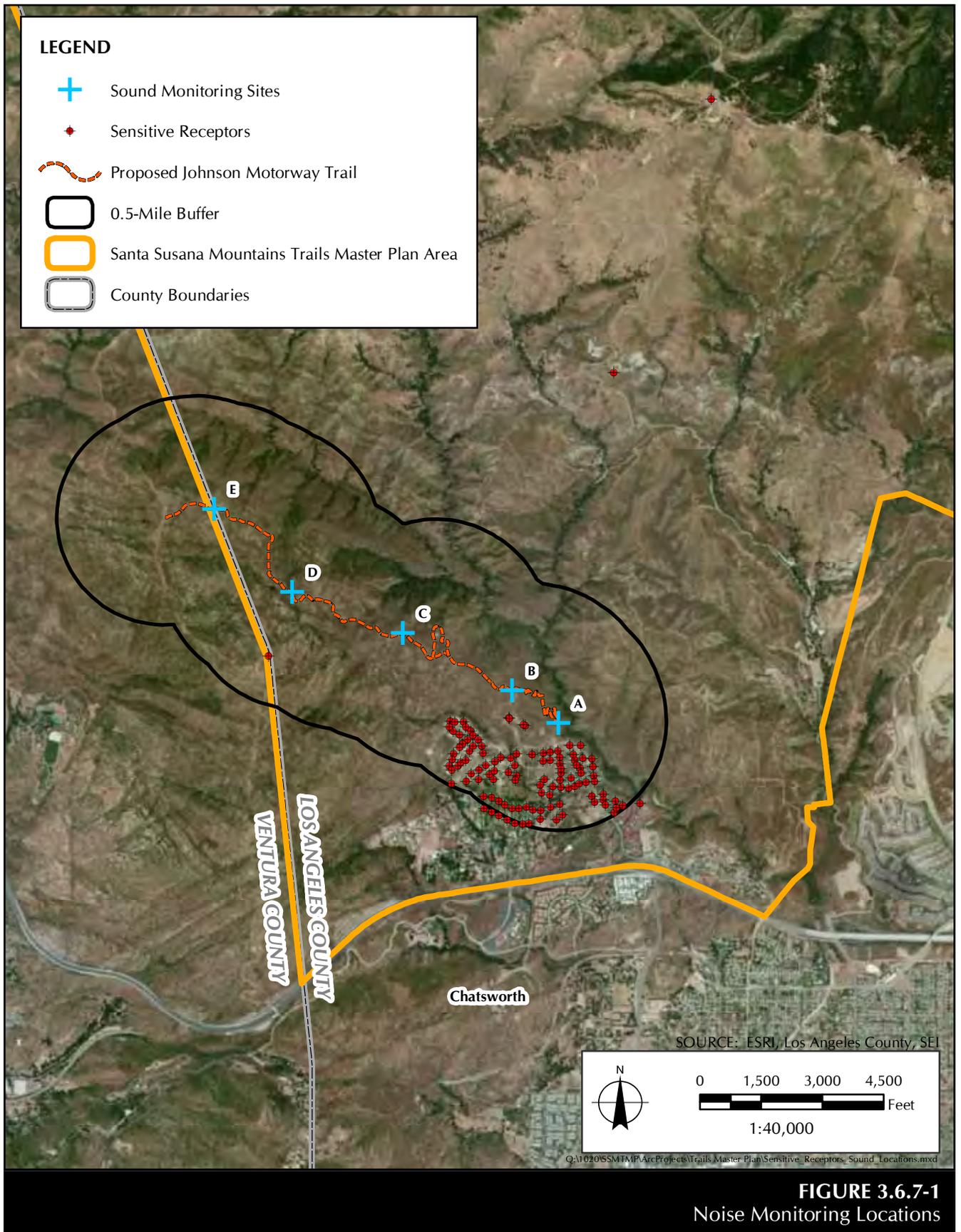


FIGURE 3.6.6-5
Oil Wells in the Trails Master Plan Area



**TABLE 3.6.7-1
AMBIENT NOISE LEVELS**

Monitoring Site	Distance from Trailhead (feet)	Distance to Nearest Sensitive Receptor (feet)	Average L _{eq} (dBA)	Maximum L _{eq} (dBA)	Minimum L _{eq} (dBA)
A (Trailhead)	0	680	58.9	78.9	49.8
B	1,387	680	58.9	88.8	50.2
C	4,402	2,448	63.4	86.8	47.6
D	7,277	5,010	59.2	73.2	50.5
E	9,944	7,791	51.4	63.4	50.7

KEY:

L_{eq}: The equivalent-continuous sound (L_{eq}) is the level of a constant sound, expressed in decibels (dB), which in a given time period (T = T₂ - T₁) has the same energy as a time varying sound. For the Spark dosimeters, a L_{eq} value is recorded for 2 different time intervals. First, a L_{eq} is recorded for the entire record's run time. Second, a L_{eq} is recorded for each individual time history sample.

dBA: A-weighted decibels (dBA) are an expression of the relative loudness of sounds in air as perceived by the human ear. In the A-weighted system, the decibel values of sounds at low frequencies are reduced compared with unweighted decibels, in which no correction is made for audio frequency.

Groundborne Vibration

Existing conditions for ground-borne vibration in the vicinity of the Trails Master Plan Area are limited to recreational uses of current Trails including, but not limited to, motorized dirt bikes and all-terrain vehicles (ATVs). Furthermore, there are no current construction projects, oil fields, mining operations, blasting, or other activities resulting in ground-borne vibrations in the vicinity of the Trails Master Plan Area.

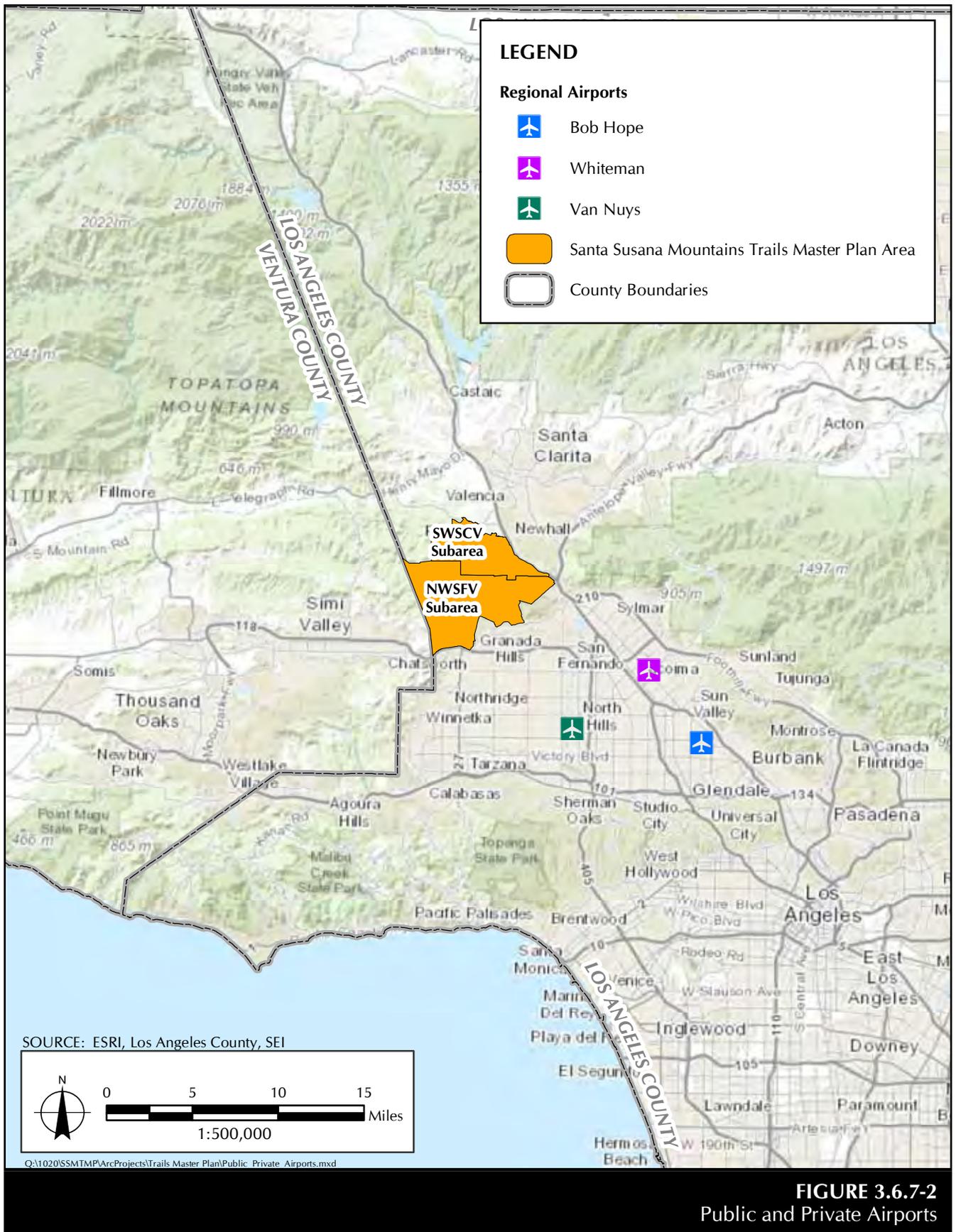
Public and Private Airports

The nearest airports to the NWSFV Subarea of the Trails Master Plan Area are the Van Nuys Airport located approximately 6.7 miles southeast of the NWSFV Subarea of the Trails Master Plan Area at 16461 Sherman Way, Van Nuys, California 91406; the Whiteman Airport located approximately 7.5 miles southeast of the NWSFV Subarea of the Trails Master Plan Area at 12653 Osborne Street, Los Angeles, California 91331; and the Bob Hope Airport located approximately 12.5 miles to the southeast of the NWSFV Subarea of the Trails Master Plan Area at 2627 North Hollywood Way, Burbank, California 91505 (Figure 3.6.7-2, *Public and Private Airports*).

3.6.8 Traffic

Existing Study Trailhead Locations

In evaluating the existing traffic conditions with respect to the existing trail/park development, trailhead access, parking areas, and amenities, four trailhead locations were identified for developing project trip generation rates (Figure 3.6.8-1, *Trails Master Plan Trailheads*). The SWSCV Subarea was not analyzed for traffic impacts, but there is a fifth existing trailhead (#5) with multiple designated parking lots located in the City of Santa Clarita at Towsley Canyon Park to facilitate access to the existing Towsley Canyon Trail. The on-site and adjacent on-street parking supply for each of the trailhead locations, as well as any amenities that are provided near the parking areas based on a field review are summarized in Table 3.6.8-1, *Existing Parking Area Designations* (provided below). On-street parking in the vicinity of the trailhead locations was available at all four surveyed locations. With the exception of the on-site parking lot for O'Melveny Park, no on-site parking areas were provided for the three remaining surveyed areas.



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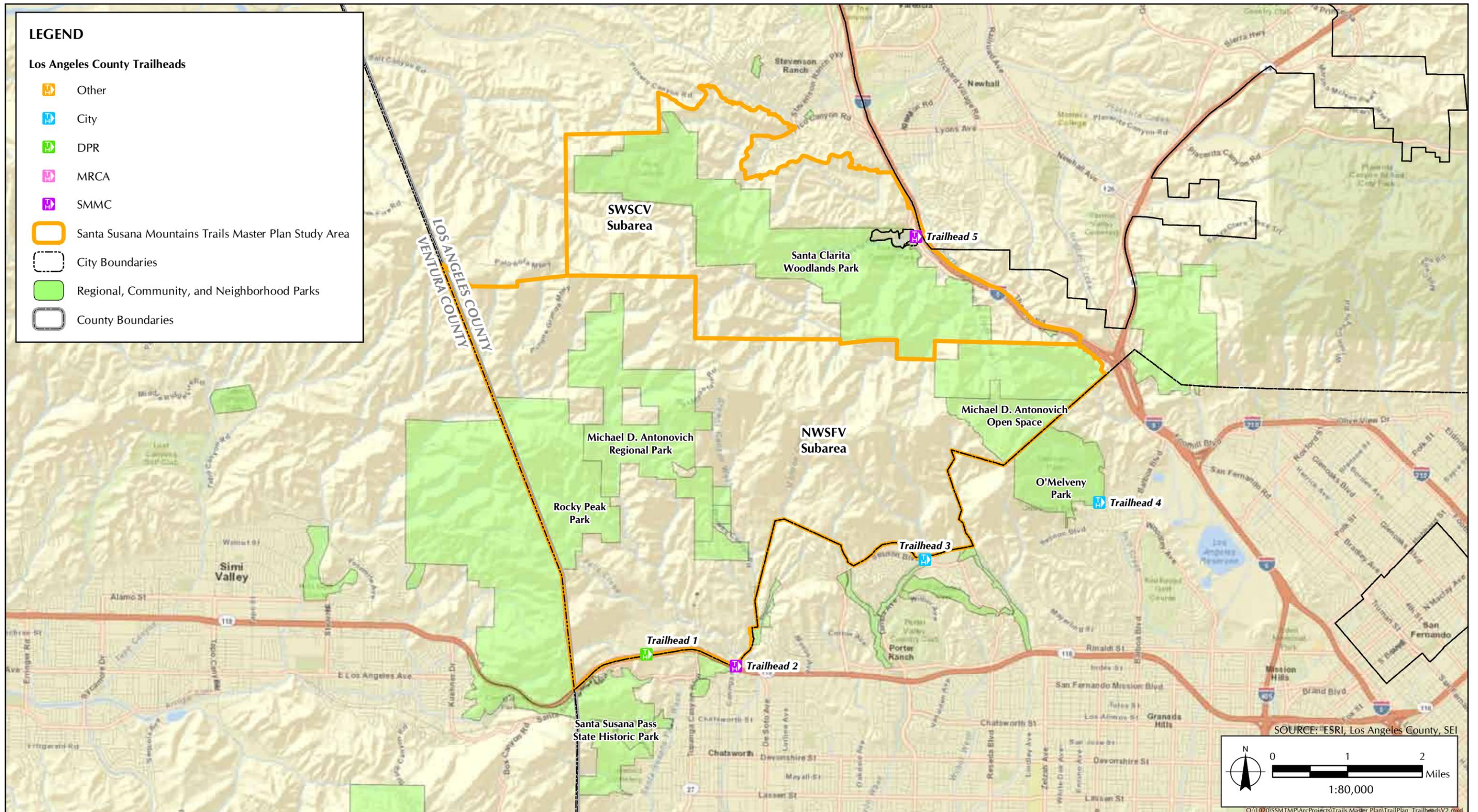


FIGURE 3.6.8-1
Trails Master Plan Trailheads

Existing Trailhead Inbound/Outbound Traffic Counts

The inbound/outbound traffic counts for each of the representative trailhead locations are summarized and presented in Table 3.6.8-2, *Total Vehicle Generation at Trailhead Locations* (provided below). The traffic count data were reviewed and analyzed to determine the highest one hour period of traffic at each site during the weekend (Saturday) morning count period. As indicated in Table 3.6.8-2, the weekday (i.e., Saturday) AM peak hour of site generation varied amongst the four surveyed sites with peak hours beginning as early as 7:00 AM to as late as 8:15 AM. The Saturday morning peak hour vehicle trips at the four observed trailhead locations ranged between five (5) and 55 trips. The total Saturday morning peak hour generation for the three trailhead locations located within the NWSFV Subarea of the Trails Master Plan Area totaled 48 vehicular trips (27 inbound and 21 outbound). Please note that the O'Melveny Park site generation was excluded for purposes of determining the overall trailhead trip generation as the park has multiple trails and more extensive City park-type amenities that could be visited and utilized by non-trail user groups.

Existing Study Trailheads Parking Demand

Parking observations were conducted at the parking areas for each surveyed trailhead location in June 2013 to document the peak weekend (Saturday) morning parking demand. Specifically, the parking surveys were conducted in hourly time increments from 6:00 AM to 10:00 AM on Saturday, June 1, 2013. The days and time periods were selected during the weekend (Saturday) morning peak time period based on the expected peak parking demand associated with trail usage. It is expected that weekday morning and afternoon peak time periods associated with the commuter peak periods would not coincide with the peak traffic generation of the trail users, which typically coincide with the weekend (Saturday) morning time periods.

A detailed summary of the hourly parking accumulation surveys conducted at the parking areas for each of the trailhead locations is presented in Table 3.6.8-3, *Total Overall Parking Occupancy at Trailhead Locations* (provided below). As shown in Table 3.6.8-3, all four trailhead locations were observed to experience a peak weekday parking demand between 8:00

AM to 9:00 AM. It should be noted that Trailhead Location No. 2 is an equestrian/pedestrian trail and therefore results in nominal parking demand as equestrian trail users typically ride in from the surrounding area. Of the surveyed sites, street parking was heavily utilized at the Limekiln Canyon Road trail and the O'Melveny Park. It should be noted that street parking was utilized in the neighborhood surrounding the O'Melveny Park during the early morning hours prior to 7:30 AM, when the entrance to the on-site surface parking lot was gated and closed.

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**TABLE 3.6.8-1
EXISTING PARKING AREA DESIGNATIONS**

Trailhead Locations	Parking Lot (No. of spaces)	On-Street (No. of spaces)	Roadway Signage	Natural Parking Surface	Guardrails for Parking Edges	Post Bollards at Trailheads	Trailhead Info Kiosk	Picnic Tables/ Trash Receptacles	Parking Lot with ADA Spaces	5 Minute Parking Spaces
#1: Santa Susana Pass		30	X	X		X				
#2: Chatsworth Trails Park/Highland trails		35		X		X	X	X		
#3: Limekiln Canyon Road		25	X			X		X		
#4: O'Melveny Park	34	80	X	X	X	X	X	X	X	X

Source: Linscott, Law & Greenspan, 2013

**TABLE 3.6.8-2
TOTAL VEHICLE GENERATION AT TRAILHEAD LOCATIONS**

Trailhead Locations	Time Period	Saturday AM Peak Hour Traffic Volumes			Trail Length (miles)	Saturday AM Peak Hour Derived Trip Rate (trips/trail mile)
		In	Out	Total		
#1: Santa Susana Pass	7:30 AM – 8:30 AM	5	4	9	2.2	4.1
#2: Chatsworth Trails Park/Highland trails	8:15 AM – 9:15 AM	5	0	5	4.7	1.1
#3: Limekiln Canyon Road	7:15 AM – 8:15 AM	17	17	34	2.8	12.1
#4: O'Melveny Park	7:00 AM – 8:00 AM	43	12	55	*	*
Total of Trailhead Locations Nos. 1 through 3**		27	21	48	9.7	4.9

Note: * Excluded from determining the trip rate per mile of trail length as the O'Melveny Park location has multiple trails and park amenities

** Derived trip rate based on the total trail length in miles for trailhead locations #1 through #3 divided by the total Saturday morning peak hour inbound and outbound trips.

Source: Linscott, Law & Greenspan, 2013

**TABLE 3.6.8-3
TOTAL OVERALL PARKING OCCUPANCY AT TRAILHEAD LOCATIONS**

Parking Location	No. of Spaces	Saturday, June 1, 2013														
		6:00 AM			7:00 AM			8:00 AM			9:00 AM			10:00 AM		
		OCC.		Avail.	OCC.		Avail.	OCC.		Avail.	OCC.		Avail.	OCC.		Avail.
		SP.	%	SP.	SP.	%	SP.	SP.	%	SP.	SP.	%	SP.	SP.	%	Avail. SP.
#1: Santa Susana Pass Trail																
On-Street Parking Spaces	30	0	0	30	1	3.3	29	3	10	27	2	6.7	28	1	3.3	29
Total Parking	30	0	0	30	1	3.3	29	3	10	27	2	6.7	28	1	3.3	29
#2: Chatsworth Trails / Highland Trails																
On-Street Parking Spaces	35	1	2.9	34	1	2.9	34	1	2.9	34	7	20	28	7	20	28
Total Parking	35	1	2.9	34	1	2.9	34	1	2.9	34	7	20	28	7	20	28
#3: Limekiln Canyon Road																
On-Street Parking	25	12	48	13	21	84	4	24	96	1	21	84	4	18	72	7
Total Parking	25	12	48	13	21	84	4	24	96	1	21	84	4	18	72	7
#4: O'Melveny Park																
Parking Lot – Standard Spaces	32	0	0	32	23	71.9	9	32	100	0	19	59.4	13	22	68.8	10
Parking Lot – Handicap Spaces	2	0	0	2	0	0	2	0	0	2	0	0	2	0	0.0	2
On-Street Parking	80	17	21.3	63	51	63.8	29	42	52.5	38	21	26.3	59	19	23.8	61
Total Parking	114	17	14.9	97	74	64.9	40	74	64.9	40	40	35.1	74	41	36	73

Source: Linscott, Law & Greenspan, 2013

3.6.9 Property Ownership

The Trails Master Plan Area encompasses an area of approximately 24,123 acres in the County of Los Angeles. According to the County of Los Angeles assessor's parcel data, the majority of the Trails Master Plan Area is privately owned (60.7 percent), with the City of Los Angeles, City of Santa Clarita, and County of Los Angeles owning a combined 2.2 percent of the land (Table 3.6.9-1, *Trails Master Plan Area Ownership*; Table 3.6.9-2, *Property Ownership by Existing Trail Segment*). The SMMC and the MRCA own a combined 19.2 percent of the land identified as Conservancy/Trust ownership.¹⁰⁵ Refer to Figure 3.6.9-1, *Trails Master Plan Area Property Ownership*, for a visual representation of parcel ownership in the Trails Master Plan Area.

¹⁰⁵ Mountains Recreation & Conservation Authority. 5 March 2014. *Mountains Recreation & Conservation Authority*. Website. Available online at: <http://www.mrca.ca.gov/>

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**TABLE 3.6.9-1
TRAILS MASTER PLAN AREA OWNERSHIP**

Ownership Type	Acres	Percentage of Ownership
City of Los Angeles	27.0	0.1 percent
City of Santa Clarita	60.1	0.2 percent
Conservancy/Trust	4,625.6	19.2 percent
Federal	670.8	2.8 percent
Los Angeles County	465.3	1.9 percent
Private	14,640.6	60.7 percent
Unknown	707.1	2.9 percent
State	2,926.0	12.1 percent
Total	24,122.5	100 percent

**TABLE 3.6.9-2
PROPERTY OWNERSHIP BY EXISTING TRAIL SEGMENT**

Trail Name	Miles	Feet	Ownership Type
Corral Sunshine Motorway	1.13	5,961.02	Los Angeles County
Devil Canyon Trail	1.47	7,743.80	Conservancy/Trust
Highlands Trail	1.17	6,181.79	Conservancy/Trust
Johnson Motorway	0.78	4,134.58	State
Las Lajas Canyon Road	0.72	3,780.20	Conservancy/Trust
Limekiln Canyon Trail	1.83	9,660.33	Unknown
Pico Canyon Trail	0.59	3,102.19	Unknown
Rocky Peak Motorway	1.27	6,702.88	Conservancy/Trust
Santa Susana Pass Trail	2.21	11,685.79	Private
Sunshine Canyon Motorway	0.85	4,475.39	Private
Towsley Canyon Trail	5.20	27,466.14	City of Santa Clarita
Unnamed Trail No. 3	0.43	2,270.00	Conservancy/Trust
Unnamed Trail No. 4	2.17	11,440.86	Private
Unnamed Trail No. 5	1.77	9,352.45	Conservancy/Trust
Unnamed Trail No. 6	1.07	5,667.09	Conservancy/Trust
Unnamed Trail No. 7	0.58	3,040.06	Conservancy/Trust
Unnamed Trail No. 8	0.35	1,824.54	Conservancy/Trust
Unnamed Trail No. 9	1.17	6,183.42	Conservancy/Trust
Unnamed Trail No. 10	1.51	7,979.90	Conservancy/Trust
Unnamed Trail No. 11	0.43	2,286.43	Conservancy/Trust
Unnamed Trail No. 15	1.28	6,741.48	Conservancy/Trust
Unnamed Trail No. 16	1.10	5,793.61	Conservancy/Trust
Unnamed Trail No. 17	0.81	4,267.92	Conservancy/Trust
Weldon Canyon Motorway	5.20	27,462.91	Conservancy/Trust
Ybarra Canyon Motorway	0.57	3,028.60	Private
Total	35.65	188,233.38	

Section 4.0 describes the trail analysis process that was undertaken and the Santa Susana Mountains Trails Master Plan (Trails Master Plan) that emerged from the planning efforts. The Trails Master Plan is a result of comprehensive planning efforts, including public and agency involvement. As a result of input received from stakeholders, the Northwest San Fernando Valley Trails Master Plan Study Area was expanded to the north to include the Southwest Santa Clarita Valley area and to the west to the Los Angeles–Ventura County boundary to maximize regional trail connectivity. The Northwest San Fernando Valley Trails Master Plan was renamed the Santa Susana Mountains Trails Master Plan, and the expanded study area became the Santa Susana Mountains Trails Master Plan Study Area (see Figure 1-1, *Trails Master Plan Area*). The Northwest San Fernando Valley (NWSFV) Study Area became the NWSFV Subarea, and the Southwest Santa Clarita Valley (SWSCV) Area became the SWSCV Subarea of the Trails Master Plan (see Figure 1-2, *Santa Susana Mountains Trails Master Plan Subareas*). The Trails Master Plan involves the extension of the 35.7 miles of existing County-, City-, and Conservancy-managed trails by approximately 35.9 miles with 22 proposed trail segments, for a total of approximately 71.5 miles of trails within the Trails Master Plan Area. The NWSFV Subarea contains 28.2 existing miles of trails, and approximately 24.5 miles of proposed trails, for a total of 52.7 miles of trails within the NWSFV Subarea. The SWSCV Subarea contains 7.4 existing miles of trails and approximately 11.4 miles of proposed trails, totaling approximately 18.8 miles of trails within the SWSCV Subarea. Proposed trail alignments shown in the Santa Susana Mountains Trails Master Plan are conceptual and will require additional survey, design, and engineering work to support dedication of easements and ultimately trail construction, operation, and maintenance. The final trail alignments are subject to refinement in relation to environmental, geologic, hydrologic, ownership, topology, and other factors, as specified in the County of Los Angeles Trails Manual.

The Trails Master Plan is confined to those lands that are subject to discretionary land use authority of the County of Los Angeles Board of Supervisors. Every effort has been made to provide linkages to trails located on lands managed by or subject to the discretionary authority of other public agencies including the National Park Service (NPS), Santa Monica Mountains National Recreation Area (SMMNRA); the Santa Monica Mountains Conservancy (SMMC); the Mountains Recreation and Conservation Authority (MRCA); the County of Ventura, Rancho Simi Park and Recreation Open Space District; and the City of Los Angeles.

4.1 TRAIL ANALYSIS PROCESS

The Trails Master Plan is the output from a trails analysis process that reflects input from a variety of sources of information: an evaluation of historically used trails irrespective of easements; existing designated Federal, State, County, and City trails; scoping with public agencies regarding trail planning and operations; outreach to recreation enthusiasts and stakeholders regarding desired trail experiences and potential proposed trail alignments to close perceived gaps; alignment gaps based on aerial photograph interpretation, geospatial analysis using geographic information systems and public input; jurisdictional responsibility for the trails; and environmental constraints based on an analysis of baseline conditions. Production of the Trails Master Plan involved the inventory of existing trail assets (see Section 3); identification of existing dedicated and historically traveled trails through agency and public input, aerial imagery, and field surveys within the NWSFV Subarea portion of the Trails Master Plan Area; identification of opportunities and constraints for existing, proposed, and planned trails; identification and prioritization of trail gaps; and the proposal of trail segments to connect to existing trail segments and highly prioritized points of interest. These steps will be replicated in the SWSCV Subarea once funding has been identified to support the planning effort.

In support of the compilation of an existing trail inventory, the County of Los Angeles Department of Parks and Recreation (DPR) compiled spatial data containing approximately 11.4 miles of adopted County trail system proposed trails and 24.5 miles of County proposed trails within the Trails Master Plan Area, 2.2 miles of County-adopted existing trails in the NWSFV Subarea (Santa Susana Pass Trail), and 0.6 mile of County-adopted existing trails in the SWSCV Subarea (Pico Canyon Trail). The National Park Service provided spatial data containing 5.6 miles of the Rim of the Valley Trail Corridor in the NWSFV Subarea as a result of a public agency meeting. The public forum added another 11.1 miles during a public outreach meeting.

4.1.1 Public Agency Involvement

A public agency meeting was held on July 16, 2012, from 3:00 to 5:00 p.m. at the Community Room of the Kenneth Hahn State Recreation Area, 4100 South Los Angeles, California 90056, to provide interested agencies with information on the Trails Master Plan and to solicit agency input. Two NPS attendees, one attendee from the California Department of Fish and Wildlife, three County of Los Angeles Department of Parks and Recreation attendees, and four attendees from the City of Los Angeles Department of Recreation and Parks identified existing trails at this meeting; and the National Park Service attendees agreed to submit Mountains Recreation and Conservation Authority (MRCA) GIS shapefiles to the County of Los Angeles DPR.

The federal government owns 670.8 acres of land within the Trails Master Plan Area, northwest of Oat Mountain Peak in the NWSFV Subarea, and east of Towsley Canyon Park and west of Santa Clarita Woodlands Park in SWSCV Subarea. No existing trails pass through federally owned lands located with the Trails Master Plan Area.

The NPS provided a GIS shapefile for the Trails Master Plan Area inclusive of 5.6 miles of lands in the NWSFV Subarea managed by the SMMC and MRCA (Conservancy/Trust). These lands consist of a portion the Rim of the Valley Corridor within Phase I from Oat Mountain Peak west across Devil Canyon and Sulphur Canyon to Las Lajas Canyon in its trail system (Figure 4.1.1-1, *Agency and Public Input Provided Trails*). The Mountains Recreation and Conservation Authority (MRCA), in its planning documents, refers to this segment of the Corridor as an alignment for the Rim of the Valley Trail.

The Trails Master Plan refers to this segment as existing and proposed segments of Unnamed Trail No. 15 and Las Lajas Canyon Road Trail. No NPS trails have been identified within the SWSCV Subarea of the Trails Master Plan Area.

No California State Parks trails were identified within the boundaries of the Trails Master Plan Area, although the State manages the 0.8-mile segment of Johnson Motorway within Rocky Peak Park, a State park.

The MRCA is a local government public entity established in 1985 as a local partnership between the SMMC (a state agency), the Conejo Recreation and Park District, and the Rancho Simi Recreation and Park District for the purpose of preservation and management of local open space and parkland, watershed lands, trails, and wildlife habitat.¹ The SMMC/MRCA owns several hundred acres in the Trails Master Plan Area, including East Canyon within Michael D. Antonovich Open Space Preserve (NWSFV Subarea), Pico Canyon within Santa Clarita Woodlands Park (SWSCV Subarea), Salt Canyon (SWSCV Subarea), Las Lajas Canyon within Rocky Peak Park (NWSFV Subarea), and Michael D. Antonovich Regional Park at Joughin Ranch.

4.1.2 Public Involvement

A public outreach meeting was held on August 30, 2012 from 6:00 to 8:00 pm at the Granada Room, Knollwood Country Club, 12024 Balboa Boulevard in Granada Hills, California 91344. Invitations were sent out to 300 trail users and surrounding community members via email, and the meeting was attended by 26 trail users and community members. At the public outreach meeting, nine trails were identified on a map by the public within the Trails Master Plan Area (Figure 4.1.2-1, *Proposed Trails in Response to Public Input*), including trail segments located within the Trails Master Plan Area:

- **Palo Solo Mountainway / Motorway:** 2.3 miles of Palo Sola Fire Road/Motorway in the NWSFV Subarea and 0.4 mile in the SWSCV Subarea, and 0.5 mile outside of the Trails Master Plan Area. The Palo Solo Motorway consists of a 14- to 15-foot-wide paved and dirt ridgeline

¹ Mountains Recreation & Conservation Authority. 5 March 2014. *Mountains Recreation & Conservation Authority*. Website. Available online at: <http://www.mrca.ca.gov/>

fire road leading from Oat Mountain Peak northwest towards the Newhall Ranch Specific Plan Area. The portion of this trail segment in the NWSFV Subarea has been integrated into the Trails Master Plan as part of the Palo Sola Fire Truck Trail. The portion of this trail segment in the SWSCV Subarea has not been integrated into the Trails Master Plan because the 0.3-mile segment in the SWSCV Subarea is located within federally owned land, which is not within the jurisdiction of the County.

- **Rocky Peak Motorway / Rim of the Valley Trail:** 0.9 mile of Rocky Peak Road within the Trails Master Plan Area, and 4.4 miles outside of the Trails Master Plan Area on Rocky Peak Road, a 14- to 15-foot-wide dirt road on a ridgeline on the western edge of the NWSFV Subarea that comprises a southern fork of the Rim of the Valley Trail Corridor. Rocky Peak Motorway, which has been integrated into the Trails Master Plan as Rocky Peak Motorway, connects the proposed Johnson Motorway to a trail in Ventura County leading south to the 118 Freeway.
- **Santa Susana Trail / Rim of the Valley Trail:** 0.5 mile of Johnson Mountain Way, a 12- to 15-foot-wide dirt road connected to a 19- to 32-foot-wide paved road leading from a gated residential community on Ewana Place. This trail segment has not been integrated into the Trails Master Plan because of its location in a private gated residential community that already contains easements to support the existing County Santa Susana Trail. Instead of this trail segment, the DPR proposes a switchback segment in Devil Canyon to connect recreation trail users to the DPR-proposed Johnson Motorway Trail.
- **Johnson Motorway:** 0.2 mile of the Johnson Motorway that connects with the Rocky Peak Motorway outside of the Trails Master Plan Area to the west in Ventura County. This segment connects with the Johnson Motorway within the Trails Master Plan Area. This segment has not been integrated into the Trails Master Plan as it is outside of the Trails Master Plan Area.
- **Unknown:** 0.4 mile, a 5- to 7-foot-wide segment of dirt road and trail leading from the existing Santa Susana Pass Trail over a hill adjacent to the residential community at Bella Vista Place east into Devil Canyon. The DPR's proposed Unnamed Trail No. 7 has refined this trail segment to follow the topography more closely but retains the public's original spatial intent for the trail connection.
- **Browns Canyon Road:** 2.6 miles of Palo Sola Truck Road and Browns Canyon Road, leading from an 18- to 29-foot-wide asphalt-paved Palo Sola Truck Road southwest through the historic LA-88 Nike Missile Launch site, a potential safety hazard as the land is now used for LAPD SWAT training, south to the 18- to 25-foot-wide paved Browns Canyon Road, near the entrance to Michael D. Antonovich Regional Park until it meets Mormon Canyon Motorway, then south through Browns Canyon leading to Browns Creek Park. The road segment ranges in elevation from 1,300 feet above mean sea level (MSL) at Mormon Canyon Motorway to 2,300 feet at the LA-99 Nike Missile Launch site, and from 1,412 feet at the intersection of Mormon Canyon Road to 1,326 feet at Browns Creek Park. This road segment has not been integrated into the Trails Master Plan because it crosses property owned by the City of Los Angeles and the SMMC/MRCA that is out of the County's jurisdiction; additionally, the SMMC/MRCA has already constructed a 3-foot-wide natural type ridgeline trail directly south of Browns Canyon Road called Unnamed Trail No. 17.
- **Sun Canyon Road Trail:** 1.8 miles of an 18- to 20-foot-wide dirt road trail segment leading from Mormon Canyon Motorway north on an unnamed dirt road on private property to an unknown 0.1-mile ridgeline trail that leads south to the Chatsworth-Porter Ranch Community Plan Area in the City of Los Angeles. This trail segment has not been integrated into the Trails Master Plan because it is located exclusively on private property, and the DPR has proposed an alternative trail alignment that avoids the public utility property, Oat Mountain Motorway.

- **Moonshine Canyon Trail:** 2.2 miles of 4- to 20-foot-wide pedestrian and equestrian dirt trail and dirt road with sections of pavement leading from the intersection of Sun Canyon Road Trail and the Unknown trail southeast along the southern border of the Trails Master Plan Area with the City of Los Angeles until it reaches the City's existing Limekiln Canyon Trail. Moonshine Canyon Trail curves around the Horse Flats, staying at the base of the hills. This trail segment has not been integrated into the Trails Master Plan because it is located exclusively on private property and duplicates proposed City of Los Angeles Chatsworth-Porter Ranch Specific Plan planned trails.
- **Fremont Pass Trail:** 0.6 mile of 8- to 10-foot-wide dirt and paved road with an incomplete section in the middle located between Interstate 5 and State Highway 14 east of the Trails Master Plan Area. This trail segment was not incorporated into the Trails Master Plan as it is located outside of the Trails Master Plan Area.

4.2 CIRCULATION PLAN

The Trails Master Plan addresses circulation concerns such as existing gaps in the trail system, proposed trailheads and trail segments, connections to key points of interest within the Trails Master Plan Area, and links to existing and proposed trails in accordance with local planning documents; discusses jurisdictional responsibility, property rights, and easement acquisition strategies; and provides recommendations to ensure trail constructability. The Circulation Plan is focused on the NWSFV Subarea of the Trails Master Plan Area and acknowledges that the public has expressed an interest in making connections between the NWSFV Subarea and the Newhall Ranch Specific Plan Area and the Santa Clara Valley Area Plan by creating the SWSCV Subarea for future consideration.

4.2.1 Existing Trail Facilities

The Trails Master Plan Area contains 35.7 miles of existing trail segments, 11 existing trail access points, and 5 existing trailheads that have been integrated in to the Trails Master Plan (Figure 4.2.1-1, *Existing Trail Facilities*). There are two

existing County-managed trails within the Trails Master Plan Area:

- A 0.6-mile segment of Pico Canyon Trail consisting of a 10- to 11-foot-wide existing decomposed granite pedestrian trail that was developed in conjunction with the Southern Oaks residential tract in Dewitt Canyon and the adjacent County-managed Pico Canyon Park.
- A 2.2-mile segment of Santa Susana Pass Trail leading from Iverson Road through and around the northeastern border of a gated residential community into Devil Canyon.

As described in Section 3.6.8, there are four existing trailheads within the NWSFV Subarea (see Figure 4.2.1-1):

1. **Santa Susana Pass Trailhead:** located near Iverson Road and State Route 118, this trailhead is located within a half-mile of 266 single-family residential properties and provides on-street parking. This trailhead provides access to the western side of the existing County-managed Santa Susana Pass Trail through an easement within a gated residential community.
2. **Chatsworth Trails Park / Highland Trail Trailhead:** located near Canoga Avenue and State Route 118, this trailhead is located within a half-mile of 490 single-family residential properties and provides on-street parking. This trailhead provides access to the existing SMMC/MRCA-managed Unnamed Trail No. 7 loop.
3. **Limekiln Canyon Road Trailhead:** located near Limekiln Canyon Road and Sesnon Boulevard, this trailhead is located within a half-mile of 1,834 single-family residential properties and provides on-street parking. This trailhead provides access to the existing City of Los Angeles–managed Limekiln Canyon Trail and Unnamed Trail No. 4.
4. **O'Melveny Park Trailhead:** located northwest of O'Melveny Park, this trailhead is located within a half-mile of over 821 single family residential properties and provides parking lot

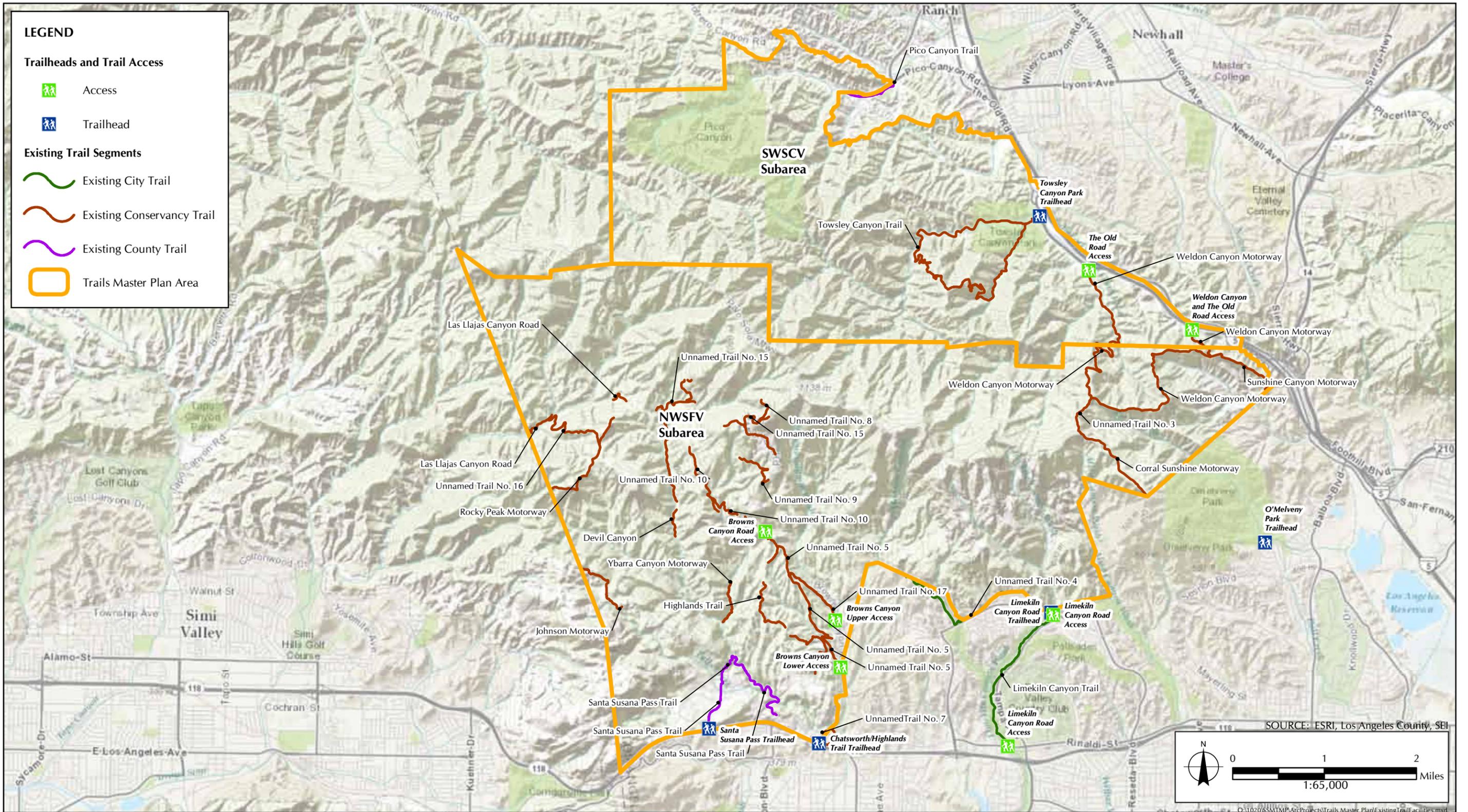


FIGURE 4.2.1-1
Existing Trail Facilities

spaces and on-street parking. This trailhead provides access to the existing City of Los Angeles-managed Bee Canyon Trail within the O'Melveny Park.

There is one existing trailhead within the SWSCV Subarea:

- 5. Towsley Canyon Trailhead:** located on Towsley Canyon Road near The Old Road, this trailhead is located within a half-mile of 108 single-family residential properties and provides multiple parking lots for trail users. This trailhead provides access to the existing SMMC/MRCA-managed Towsley Canyon Trail.

4.2.2 Gaps in Existing Trail Routes

Of the 26 existing trail segments in the Trails Master Plan Area, there are four major gaps across private property in the NWSFV Subarea. The SWSCV Subarea will be studied for gaps at a later date by DPR as funding becomes available. These missing segments are described below (Figure 4.2.2-1, *Gaps in Existing Trail Routes*).

Northwest San Fernando Valley Subarea

1. Oat Mountain Ridge Gap

This gap restricts access to the following Points of Interest:

It also limits trail access at three locations:

- The connection between the existing SMMC/MRCA-managed Corral Sunshine Motorway and Oat Mountain Lookout Point, a high-priority Point of Interest
- The connection between Oat Mountain Lookout Point and the ridgeline extending into the Newhall Ranch Specific Plan Area
- The connection between Oat Mountain Lookout and the existing SMMC/MRCA-managed Unnamed Trail No. 8

Filling this gap will provide a trail system linkage within the overall Rim of the Valley Trail Corridor, as identified in the California Recreation Trails Plan, the Santa Monica Mountains National Recreation Area General Management Plan, and the Rim of the Valley Trail Corridor Master Plan.

2. Johnson Motorway/Devil Canyon Gap

This gap restricts access to the following Points of Interest:

- Fern Ann Falls
- Rocky Peak

It also limits trail access at two locations:

- The connection between the existing SMMC/MRCA-managed Johnson Motorway Trail and the existing County-managed Santa Susana Pass Trail
- The connection between the existing SMMC/MRCA-managed Devil Canyon Trail and the existing Santa Susana Pass Trail

3. Browns Canyon Gap

This gap restricts access to the following Points of Interest:

- Deer Lake Highlands
- Ybarra Canyon
- Browns Canyon

It also limits trail access at four locations:

- The connection over Deer Lake Highlands between the existing SMMC/MRCA-managed Highlands Trail, Santa Susana Pass Trail, and Unnamed Trail No. 7
- The connection between the existing SMMC/MRCA-managed Ybarra Canyon Motorway Trail and the existing SMMC/MRCA-managed Unnamed Trail No. 17
- Connections between the existing SMMC/MRCA-managed Unnamed Trail No. 10 segments
- The connection between the existing SMMC/MRCA-managed Highlands Trail and Unnamed Trail No. 5

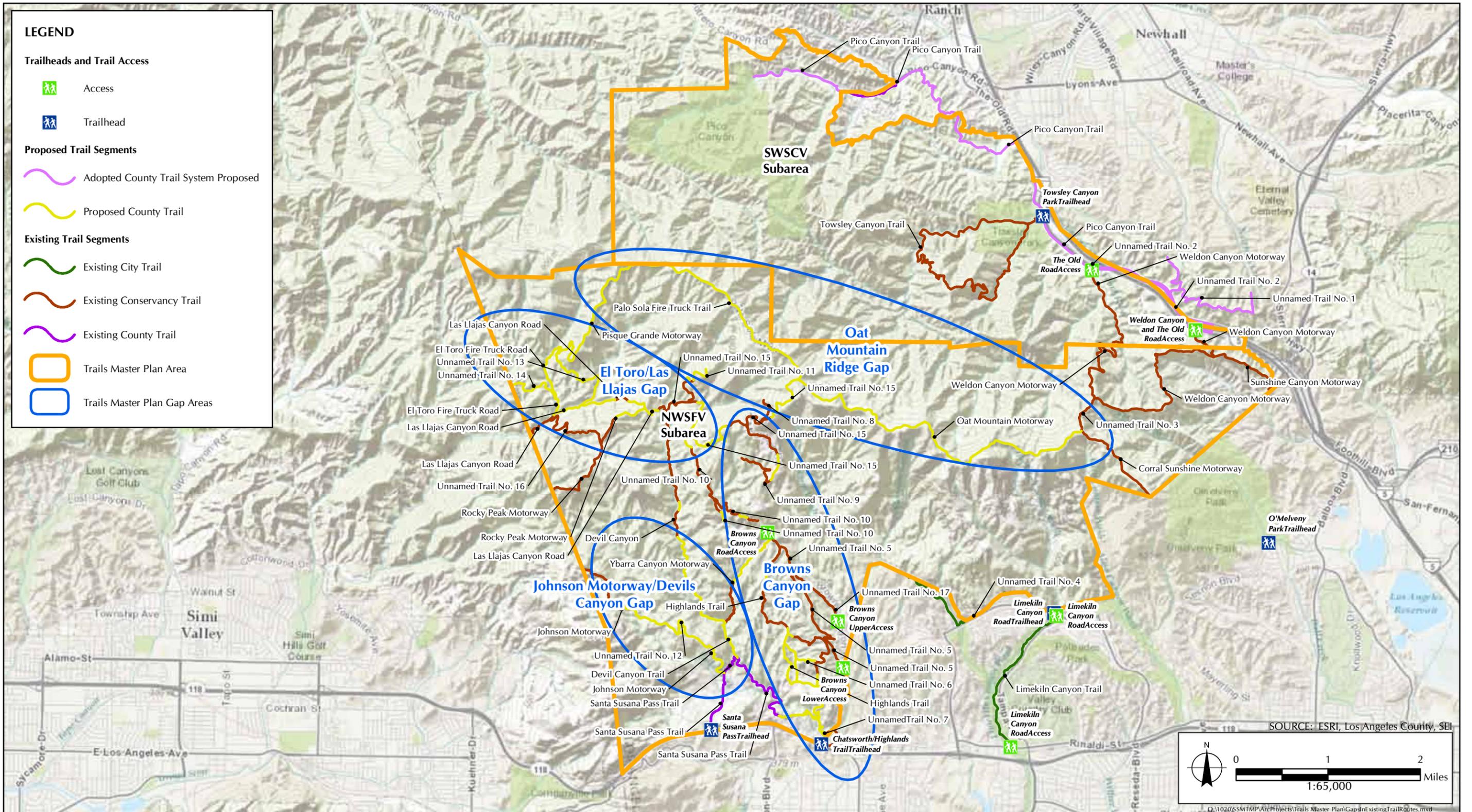


FIGURE 4.2.2-1
Gaps in Existing Trail Routes

3. El Toro/Las Lajas Gap

This gap restricts access to the following Points of Interest:

- Chivo Canyon
- El Toro Canyon
- Sulphur Lake
- Sulphur Canyon
- La Quinta Ranch
- Las Lajas Canyon

It also limits trail access at one location:

- The connection between two existing segments of SMMC/MRCA-managed Las Lajas Canyon Road trail

Filling this gap will provide a trail system linkage within the overall Rim of the Valley Trail Corridor, as identified in the California Recreation Trails Plan, the Santa Monica Mountains National Recreation Area General Management Plan, and the Rim of the Valley Trail Corridor Master Plan.

4.2.3 Proposed Trails

The Trails Master Plan proposes 22 proposed trail segments, 24.5 miles in the NWSFV Subarea, 9.3 miles in the SWSCV Subarea, and 2.1 miles of County adopted trail in the vicinity of the Trails Master Plan Area, for a total length of 71.5 miles of trails within the Santa Susana Mountains Trails Master Plan Area (Figure 4.2.3-1, *Proposed Trails – NWSFV Subarea*; Figure 4.2.3-2, *Proposed Trails – SWSCV Subarea*; Table 4.2.3-1, *Proposed Trail Segments*). No trailheads have been proposed.

The *County Trails Manual* recommends that use of the 8-foot-wide Natural Trail 2 trail type, which is intended for medium- to high-intensity use on a natural surface and supports multiple user groups, be utilized throughout the County where site conditions support its use.² In environmentally sensitive or remote areas, such as steep canyon slopes, the 2- to 3-foot-wide Natural Trail 3 trail type is more appropriate.

² County of Los Angeles Trails Manual, 2012.

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**TABLE 4.2.3-1
PROPOSED TRAIL SEGMENTS**

Proposed Trail Segment	Length (Miles)	Proposed Trail Type	Existing Conditions of Proposed Trail Segment	Elevation Range	Existing Slope Range	Average Existing Slope	Proposed Trail Width
Devil Canyon Trail	2.0	Proposed County Trail	This proposed trail segment is an existing 3- to 5-foot-wide natural surface path located in the NWSFV Subarea that follows the Coast live oak forested base of the canyon on private property from the existing Santa Susana Pass Trail in Devil Canyon north to an existing SMMC/MRCA-managed segment of Devil Canyon Trail.	1,341.5–1,804.3 feet above mean sea level (MSL)	0.0–52.9 degrees	12.8 degrees	5 feet
El Toro Fire Truck Road	0.9	Proposed County Trail	This proposed trail segment is an existing 10- to 20-foot-wide dirt fire road located near the western edge of the NWSFV Subarea on private property that leads from the existing Las Lajas Canyon Road Trail at the mouth of El Toro Canyon north through the base of the canyon to the intersection of the proposed Pisque Grande Motorway and Unnamed No. 13 trails.	1,852.4–2,210.8 feet above MSL	0.1–57.8 degrees	15.5 degrees	8 feet
Highlands Trail	1.2	Proposed County Trail	This proposed trail segment is an existing 2- to 15-foot-wide dirt trail and road located on private property in the NWSFV Subarea that leads from the proposed Unnamed Trail No. 7 on Deer Lake Highlands, west on the 6- to 15-foot-wide Acuapey Drive and north on an 8- to 20-foot-wide dirt road called Comanche Trail, to a 2- to 3-foot-wide natural surface ridgeline path, onto a 7- to 10-foot-wide dirt road to connect to the existing SMMC/MRCA-managed Highlands Trail segment.	1,436.5–1,769.8 feet above MSL	0.0–47.7 degrees	7.8 degrees	8 feet
Johnson Motorway	1.7	Proposed County Trail	This proposed trail segment is an existing 6- to 10-foot-wide dirt road with patches of asphalt located on private property in the NWSFV Subarea that leads from the existing County-managed Santa Susana Pass Trail on the slope of Devil Canyon northwest along a ridgeline to the SMMC/MRCA-managed segment of Johnson Motorway Trail.	1,480.8–2,178.4 feet above MSL	0.0–48.2 degrees	10.5 degrees	8 feet
Las Lajas Canyon Road	1.2	Proposed County Trail	This proposed trail segment is an existing 20- to 25-foot-wide dirt road located on private property in the NWSFV Subarea that links two existing SMMC/MRCA-managed segments of Las Lajas Canyon Road Trail through the base of Las Lajas Canyon.	1,840.4–2,263.5 feet above MSL	0.0–63.8 degrees	14.6 degrees	8 feet
Oat Mountain Motorway	4.0	Proposed County Trail	This proposed trail segment is an existing 14- to 20-foot-wide paved and dirt road located on private property in the NWSFV Subarea that runs along the ridgeline of Oat Mountain and surrounding hills.	2,765.8–3,516.0 feet above MSL	0.0–70.0 degrees	9.9 degrees	8 feet
Palo Sola Fire Truck Trail	2.5	Proposed County Trail	This proposed trail segment is an existing 14- to 15-foot-wide paved and dirt ridgeline fire road on private property and federal lands (0.3 mile of segment) in the NWSFV Subarea leading from Oat Mountain Peak northwest towards the Newhall Ranch Specific Plan Area.	3,232.0–3,656.2 feet above MSL	0.0–109.9 degrees	9.0 degrees	8 feet
Pico Canyon Trail, eastern segment	4.3/5.3 total	Adopted County Trail System Proposed	The eastern segment of this proposed trail, which is located within and near the northeastern border of the SWSCV Subarea, leads from a 14- to 23-foot-wide dirt road at the access point of the existing SMMC/MRCA-managed Weldon Canyon Motorway north to the trailhead of the existing Towsley Canyon Motorway on a 6- to 36-foot-wide gravel/ concrete street-side stretch along The Old Road, turns west at Lyons Ranch on a 12- to 18-foot-wide dirt road, and follows the southwestern edge of residential development through buckwheat, mixed chaparral, and annual grass plant communities containing path segments up to 3 feet wide, to Pico Canyon Road, where it follows the eastbound side of the street on a 6- to 14-foot-wide stretch of gravel until it connects with the existing segment of the DPR-managed Pico Canyon Trail at Pico Canyon Park and the Southern Oaks development in Dewitt Canyon.	1,315.1–1,320.4 feet above MSL	0.0–85.3 degrees	7.3 degrees	8 feet
Pico Canyon Trail, western segment	1.0/5.3 total	Adopted County Trail System Proposed	On the western side of the existing segment of Pico Canyon Trail, this proposed Pico Canyon Trail segment consists of an 8- to 12-foot-wide dirt road leading to a 4- to 10-foot-wide roadside drainage ditch on the eastbound side of Pico Canyon Road and the 40- to 10-foot-wide dirt path on the southern side of Pico Canyon Service Road, with a terminus at the historic town of Mentryville.	1,468.4–1,707.7 feet above MSL	0.0–58.0 degrees	4.54 degrees	8 feet
Pisque Grande Motorway	2.0	Proposed County Trail	This proposed trail segment is an existing 12- to 20-foot-wide dirt ridgeline road on private property in the NWSFV Subarea that extends from the ridgeline at Palo Sola Fire Truck Road down Disgan Grande Ridge, between El Toro Canyon and Sulphur Canyon, to the intersection of the proposed Unnamed No. 13 and El Toro Fire Truck Road trails.	2,184.3–3,235.8 feet above MSL	0.0–136.6 degrees	13.5 degrees	8 feet

Proposed Trail Segment	Length (Miles)	Proposed Trail Type	Existing Conditions of Proposed Trail Segment	Elevation Range	Existing Slope Range	Average Existing Slope	Proposed Trail Width
Rocky Peak Motorway	0.4	Proposed County Trail	This proposed trail segment is an existing 13- to 20-foot-wide dirt road located on private property in the NWSFV Subarea, leading from the existing segment of Rocky Peak Motorway trail east to the proposed segment of Las Llajas Canyon Road trail.	2,240.2–2,425.1 feet above MSL	0.0–40.4 degrees	10.8 degrees	8 feet
Unnamed Trail No. 1	2.1	Adopted County Trail System Proposed	This proposed trail segment is an existing 12- to 35-foot-wide dirt road located east of the SWSCV Subarea of the Trails Master Plan Area that leads from the intersections of Meaford Avenue and Wildwood Canyon Road along Meaford Avenue south to a fire road and The Old Road, then east on Edison Road until it leads north on Pine Street, which is an existing 9- to 12-foot-wide dirt road.	1,627.3–2,212.4 feet above MSL	0.0–101.0 degrees	16.1 degrees	8 feet
Unnamed Trail No. 2	4.0	Adopted County Trail System Proposed	This proposed trail segment follows the eastbound and westbound sides of The Old Road from the intersection of the eastern segment of the proposed Pico Canyon Trail and the northern end of the existing Weldon Canyon Motorway Trail southeast under the Interstate 5 freeway to the Weldon Canyon Road freeway bridge, where both sides of the trail segment cross the Interstate 5, before the trail segment follows both sides of Coltrane Avenue and converges into one trail across Coltrane Avenue at Candy Springer Stables.	1,429.9–1,815.2 feet above MSL	0.0–128.0 degrees	10.4 degrees	5–8 feet
Unnamed Trail No. 6	0.9	Proposed County Trail	This proposed trail segment is an existing 6- to 14-foot-wide dirt road named Curaco TR located on private property in the NWSFV Subarea that leads from a portion of the proposed Highlands Trail on Curaco TR south to a portion of the proposed Highlands Trail on Acuapey Drive. This proposed trail segment also leads to the east to connect to the existing segment of Unnamed Trail No. 6.	1,447.1–1,727.2 feet above MSL	0.0–47.4 degrees	10.2 degrees	8 feet
Unnamed Trail No. 7	1.7	Proposed County Trail	This proposed trail segment is located on private property in the NWSFV Subarea that leads from the existing SMMC/MRCA-managed Unnamed Trail No. 7 at Toltec Drive, northwest on a 3- to 8-foot-wide dirt path, through a sumac scrub vegetated area with no path, to the 12- to 14-foot-wide paved Saugus Road, to a paved section of Comanche Trail, before the proposed route leads through riparian mixed hardwood vegetation, and crosses a drainage. The proposed segment then diverges to the north and west. To the north, it will connect with the proposed Highlands Trail on Acuapey Drive and proposed Unnamed Trail No. 6 segment on Saugus Road. To the west, it will meet the existing Santa Susana Pass Trail, through a 3- to 11-foot-wide route of dirt path/road and a stretch of riparian mixed hardwood, lower montane mixed chaparral, and sumac scrub.	1,149.3–1,469.8 feet above MSL	0.0–52.5 degrees	16.2 degrees	5–8 feet
Unnamed Trail No. 9	0.3	Proposed County Trail	This proposed trail segment is an existing 13- to 16-foot-wide paved road located on private property in the NWSFV Subarea that connects two existing SMMC/MRCA-managed segments of Unnamed Trail No. 9 on Palo Sola Truck Road.	2,508.0–2,743.8 feet above MSL	6.9–28.4 degrees	14.7 degrees	8 feet
Unnamed Trail No. 10, northern segment	0.6/0.7 total	Proposed County Trail	This proposed trail segment is an existing 12- to 16-foot-wide dirt road located in the NWSFV Subarea that leads from the existing SMMC/MRCA-managed Unnamed Trail No. 10 north to an existing segment of Unnamed No. 15.	2,250.4–2,285.8 feet above MSL	0.0–19.8 degrees	5.2 degrees	8 feet
Unnamed Trail No. 10, southeastern segment	0.1/0.7 total	Proposed County Trail	This proposed trail segment is an existing 12- to 16-foot-wide dirt road located on private property in the NWSFV Subarea that leads from the existing Unnamed Trail No. 10 in Michael D. Antonovich Regional Park along Browns Canyon Road south towards Ybarra Canyon.	1,287.6–2,108.0 feet above MSL	0.9–29.3 degrees	8.8 degrees	8 feet
Unnamed Trail No. 10, southwestern segment	0.1/0.7 total	Proposed County Trail	This proposed trail segment is an existing 12- to 20-foot-wide dirt road on private property in the NWSFV Subarea that will connect two existing segments of the Unnamed Trail No. 10 in Michael D. Antonovich Regional Park along Browns Canyon Road.	1,924.7–1,959.8 feet above MSL	0.1–56.1 degrees	10.0 degrees	8 feet
Unnamed Trail No. 11	0.4	Proposed County Trail	This proposed trail segment consists of segments of a 1- to 2-foot-wide path within mixed chaparral, California sagebrush, and annual grasses leading from the existing segment of Unnamed Trail No. 11 towards the major ridgeline of the Santa Susana Mountains on private property within the NWSFV Subarea.	2,485.9–2,935.4 feet above MSL	0.1–41.3 degrees	17.4 degrees	2–3 feet
Unnamed Trail No. 12	0.3	Proposed County Trail	This proposed trail segment is an existing 5- to 10-foot-wide dirt road with vegetation growing in the middle of the road located on private property in the NWSFV Subarea that follows a loop around a historic ranch house foundation along the proposed Johnson Motorway Trail.	1,953.4–2,014.9 feet above MSL	0.1–33.0 degrees	8.7 degrees	8 feet

Proposed Trail Segment	Length (Miles)	Proposed Trail Type	Existing Conditions of Proposed Trail Segment	Elevation Range	Existing Slope Range	Average Existing Slope	Proposed Trail Width
Unnamed Trail No. 13	1.1	Proposed County Trail	This proposed trail segment is an existing 7- to 22-foot-wide dirt road located on private property in the NWSFV Subarea that leads from the proposed Las Lajas Canyon Road Trail north on Sulphur Canyon Road through Sulphur Canyon, around La Quinta Ranch into El Toro Canyon, where it connect with the proposed El Toro Fire Truck Road Trail and the proposed Pisque Grande Motorway Trail on Disgan Grande Ridge fire road.	1,928.0–2,203.1 feet above MSL	0.0–84.5 degrees	12.4 degrees	8 feet
Unnamed Trail No. 14	0.7	Proposed County Trail	This proposed trail segment is an existing 11- to 15-foot-wide dirt road located on private property in the NWSFV Subarea that leads from the proposed El Toro Fire Truck Road Trail in El Toro Canyon west to the Ventura County Line, from where the dirt road continues into Chivo Canyon.	1,894.4–2,141.7 feet above MSL	0.0–54.9 degrees	10.5 degrees	8 feet
Unnamed Trail No. 15, western segment	1.6/2.1 total	Proposed County Trail	This proposed trail segment is an existing 14- to 24-foot-wide dirt road located on private property in the NWSFV Subarea that leads from the existing segment of Unnamed Trail No. 15 on Browns Canyon Trail south to the Proposed Unnamed No. 10 Trail, where it leads northeast in a series of switchbacks to an existing segment of Unnamed No. 15 Trail.	2,275.3–2,843.1	0.0–83.9 degrees	13.9 degrees	8 feet
Unnamed Trail No. 15, eastern segment	0.7/2.1 total	Proposed County Trail	This proposed trail segment is located on the existing 11- to 22-foot-wide paved Palo Sola Truck Road located on private property in the NWSFV Subarea that leads from an existing segment of Unnamed Trail No. 15 northeast past Oat Mountain Lookout to the intersection of the proposed Palo Sola Fire Truck Trail and the proposed Oat Mountain Motorway.	3,281.1–3,627.6	0.0–66.0 degrees	14.5 degrees	8 feet
Ybarra Canyon Motorway	0.7	Proposed County Trail	This proposed trail segment is an existing 12- to 16-foot-wide paved road located on private property in the NWSFV Subarea leads from a gate at the existing SMMC/MRCA-managed Ybarra Canyon Motorway Trail within Michael D. Antonovich Regional park southwest through Ybarra Canyon to another existing segment of Ybarra Canyon Motorway Trail within Michael D. Antonovich Regional Park.	1,552.9–1,821.0 feet above MSL	0.1–44.9 degrees	10.2 degrees	8 feet

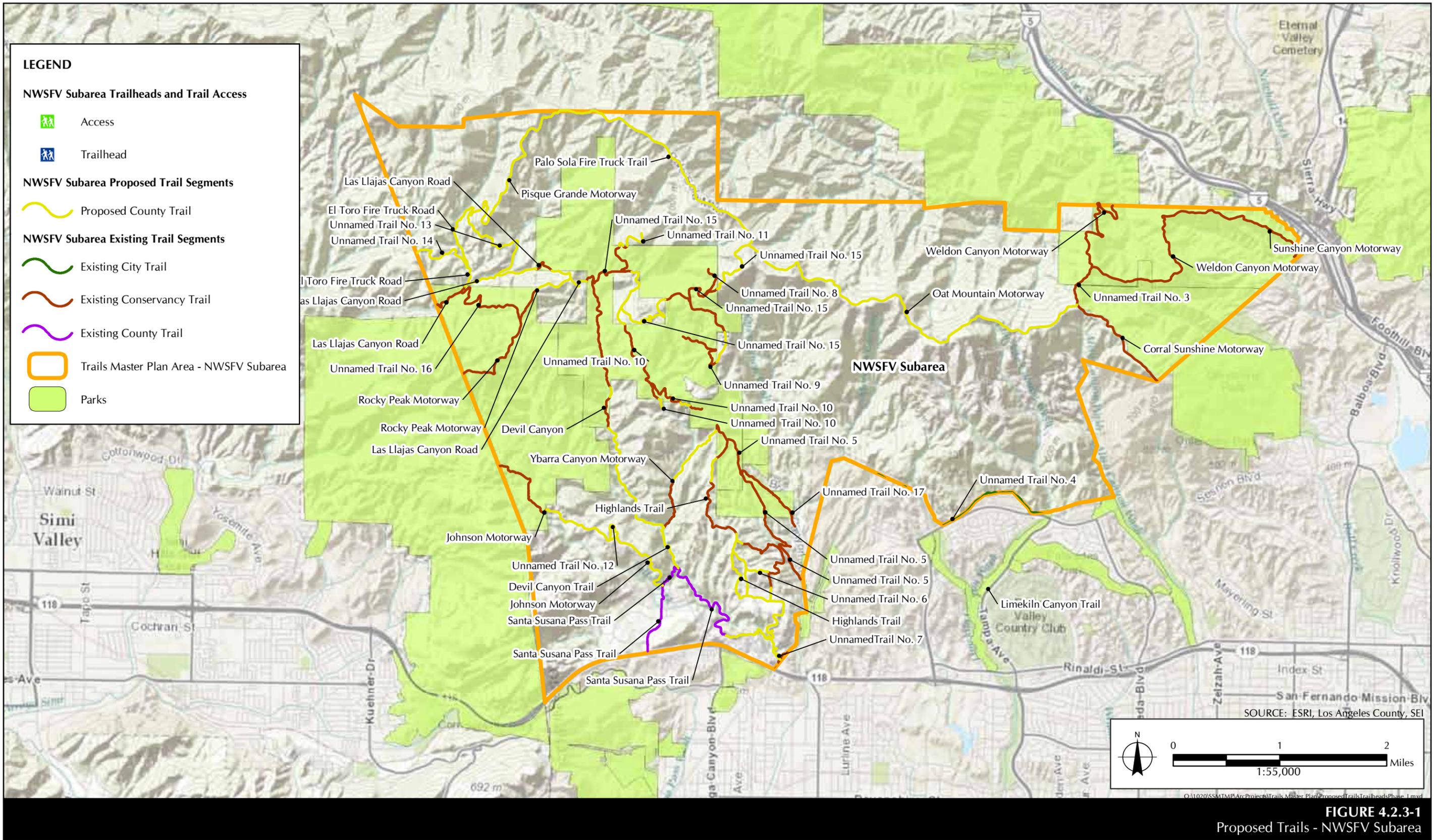


FIGURE 4.2.3-1
Proposed Trails - NWSFV Subarea

4.2.4 Connections to Points of Interest

Northwest San Fernando Valley Subarea

When fully developed, the existing and proposed trails within the Trails Master Plan will provide physical or visual connections to eleven (11) of the nineteen (19) points of interest that were evaluated for planning purposes (Figure 4.2.4-1, *Access to Points of Interest – NWSFV Subarea*) (see Section 3.3). Physical connections will be provided to 8 of the 19 Points of Interest (Figure 4.2.4-1).

Points of Interest within the NWSFV Subarea — High Priority

- **Oat Mountain Lookout:** three proposed trail segments will provide visual and physical access to this point of interest: Oat Mountain Motorway, Palo Sola Fire Truck Trail, and Unnamed No. 15.
- **Rocky Peak:** the proposed Johnson Motorway Trail will facilitate visual access to this peak and provide an additional access point to Rocky Peak Motorway, which facilitates physical access to the peak.
- **Deer Lake Highlands:** the proposed Unnamed No. 6 Trail and Highlands Trail will provide both visual and physical access by recreation users to this historic site.

Points of Interest within the NWSFV Subarea — Medium Priority

- **Ybarra Canyon:** the proposed Ybarra Canyon Motorway Trail will provide both visual and physical access to this canyon.
- **Sulphur Canyon:** the proposed Unnamed No. 13 Trail will provide recreation users with visual and physical access to the mouth of Sulphur Canyon, and the proposed Pisque Grande Motorway Trail and Palo Sola Fire Truck Trail will facilitate glimpses of Sulphur Canyon.

Points of Interest within the NWSFV Subarea — Low Priority

- **La Quinta Ranch:** the proposed Unnamed No. 13 Trail will facilitate physical access to La Quinta Ranch and views of the ranch property from the north.

- **El Toro Canyon:** the proposed Pisque Grande Motorway trail will facilitate visual and physical access to the canyon as it will follow the eastern ridgeline of the canyon then enter the canyon through switchbacks.
- **Las Lajas Canyon:** the existing Conservancy-managed segment of Rocky Peak Motorway already provides both visual and physical access to the canyon. The proposed Las Lajas Canyon Road trail link will facilitate additional visual and physical access to the canyon.

When fully developed, the proposed trails would provide visual connections to three additional Points of Interest within the NWSFV Subarea of the Trails Master Plan Area (Figure 4.2.4-1).

Points of Interest within the NWSFV Subarea — High Priority

- **Bee Canyon:** the proposed Oat Mountain Motorway Trail will provide visual access to the canyon.
- **Unnamed Reservoir 1:** the proposed Oat Mountain Motorway will provide visual access to the reservoir foundation.

Points of Interest within the NWSFV Subarea — Medium Priority

- **Blind Canyon:** the proposed Devil Canyon Trail will facilitate visual access to the mouth of Blind Canyon.

Southwest Santa Clarita Valley Subarea

When fully developed, the existing and proposed trails within the Trails Master Plan Area will provide visual or physical connections to 4 of the 11 Points of Interest within the SWSCV Subarea of the Trails Master Plan Area (Figure 4.2.4-2, *Access to Points of Interest - SWSCV Subarea*). Physical connections will be provided to 1 additional Point of Interest within the SWSCV Subarea of the Trails Master Plan.

Points of Interest within the SWSCV Subarea — High Priority

- **Pico Canyon:** the proposed Pico Canyon Trail will provide visual and physical recreational access to the mouth of Pico Canyon, including access to the historic oil mining town of Mentryville at the terminus of the proposed trail.

The *County Trails Manual* contains specific methods for building trails in areas with steep slopes and riparian crossings. The *County Trails Manual* should be referenced for further information to determine the constructability of trail segments.

When fully developed, the existing and proposed trails within the Trails Master Plan Area will provide visual access to three (3) Points of Interest within the SWSCV Subarea of the Trails Master Plan Area (Figure 4.2.4-2).

Points of Interest within the SWSCV Subarea — Medium Priority

- **Salt Canyon:** the highest elevation points of this canyon will be visible from the ridgeline on the proposed Palo Sola Fire Truck Trail, but the canyon will not be physically accessible through existing or proposed County trails. The development of Newhall Ranch will provide recreational access to the canyon through the trails proposed in the Newhall Ranch Specific Plan.

Points of Interest within the SWSCV Subarea — Low Priority

- **Sand Rock Peak:** the Trails Master Plan will not connect with this peak at the edge of Santa Clarita Woodlands Park; however, the peak will be visible in the distance from the proposed Pico Canyon Trail when viewed through Wickham Canyon.
- **Wickham Canyon:** the proposed Pico Canyon Trail will pass by the opening of this privately owned canyon and provide views of the canyon.

4.2.5 Connections to Neighboring Recreational Resources

City of Los Angeles Department of Parks and Recreation/Chatsworth-Porter Ranch Community Plan

The Trails Master Plan ensures connectivity with the City of Los Angeles trails system through its connection to Unnamed Trail No. 5 proposed within the Chatsworth-Porter Ranch Community Plan that facilitate a connection to the existing Limekiln Canyon Trail (Figure 4.2.5-1, *Connection to Chatsworth-Porter Ranch Community Plan*).

Rim of the Valley Trail Corridor

The Trails Master Plan ensures connectivity with the following regional trails through its proposed trail segments that will complete this section of the Rim of the Valley Trail Corridor (Figure 4.2.5-2, *Connection to Rim of the Valley Trail Corridor*):

- Proposed Simi to the Sea Trail (leading to the Pacific Ocean in Malibu) in the SMMRNA
- Proposed Juan Bautista De Anza Historic Trail (according to the California Recreation Trails Plan, it would extend west to Pacific coast at Ventura Harbor and extend southeast towards Mexicali), which was referenced in the California Recreation Trails Plan Corridors and SMMRNA

The DPR-proposed trails within the Trails Master Plan Area do not impact any of the significant ridgelines identified in the Santa Clarita Valley Area Plan.

4.3 PROPERTY RIGHTS ANALYSIS

In order to complete the trail segment connections discussed in Section 4.2 and close gaps in the trail planning area, it will be necessary to acquire the property required for each segment or acquire trail easements on the property (Figure 4.3-1, *Proposed Trail Ownership – NWSFV Subarea*, and Figure 4.3-2, *Proposed Trail Ownership – SWSCV Subarea*). There are several ways to go about this from fee simple acquisition to eminent domain. Each approach has advantages and disadvantages (Table 4.3-1, *Land Acquisition Method Comparison*).

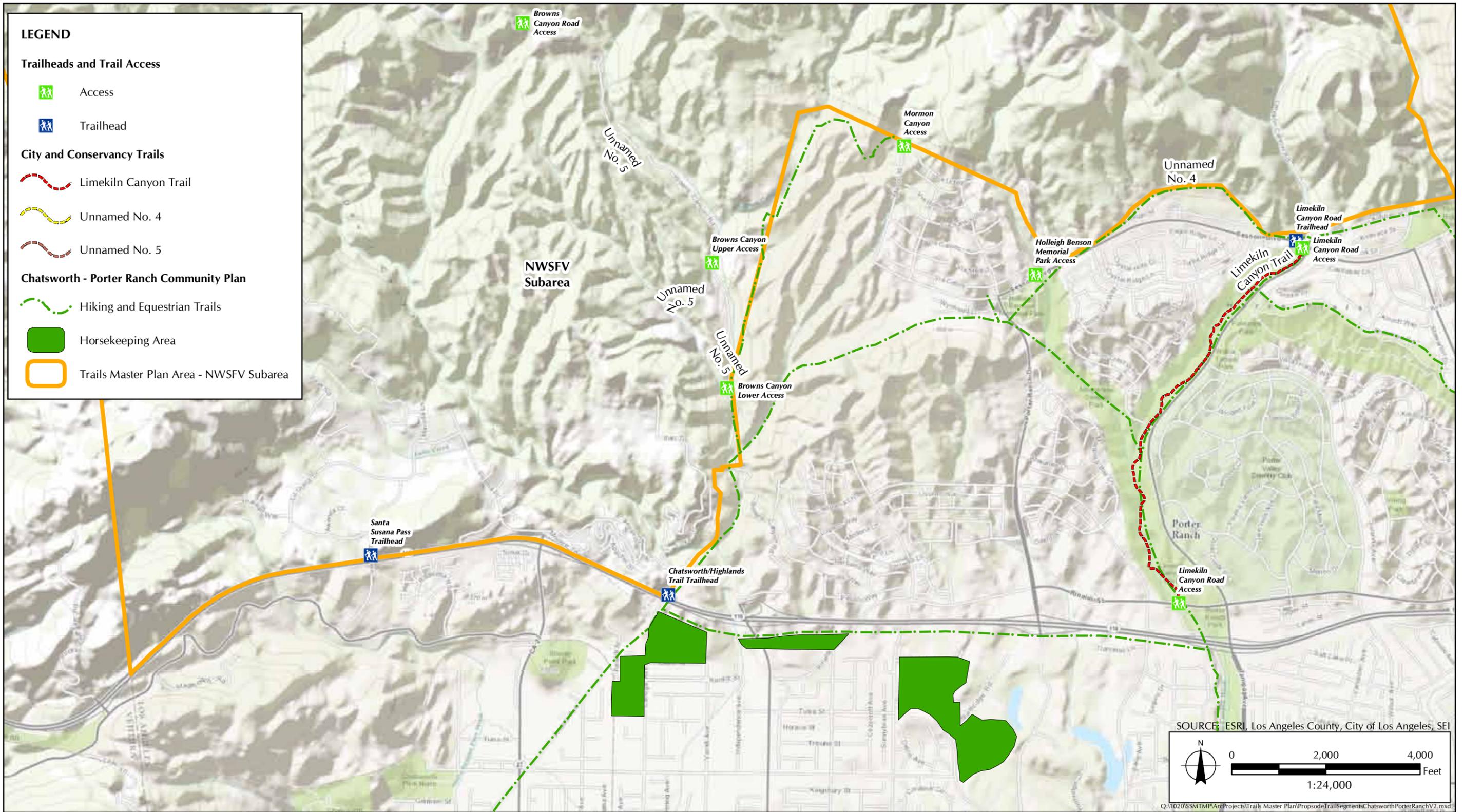
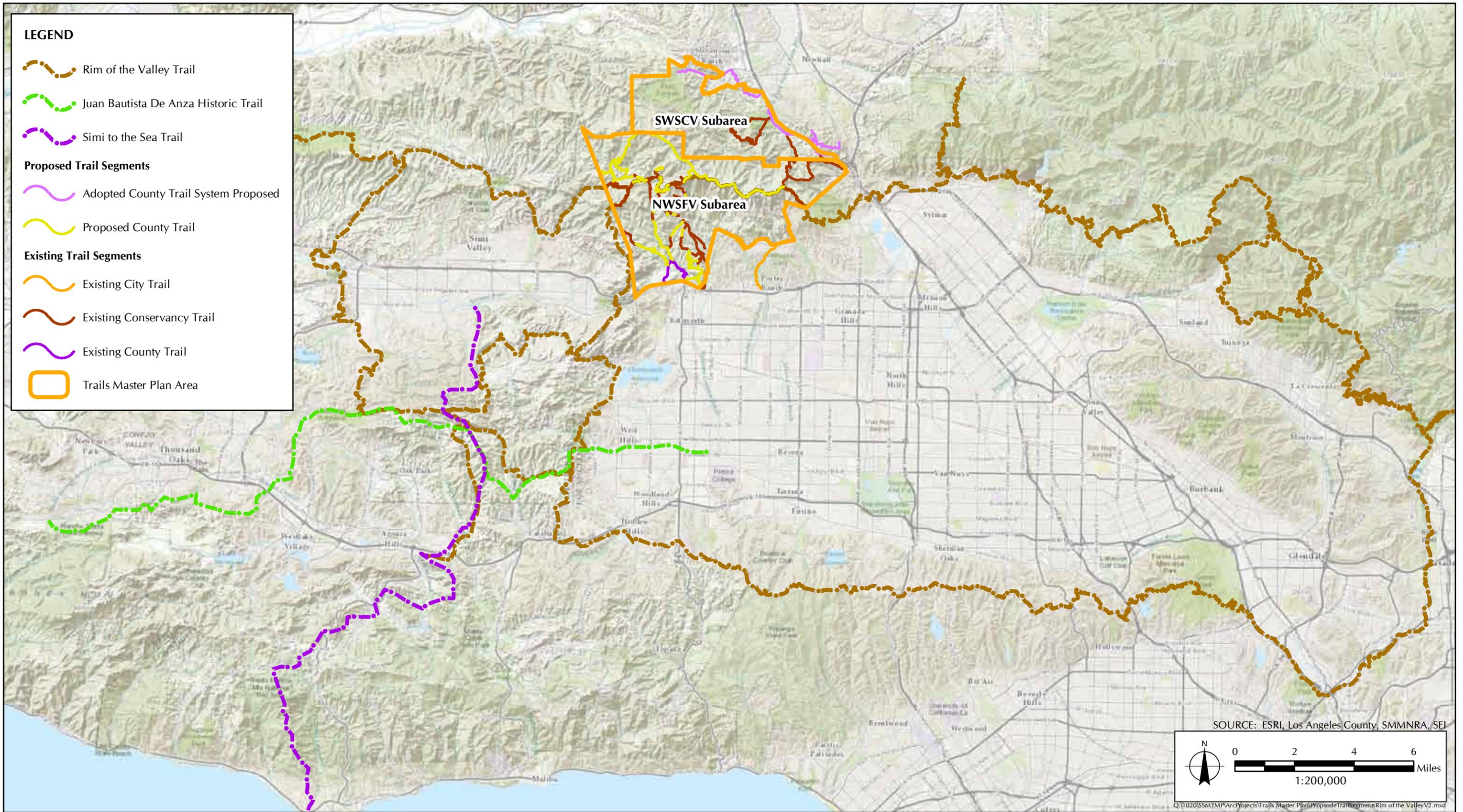


FIGURE 4.2.5-1
 Connection to Chatsworth-Porter Ranch Community Plan



LEGEND

- Rim of the Valley Trail
- Juan Bautista De Anza Historic Trail
- Simi to the Sea Trail
- Proposed Trail Segments**
- Adopted County Trail System Proposed
- Proposed County Trail
- Existing Trail Segments**
- Existing City Trail
- Existing Conservancy Trail
- Existing County Trail
- Trails Master Plan Area

SOURCE: ESRI, Los Angeles County, SMMNRA, SEL

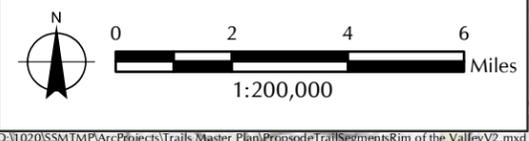


FIGURE 4.2.5-2
Connection to Rim of the Valley Trail Corridor

**TABLE 4.3-1
LAND ACQUISITION METHOD COMPARISON**

Land Acquisition Method	Range of Uses	Time to Complete	Complexity	Legal Exposure	Expense
Fee Simple Acquisition	●	⊙	●	●	⊙
Acquisition by Nonprofit Foundation or a Conservancy Trust	●	⊙	⊙	⊙	●
Negotiated Sale	●	⊙	⊙	●	⊙
Purchase of Tax Default Property	●	●	⊙	●	⊙
Bargain Sale	●	●	⊙	●	⊙
Option/First Right of Refusal	●	⊙	⊙	⊙	⊙
Easement Purchase	⊙	⊙	⊙	⊙	●
Shared Easement	⊙	⊙	●	⊙	●
Donation of Property	●	⊙	●	⊙	●
Required Dedication of Property or Easements	●/⊙	●	●	⊙	●
Eminent Domain of Property or Easements*	●/⊙	⊙	⊙	⊙	⊙

KEY: ● = Poor/Difficult; ⊙ = Moderate; ● = Good/Favorable.

NOTE: * Use of eminent domain is not proposed or recommended as a tool for trail acquisition.

SOURCE: Buncombe County. August 2012. *Buncombe County Greenway & Trails Master Plan*.

Available at: <http://www.buncombecounty.org/common/parks/MasterPlan/5-LandAcquisition.pdf>

It is understood that the acquisition of property for the completion of gaps identified in the Trails

Master Plan Area will take place incrementally and over a period of time. However, it is important to be prepared to seize property acquisition opportunities as they arise and to understand the most appropriate acquisition method for the task at hand.

Irrespective of the means of property conveyance, the DPR should adhere to the specifications articulated in the *County Trails Manual*. In particular, the DPR should complete an updated NWSFV Subarea Environmental Site Assessment to ensure that there are no known or expected sources of contamination that may require remediation. Where there is a known or expected source of contamination, a cost estimate for the work required to fully remediate the site conditions suitable for recreation purposes, should be prepared by a Registered Engineering Geologist or a Registered Environmental Assessor, and taken in to consideration as part of the land conveyance process.

4.3.1 Fee Simple Acquisition

One option for acquisition is a fee simple acquisition of property. This involves purchasing the title, with all rights, to the property at fair market value. In many cases, proposed trail segments only pass through portions of an owner's property. As a result, this would require that the parcel be split. In order to assess how much of an owner's property is needed for acquisition, a survey of all proposed trail segments is needed. The survey not only indicates how much property is needed, but also provides the boundaries and the acreage of property being purchased, and may be used to determine the value of the property via an appraisal. Once the acquisition is complete, the property is owned outright by the purchaser. This allows for the broadest legal range of allowable activities on the property, including full liability and maintenance responsibilities. Although an effective strategy, the nonrecoverable costs associated with fee simple acquisition of property make this an expensive option. Reserving the use of fee simple acquisition for key parcels and for properties that cannot be acquired in any other way will extend the limited funds available for the acquisition for most trail segments.

4.3.2 Acquisition by Nonprofit Foundation or Conservancy Trust

A common approach for land acquisition is the establishment of a nonprofit foundation or Conservancy trust to raise funds for property acquisitions and to purchase property. When properly managed, foundations are tax-exempt, enabling foundations to be more successful in raising funds than a government entity. Donations of land made to foundations are also tax-exempt, making the foundations more successful in negotiating the purchase of properties. The flexibility of foundations in negotiating the purchase of property is heightened by the fact that they are not bound to the same limitations as local governments. Furthermore, some property owners are more comfortable negotiating with a foundation than with a government agency.

4.3.3 Negotiated Sale

A situation may exist where a less than fair market value purchase price can be negotiated, by mutual agreement only between the Seller (private individual/entity) and the Buyer (County) with a full disclosure of a Fair Market Value Narrative Appraisal Report to the Seller.

4.3.4 Purchase of Tax Default Property

A Tax Default Property Sale involves the purchase of property where the owner has defaulted on the payment of property tax and the property has been put up for sale as a result. The purchase of these properties involves a similar process to the Bargain Sale. However, the circumstances involved as the cause of the sale are quite different. As in the Bargain Sale, having the flexibility to acquire properties when they are available is essential to being able to take advantage of these opportunities as they arise.

4.3.5 Bargain Sale

Bargain sales involve the asking price of a property to be reduced as a result of some characteristic of the property being perceived as affecting the value of the property. The identification of properties required for trail developments during the initial planning efforts and continued contact with the property owners is essential to understanding when the property may be available through a bargain sale. Factors

that may result in a property being offered at a bargain price are varied, and may include:

- Needs of the owner(s) to obtain funds quickly
- Burdening of the property with challenges such as an environmental contamination or structural damage
- Limited development potential of the property due to its size, access, etc.

Tax advantages to the owner

Having the flexibility to acquire properties when they are available and hold them for trail construction at a later date is essential to being able to take advantage of these opportunities. This type of flexibility requires the ability to raise capital, maintain a reserve fund, or obtain credit for the acquisition.

4.3.6 Option / First Right of Refusal

In the event that a property owner may be willing to consider the sale of a property at a future date, the option to pursue purchase of the property at the future date or a first right of refusal should be considered. An option for the purchase of a property acknowledges that the owner (optioner) will sell the property to the trail developers (optionee) at some agreed-upon time or upon completion of an identified action. A formal and legally binding agreement established all the parameters for the option and identifies the time when the option will be exercised, at which time the purchase will be completed. At the time of the signing of the option agreement the optionee provides the monetary payment, which is held in a trust account, payable to the optioner.

A first right of refusal is an agreement entered into between the prospective purchaser of the property and the prospective seller. This agreement differs in that it does not commit the owner to sell the property nor does it commit the trailer developer to purchase the property. A first right of refusal is an agreement whereby the owner commits to make the potential purchaser aware that the property will be sold and provide the potential purchaser with the right to purchase the property before it is made available to others. Upon notification of the plans to sell the identified property, the potential purchaser makes a decision whether to enter into a contract

for the purchase of the property. The agreement may or may not include the transfer of money of other considerations any may or may not have a time limit assigned to it.

4.3.7 Easement Purchase

An easement provides the right to use the land of another for a specified purpose, as distinguished from the right to possess that land. An easement agreement permits the use of a property for a specific purpose. The acquisition of easements for the purpose of locating, constructing, and maintaining trail segments normally minimizes the costs of obtaining the property for the DPR and/or developer. The value of an easement is often significantly less than the fee simple value of the property in recognition of the limits on the use of the property imposed by the easement agreement. The easement agreement should specify adequate room for the construction and maintenance of the trail segment(s). The agreement may specify an easement of a certain width to permit trail construction, with a lesser width identified for the trail's permanent easement. In areas of very steep topography, it may be advantageous to negotiate an easement that is much wider than the actual right of way that is required in order to provide a greater level of flexibility for trail design and construction.

Additionally, the easement may address the rights and responsibilities of the grantor and the grantee. The grantor may retain the right to pass over the easement, to locate certain utilities within or across the easement, or to use the acreage located within the easement for the purpose of calculating the density of development permitted by land development ordinances applicable to the property on which the easement is located. The grantee may be charged with certain responsibilities, such as maintaining the trail easement and keeping it free of debris and litter, along with the right to use the easement for trail multi-use.

4.3.8 Shared Easement

Land on which a trail segment is proposed may be encumbered by an existing easement, most commonly for the location of utilities. During the planning phase, all utility easements located within the trail corridor should be explored for the feasibility of locating trail segments within the existing utility easements. Due to the specificity of easement agreements, an additional easement

may have to be obtained for the location of the trail segments. Discussions with utility providers and others who hold significant easements within the proposed trail areas should be undertaken early in the planning process in an effort to obtain a general agreement for the shared use of their easements. A general agreement would provide the assurance that the easement could be used, provided the property owner permits an addition use, and establishes the standards and conditions that must be met for the shared use of the easement.

4.3.9 Donation of Property

Efforts to obtain donation of easements and/or property for trails development should be given high priority. While the costs of negotiating the donation and the potential legal fees involved are incurred in this strategy, significant property costs are avoided. As mentioned above, contact with the property owners early in the planning phase is important in efforts to obtain property and/or easement donations. The ability to receive favorable tax benefits as a result of the donation of the easement and/or property may be the deciding factor in an owner deciding whether or not to make a donation. In some cases, the generosity of the property owner in making a donation will be recognized by naming trail segments in honor of the donor. This can be done by placing her or his name in a prominent location of the trails, in publications, or in other ways agreeable to the donor.

4.3.10 Required Dedication of Property or Easements

The requirement by a local government that land identified in an adopted plan for the location of trails be dedicated as a condition of the development of that property is becoming more common. The requirement is typically a part of open space standards found in land development ordinances for the local jurisdiction. Open space standards require a certain amount of land within the property being developed or redeveloped be set aside as open space to meet the recreation needs of the future residents or users of the proposed development.

The standards can require that land identified for trails development be dedicated to the local jurisdiction and that the area be counted toward the open space requirement for the proposed development. Generally, the Developer would be responsible for constructing and maintaining

the trails as per County DPR guidelines. The DPR would then take responsibility for trail maintenance and liability. An understanding on the part of the property owner/developer of the benefits of having trails segments located within the development that would connect to other uses and destinations in the community should offset any concerns about the required dedication of the property. An additional benefit is that the trail segments would be constructed and maintained by the local government.

4.3.11 Eminent Domain of Property or Easements

The negative aspects of eminent domain make it a less than effective strategy and one that is rarely recommended for use. The use of eminent domain casts a pall over the trails planning process and makes other property owners less willing to consider the sale or donation of property for trail segments. The negative aspects of eminent domain make it a less than effective strategy and one that is rarely recommended for use. The complexities of carrying out the eminent domain process correctly, the legal costs associated with it, and negative implications of using this process make it a strategy that should not be used for the acquisition of property for trails development.

4.4 TRAIL CONSTRUCTABILITY

The 71.5 miles of existing and planned trails within and adjacent to Phases I and II of the Trails Master Plan include a wide variety of terrain and elevation range. The highest location of the planning area is Oat Mountain at 3,647 feet above MSL, and the lowest location is the Santa Susana Pass Trailhead at 1,140 feet above MSL. This results in an elevation range of 2,507 feet (Figure 4.4-1, *Trails Master Plan Area Elevation*). Slopes in the planning area range from 1 or 2 degrees to 80 degrees at the steepest (Figure 4.4-2, *Trails Master Plan Area Slope*). Given this wide range of elevation and steep slopes, it would be expected that substantial technical challenges would exist for the construction of proposed trails. Additionally, several of the proposed trail segments cross areas of wetland identified by the National Wetlands Inventory (NWI) as identified in Table 4.4-1, *Proposed Trail Segment NWI Crossings*.

**TABLE 4.4-1
PROPOSED TRAIL SEGMENT NWI CROSSINGS**

Proposed Trail Name	Number of NWI Crossings
Devil Canyon Trail	33
Highlands Trail	3
Pico Canyon Trail	34
Unnamed Trail No. 2	3
Unnamed Trail No. 6	1
Unnamed Trail No. 7	8
Unnamed Trail No. 15	4
Ybarra Canyon Motorway	2

SOURCE: U.S. Fish and Wildlife Service, National Wetlands Inventory. n.d. Wetlands Mapper. Available at: <http://www.fws.gov/wetlands/Data/Mapper.html>

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