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SANTA SUSANA MOUNTAINS TRAILS MASTER PLAN - PHASE II

APPENDICES

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APPENDIX A:
PUBLIC COMMENTS

Public comment was collected through mapping exercises during a series of community outreach meetings, written surveys and an online mapping application made available on the trail plan website. Data collected provided user input on the needs of the individual users as well as the community as a whole. The final information provided was implemented into the SSMTMP-PII and included aspects such as trail alignment locations, destinations to connect to, proposed locations of trail features and areas that were not compatible with trail development.

A.1 Community Meetings

DPR developed outreach activities in support of the SSMTMP-PII focused on agency, stakeholder, and public participation opportunities. A total of six meetings were conducted in the early phases of the project, one with agency stakeholders, and five public, with trail users and the community at-large. The purpose of the outreach was to gather information on where people are actively using trails, and where trail connections and amenities are needed. The information collected informed the proposed trail network developed as part of the SSMTMP-PII and CEQA process.

Public meetings were held in two locations, in order to provide convenient access for all potential attendees. A series of meetings focused on specific user groups, though all were made public and all types of users and community members were invited to participate in every meeting.

Meetings were held on:

April 11, 2017 / Outreach Meeting, Phase II.a Area

April 18, 2017 / Open House, Phase II.b Area

April 27, 2017 / Equestrian Community Workshop

May 4, 2017 / Mountain Biking Community Workshop

May 11, 2017 / Hiking Community Workshop

The following notes were collected during these meetings.

April 13, 2017

Call-Outs

- Camping- SE of Safe Ranch
- Work with private property owners and developers –all of the southern portion of Phase II.b
- Cave hike – (Southern part of Phase II.b area)
- Woolsey Canyon Road
- Dangerous road
- Frequent accidents
- Concern
- Amenities added
- Patrols
- Or Box
- Open area
- Adjacent to edge of Phase II.b, South of Woolsey Canyon Road
- Dayton Canyon 150 houses
- 2000 years of Chumash remains
- LA and Ventura Counties often arrive for emergencies
- Police/Fire
- Similarity Between E Simi and Lake Manor
- Connection (link) NW-SE From Santa Susana County Park to NE edge of Phase II.b
- Look for opportunity to preserve -
- Andora Estates

- Existing trails from reservoir to SP (To the west and between Plummer Street and Devonshire)
- Stage Coach Roads
- Closed –lead contain – South (S-NE and SW) in Santa Susana Pass state park
- Photo of Long views area offered from any peaks in the Phase II.b area
- Access for Sale
- Trail Master Plan- Phase II Map Call-Outs
- Existing developed trail- Northern part of Ed Davis Park in Towsley Canyon E-W
- Trail connection (NS) Along 5 FWY By Gateway Ranch Open Space
- MTB Route- Along Existing trail (pink) in Michael D Antonovich Open Space
- Rice – Connection Existing trail (pink) In Southern tip of Phase II.a and Proposed trail (blue) in Phase II.a
- Backpack WG?
- N to S Linking Proposed County Trail SSMTMP (blue) in Phase II.a to Phase I
- Is this developed? (Area between Simi Valley and Indian Springs Open Space Along outer edge of Phase I)

April 27, 2017

Post-It Notes

- Liverson Entrance is unpleasant (asphalt and steep) Hard to access for horses
- De Soto to 101
- Browns Canyon Road
- Bad parking log
- Lots of No Trespassing Signs
- Simi Valley Area staging area would be great or by Corriganville Lunder Property over Rocky Peak- to Chumash trail across to corner
- Bridge to Nowhere Should Connect to Brown Canyon
- 3-4 hours Would ride- Need ample parking

- Hill Canyon Entrance to Wildwood off Santa Rosa Road- Great Access Point
- Liverson up Johnson Motorway- Santa Susana Pass
- 101, Cheseboro-Victor would connect out to Malibu
- We need more of these
- Aliso to Santa Susana
- Old Morning Loop Trail
- Vehicle access every 5-8 miles on feet – Good
- Joaquin Devil's Canyon Trail Connection Needed
- Need Rest stops with overnight camping at Los Angeles Santa Monica Mountains/ Topanga Canyon
- Sandra Cattell - She is active in Stevenson's Ranch Areas (661) 714-2850; sumcatt@yahoo.com
- Placerita Canyon has an active Docent- Can reach out to people
- [Indian Springs, Indian Oaks, Indian Falls]- HOAs
- MRCA access near reservoir
- Fishbeck
- Chatsworth Lake Manor
- Delta of Land Between
- Devil's Canyon- Maintenance issues
- Burned down horse access to Devil's Canyon-up Johnson Motorway
- Placerita Canyon:
- Bikes are fast + Slow Horses- Create Problems
- How to avoid with tot Project?
- Mormon Canyon- Wood flat Area with access to creek
- Between new park and mountain meadows
- Hidden Creek Trail was promised to provide connectivity to Porter Ranch
- Aliso Canyon put plans off

- Also Mormon Canyon Area
- Rocky Peak off the freeway
- Used to be free parking, but now is MRCA Pay to park
- Need good replacement
- Need staging area to bring me here- Free!
- Accessibility
- Bathrooms
- East Valley- Belleywild1@yahoo.com (Current 20)
- Royan- peacockhill@ca.rr.com
- Keep test stands-National Monument
- SMMC Land could convert to Federal
- Corridor from Malibu to Oak Mountain through SS field Lab National Park level
- County can exploring trails be adopted if too steep for standards
- These mountains are so rugged, the slopes are difficult to overcome
- Working to set up conservatism corps so kids get paid to build trails
- Devils Canyon- 2 miles owned Wetlands mitigation bank community
- Revelation network student journalist

Map Call-Outs

- Before LADWP - of Land
- Good Staging Area
- North of Chatsworth Reservoir
- MRCA locked late
- How to access?
- North West Corner of Phase I
- Need to be more accessible to hikers
- Mormon Connection
- Towsley Canyon (SE)
- Another Staging area possibility
- Mentryville Area Good for Staging Area (at end of Stephenson's Ranch Parkway and north of Pick Canyon Trail)
- Trail access needed under (5 and 14 FWY)
- Wildlife Corridors
- Under freeway accessible
- No good parking lot area
- American Jewish University between north of Proposed Trail (purple) and Simi Valley
- Burro Flats West of Sage Ranch
- At Nike – Swat Training (s. of Michael d Regional Park Joughin Ranch)
- Cap Channels for larger trail easements
- Preserve Field Lab Historic
- Building techniques to avoid building permits
- Clean up government and salvage what's unloaded
- Ways to reuse
- A side business to the trail building
- Group to work with homeowners to get easements for trails
- Wayne Fishbeck
- Trail Gaps may not be visible now
- Saugus to the sea
- But also Santa Clarita/Newhall
- Hiphoparchitecture.com
- NOMA
- Ventura corner at Rim of the Valley and Wayne's
- LA they would leader
- LA science incubator
- National Latino farmers with encounter
- Encounter LA-
- Last Thursday
- LA Trade technical college 2-4
- Five Points Youth Foundation- Transit to Trails
- Student- Santa Ana Trail at Trade Tech

Link

- MRCA New- Link Valley Circle Blvd Proposed Recreational trail (purple)
- From Chatsworth Oaks Park (North of Chatsworth Reservoir) North to West of Santa Susana State Historic Park and 118 FWY
- Poema Entrance to Devil's Canyon through Indian Wells Falls restored
- Link East to Santa Susana Pass Trail
- Trail to Dam used to be there.
- Should have access again
- Link Proposed Trail (purple) along SW edge of Phase I
- Restrooms

Trails

- Edge of Phase I/Phase II.a (5 FWY) link through center of Phase I /Sage Ranch/ To Malibu
- Rim of the Valley Trail Link (Would require new road)
- Chatsworth Station (link) North to Trailheads at intersection of Chatsworth-Porter Ranch Community Plan Trail/and 118 FWY
- Trail Along Drainage
- Brown Creek Along edge of Phase I/ Parallel to Mason Ave

May 4, 2017

Call-Outs

- Stocked loop area (NW of West Ranch High School area)
- Recent burn makes easier to build
- Newhall donated some ridges to Santa Clarita
- NW Ridge along Six Flags Magic Mountain
- No known trail through here
- Proposed Red Trail along 5 FWY -NE of Ed Davis Park in Towsley Canyon

- City developer- Trail Here (circle around existing purple trail Directly North of Gateway Ranch Open Space
- Orcutt Ranch

Link

- Good connection behind Lake Manor
- Chatsworth Oaks Park S
- Old Oil Road (From NW Ed Davis Park in Towsley Canyon north to Pico Canyon Trail
- Bike Trail unauthorized – SE of Ed Davis Park in Towsley Canyon to Border of Phase I
- MTB Road Link to Bike trail unauthorized
- Spring with Tanks S of Bike trail unauthorized
- Washed out road Between edge of Phase I and Phase II.a
- Link SE edge of Phase II.a (SSMFTMP Proposed Trail) in Santa Clarita Woodlands Park to Trail north of Rocky Peak Park
- Loop Trail needed SE Center edge of Phase II.a
- Phase II.b Links
- Too many Ridges across the south end
- Valley
- Towish Trails (mid center of Phase II.b)
- Isolated area land locked
- Motocross area built
- Link NE edge of Chatsworth Reservoir to Mid Center of Phase II.b
- Good Connection behind Lake Mentor
- Chatsworth Oaks Park

Post-It Notes

- Website should have auto-reply:
- “Thank you for your feedback.”
- People want to know their concerns are being heard

- MRCA – Mt Rec Conservation
- PCT N. Fork and Ventura
- Newhall wedge
- Weldon /Towsley
- Towsley / Approximately Ventura
- Newhall can’t farm donated ridges to city of Santa Clarita
- Vet’s camp?
- (Give them work on the trails)
- Stevenson Ranch has many user created trails
- How to expand upon them?
- Motorized mountain bikes
- Would there be regulations?
- Specify specs of trails- e.g. bikes only go up one way, down another
- Strava Heat Map
- Records ____ use on trails
- Download
- Crest to Coast (70 miles)
- PCT at Acton to Ventura
- With NFS (also has the data)
- Santa Clarita has it
- Across Elsmere, Fwy, under Sierra Hwy to Cemetery, Newhall wedge, Woolsey Towsley, Ventura
- Chatsworth Station link to North towards 118 FWY
- In between Box and Woodley Canyon
- Santa Monica Trail bleeds into private property
- Would be great to have trail
- Santa Clarita has data for trails through SC Woodlands Park, MRCA denied it
- Find bypass around private parcels on Johnson and Motorway
- Rim of Santa Clarita Valley
- Placerita Elsmere illegal trail
- “Viper Trail”

- Cut barbed wire- people want to get here!
- Contact: Garin S. Bircsak – gsbircsak@gmail.com
- Barbed Wire fence 6’ tall on MRCA trail from Phase I towards Rice Canyon
- East to West Through Devils and Browns Canyon one difficult because of train
- Facilities less is better
- Mountains with access
- Emergency call boxes
- No Trespassing
- What to do as you hike/bike when you come to signs

May 11, 2017

Post-It Notes

- Ventura County SOAR, Surrounding Community Must look to any open space development
- 12’ Wide trails near development- Attractive to motorcycles and 4x4s and dirt bikes
- John Luker- SSMPA/ Boeing Field lab - Conservation easement
- Santa Susana State park Great area
- Joint Power Agreement needed to connect all parks
- Twin Lake Ranch- Not currently taking care of trails as they should
- Connection between Mentryville and Santa Susana State Historic Park
- SSMPA.com- Lots of information (Jan Hinkson)
- Restrooms attract homeless people
- Too much physical structure create maintenance issues
- More parking lots needed to prevent people from parking on private property
- Picnic tables and map board are all you need

Map Call-Outs

- Attendees Live (denoted by stars on map):
- Stevenson Ranch
- North of 118- between Santa Susana Pass trail and Indian Springs Open Space
- Canoga Park (2)
- Flat Top Trail (12 Apostles) Between Thompson and Webb
- Chatsworth Park
- Connect to LAX/ Crenshaw eventually -Chatsworth Station
- Lake Manor(Chatsworth Reservoir)
- Browns Canyon (Phase I – South)
- Orcutt Roscoe Ranch (along Roscoe Blvd, near Valley Circle Blvd)

Links on Map

- Along Santa Susana Field Laboratory – Purple Proposed Recreational Trail to Phase II.b
- Wilson Canyon
- Need to access Johnson Wood--- Area (N. of 118 at Santa Susana Pass Trail Area

A.2 Comment Sheets

Comment sheets were provided during community meetings to include more information to assist in the trails planning process. An example of the Comment Sheet is shown in **Figure A-1**. A compiled table of all survey comments is shown in **Table A-1**.

Table A-1 WikiMap Survey Responses

Number	What type of trail user are you? (Please check all that apply) - Hiker	What type of trail user are you? (Please check all that apply) - Mountain Biker	What type of trail user are you? (Please check all that apply) - Equestrian
1	---	---	---
2	---	---	---
3	Hiker	Mountain Biker	---
4	Hiker	Mountain Biker	---
5	Hiker	---	---
6	Hiker	---	---
7	Hiker	Mountain Biker	---
8	Hiker	Mountain Biker	Equestrian
9	Hiker	---	---
10	---	---	---
11	Hiker	---	---
12	Hiker	---	---
13		---	---
14	Hiker	Mountain Biker	---
15	---	Mountain Biker	---
16	---	Mountain Biker	---
17	Hiker	Mountain Biker	---
18	Hiker	---	---
19		Mountain Biker	---
20	Hiker	---	---

What type of trail user are you? (Please check all that apply) - Other	If other, please enter type here:	How often do you visit the Santa Susana Mountains area?	Zip Code.
---	Trails Planning Dept.	Once or twice per month	91030
---	skateboarder	More than once per year	90036
---	---	Once per week or more	91304
---	---	Once per week or more	91304
---	---	Once or twice per month	91342
---	---	More than once per year	91307
---	---	Once or twice per month	91360
Other	Resident	Once per week or more	91311
---	---	Once per week or more	91607
---	test		19046
---	---	Once per year or less	91381
---	---	Once per week or more	91381
---	---		
---	---	Once per week or more	91303
---	---		91384
---	---	Once or twice per month	91354
---	---	Once or twice per month	91354
---	---	Once per year or less	90026
---	---	Once per week or more	---
---	---	Once per week or more	91311



COMMENT FORM
Santa Susana Mountains Trails Master Plan
Phase II
Community Meeting

Knollwood Golf Course
12040 Balboa Blvd, Granada Hills, CA 91344
Tuesday, April 11, 2017
6:00 p.m. – 8:00 p.m

This form allows you to make comments regarding the Santa Susana Trails Master Plan – Phase II project. The County is soliciting comments from agencies and the public. You may submit your comments at this community meeting or by mail to the Los Angeles County Department of Parks and Recreation (contact information below). Written comments will be accepted until **June 11, 2017**.

Name: _____

Organization (if applicable): _____

Address: _____

City/State/ZIP: _____

E-mail address: _____

Comments: _____

Send Comments to: County of Los Angeles Department of Parks and Recreation
Attn: Mr. Zachary Likins
Santa Susana Mountains Trails Master Plan – Phase II Comments
510 South Vermont Avenue
Los Angeles, California 90020
E-mail: ZLikins@parks.lacounty.gov

A.3 Wikimap

On the trails website a Wikimap was available for interactive mapping by users outside of public meetings. The comments included suggested trail alignments, current destinations of interest and proposed bike skills parks, trailheads and equestrian amenities.

The final map is shown below and data collected from the map are shown on the following pages.

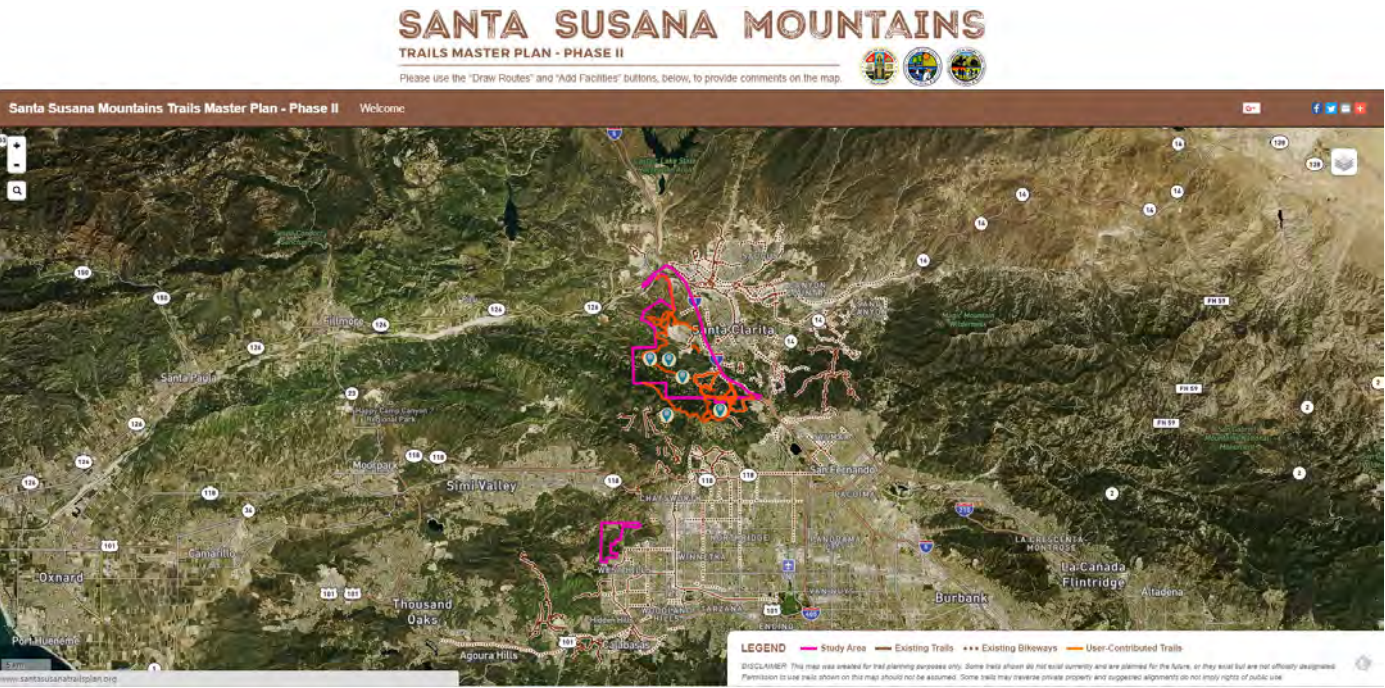


Figure A-2 Wikimap Results

TYPE OF TRAIL USE
(CHECK ALL THAT APPLY)

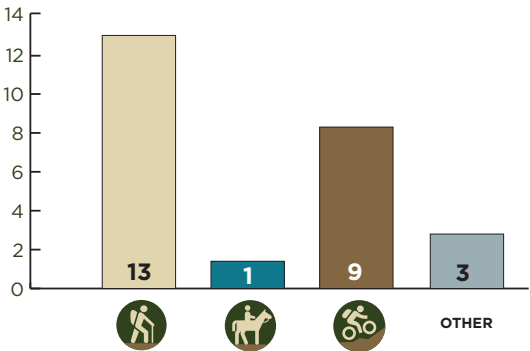
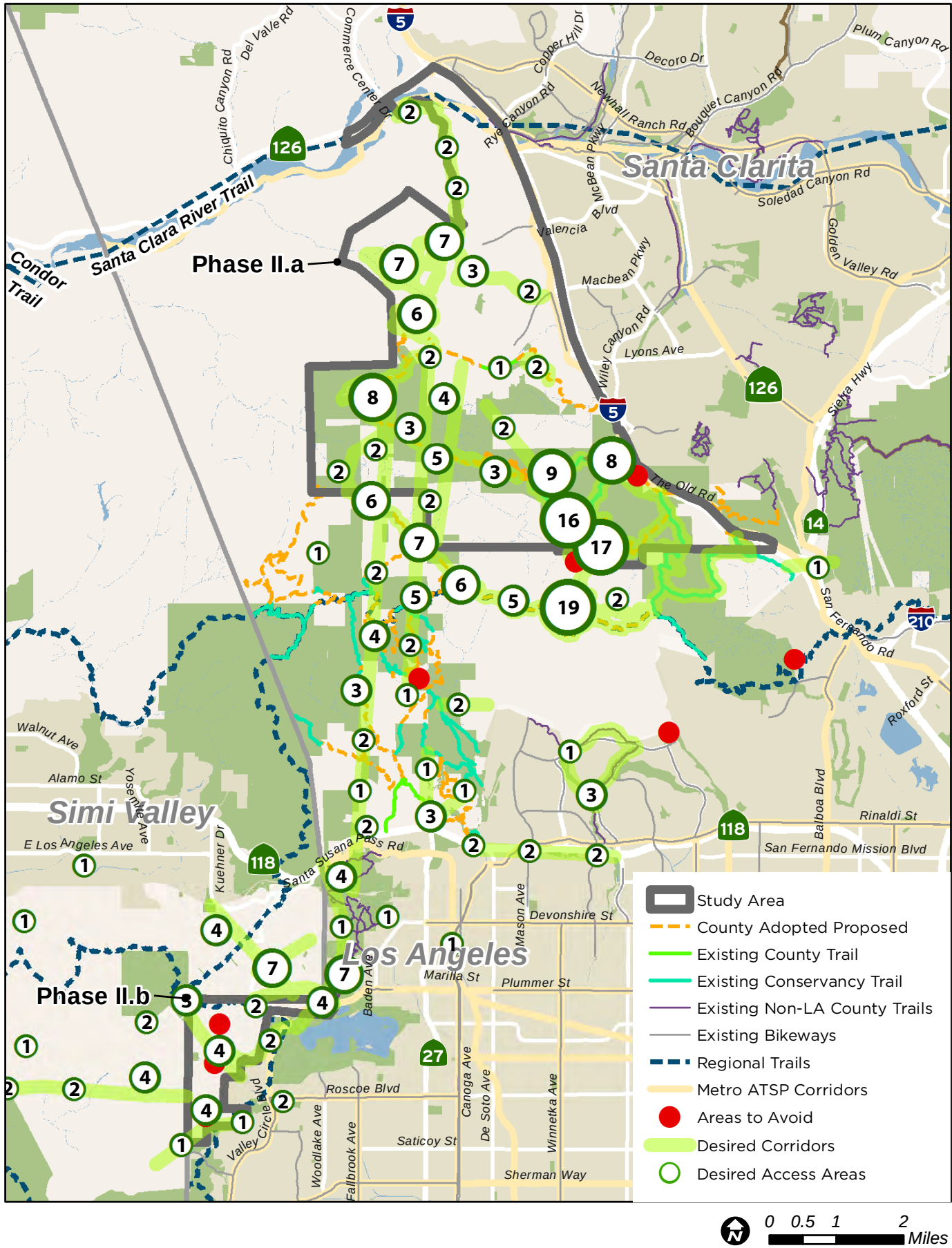


Figure A-3 Wikimap Results: Type of Trail Users



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APPENDIX B:
OUTREACH MATERIALS



TUESDAY
MARCH
14
—
1 PM - 3 PM
LARGE CONFERENCE
ROOM, 1ST FLOOR

LOS ANGELES COUNTY
DEPARTMENT OF PARKS
AND RECREATION

510 SOUTH VERMONT AVE
LOS ANGELES, CA 90020

Please join us!

The purpose of the agency outreach meeting is to introduce the project and gain valuable feedback from stakeholders within the study area.

The Santa Susana Mountains Trails Master Plan – Phase II will act as a framework to encourage and promote expansion of the multi-use trail network and recommend improvements to the existing trails in the study area.

We encourage attendees to take public transportation. Metro Rail’s Vermont/Wilshire Red/Purple line station is two blocks from our location. Please contact us if you require parking.



SHOULD YOU HAVE ANY ADDITIONAL QUESTIONS, PLEASE CONTACT:

Mr. Zachary Likins, Department of Parks and Recreation at ZLikins@parks.lacounty.gov.

Pursuant to the American with Disabilities Act (ADA), the County of Los Angeles Department of Parks and Recreation has designated an ADA Coordinator to effect compliance with the non-discriminatory provisions of the ADA. Upon 3-day request/notice, sign language interpretation and related materials in alternative formats (Braille-transcript, large print, audio-record, video captioning, etc.) or any other accommodations are available for County sponsored activities and events.

For more information you may contact the ADA Coordinator’s Office at (213) 738-2970, TTY (213) 427-6118, Fax (213) 738-8398.

SANTA SUSANA MOUNTAINS • TRAILS MASTER PLAN - PHASE II

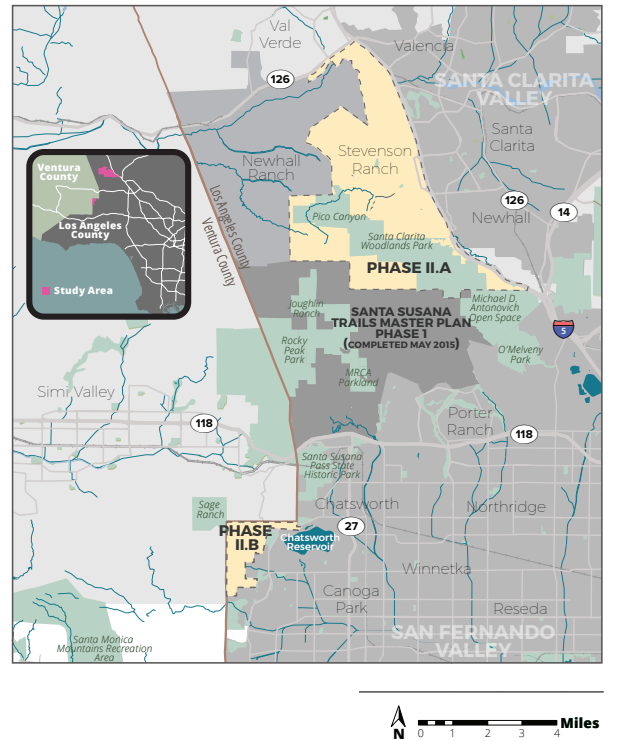
FACT SHEET

The Santa Susana Mountains Trails Master Plan – Phase II encompasses approximately 24 square miles in the Santa Clarita Valley and San Fernando Valley in the northwestern portion of Los Angeles County.

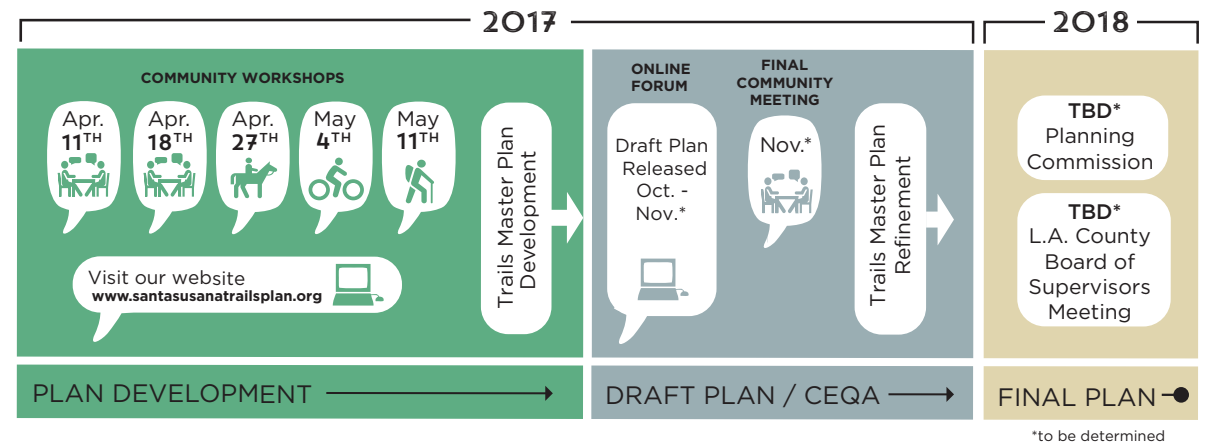
The study area is composed of generally mountainous and valley terrain that abuts Henry Mayo Drive (SR-126) to the north, the Interstate-5 freeway and the City of Los Angeles to the east, the City of Los Angeles and Phase I of the Santa Susana Mountains Final Trails Master Plan Area to the south, and the Newhall Ranch Specific Plan Area and Ventura County to the west. The study area, which is located in the Fifth Supervisorial District, includes a portion of the Santa Susana Mountains Final Trails Master Plan Area.

The Trails Master Plan will act as a framework to encourage and promote new multi-use trails and recommend improvements to existing trails, providing trails with seamless transitions throughout the proposed study area to areas, jurisdictions, and prime destinations within and adjacent to the proposed study area. The plan will include recommendations for reducing unmet local recreation demand in the Santa Clarita Valley Planning Area, San Fernando Valley Planning Area, and in the 5th Supervisorial District.

STUDY AREAS:
Santa Susana Trails Master Plan Phase II



STUDY TIMELINE





TUESDAY
APRIL
11
—
6 PM - 8 PM
KNOLLWOOD GOLF COURSE
12040 BALBOA BLVD,
GRANADA HILLS, CA 91344

LOS ANGELES COUNTY
DEPARTMENT OF PARKS
AND RECREATION

Please join us!

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Refreshments will be provided. Free parking is available at the event location.



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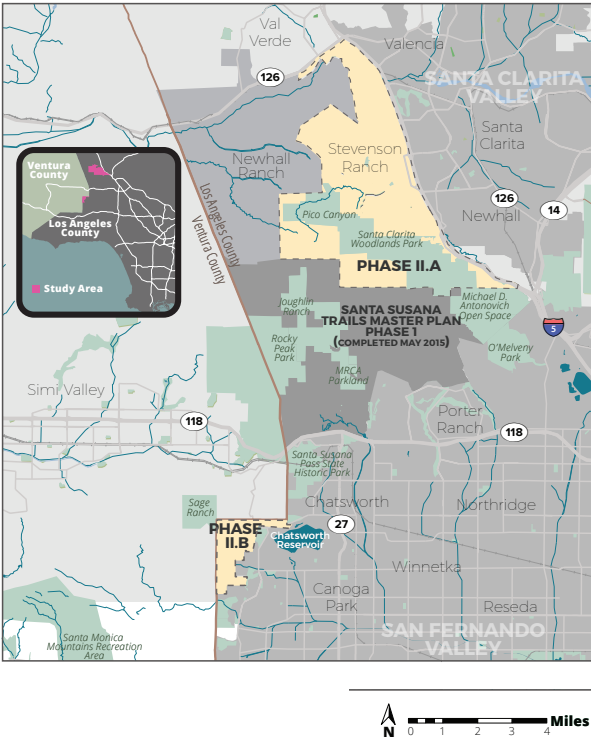
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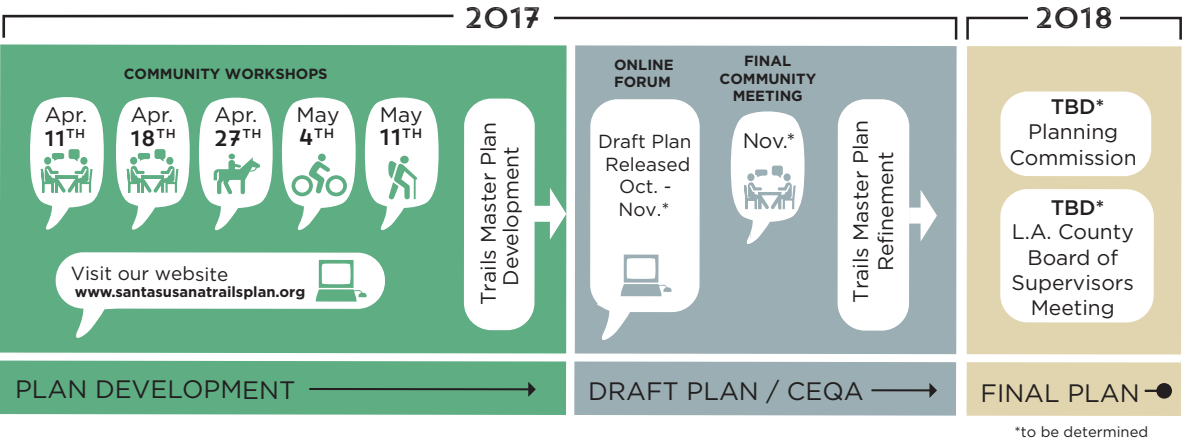
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 **STUDY AREAS:**
Santa Susana Trails Master Plan Phase II



STUDY TIMELINE





TUESDAY
APRIL
18
—
6 PM - 8 PM
COMMUNITY ROOM
AT SHADOW RANCH
RECREATION CENTER
22633 VANOWEN STREET,
WEST HILLS, CA 91307

LOS ANGELES COUNTY
DEPARTMENT OF PARKS
AND RECREATION

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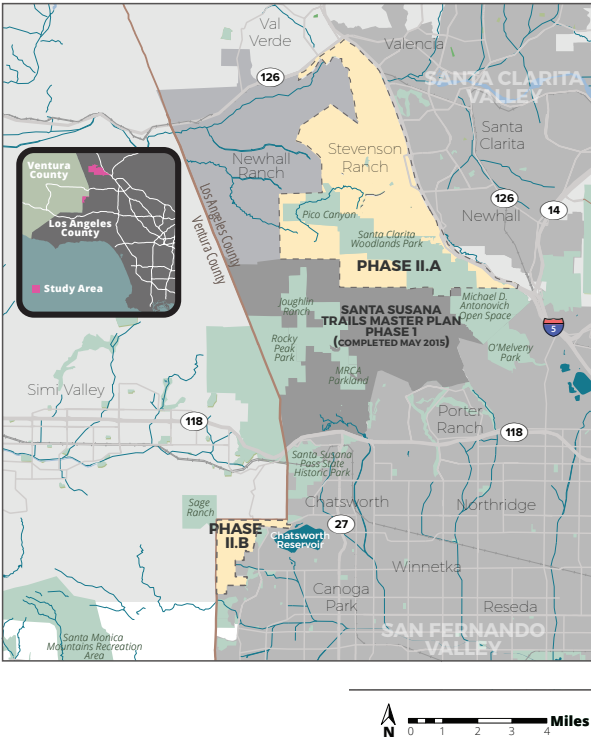
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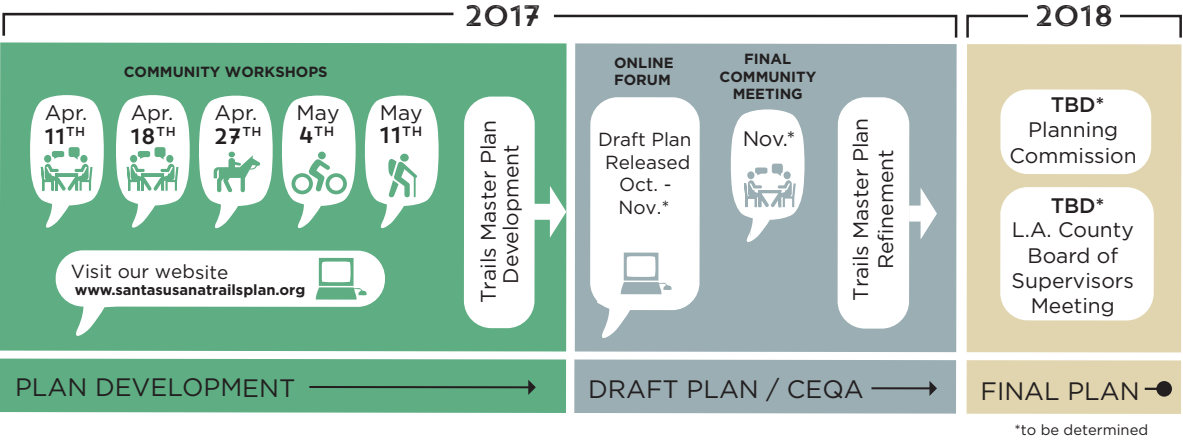
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STUDY AREAS:
Santa Susana Trails Master Plan Phase II



STUDY TIMELINE





THURSDAYS

EQUESTRIAN:
APRIL 27

MOUNTAIN BIKING:
MAY 4

HIKING:
MAY 11

6 PM - 8 PM

KNOLLWOOD GOLF COURSE
12040 BALBOA BLVD,
GRANADA HILLS, CA 91344

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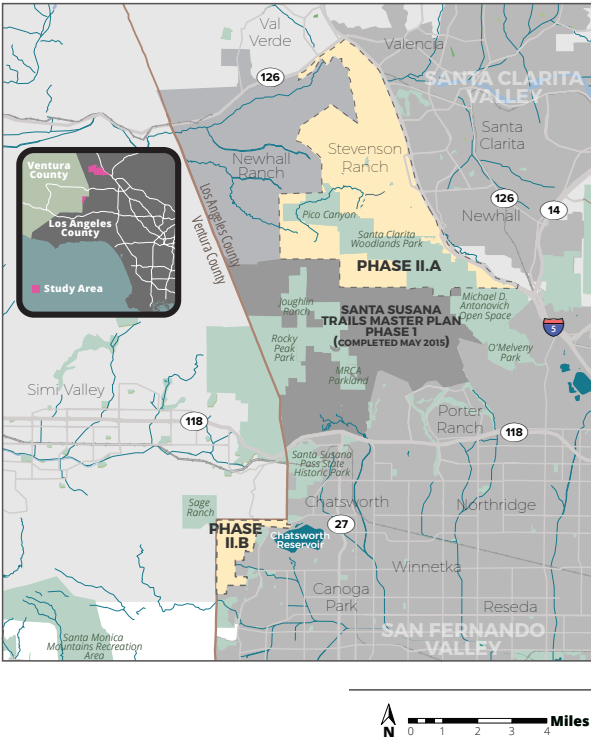
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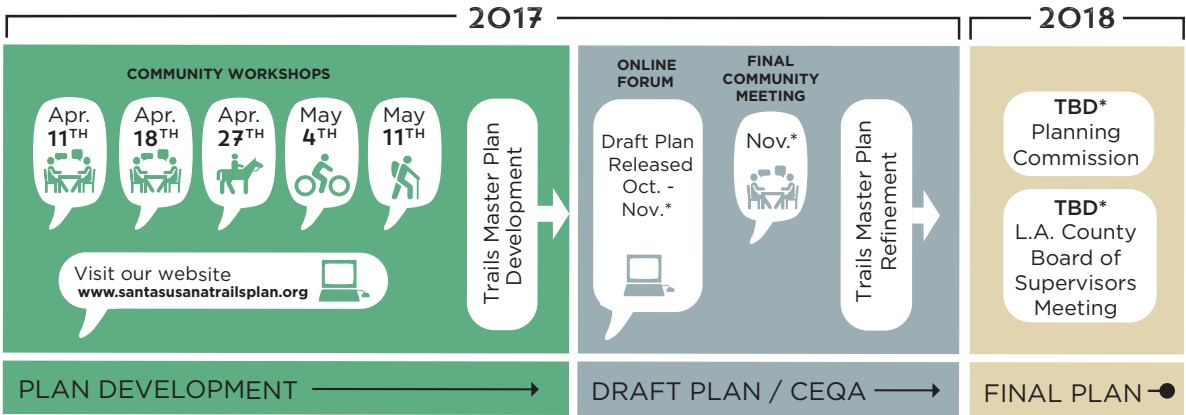
The study area is composed of generally mountainous and valley terrain that abuts Henry Mayo Drive (SR-126) to the north, the Interstate-5 freeway and the City of Los Angeles to the east, the City of Los Angeles and Phase I of the Santa Susana Mountains Final Trails Master Plan Area to the south, and the Newhall Ranch Specific Plan Area and Ventura County to the west. The study area, which is located in the Fifth Supervisorial District, includes a portion of the Santa Susana Mountains Final Trails Master Plan Area.

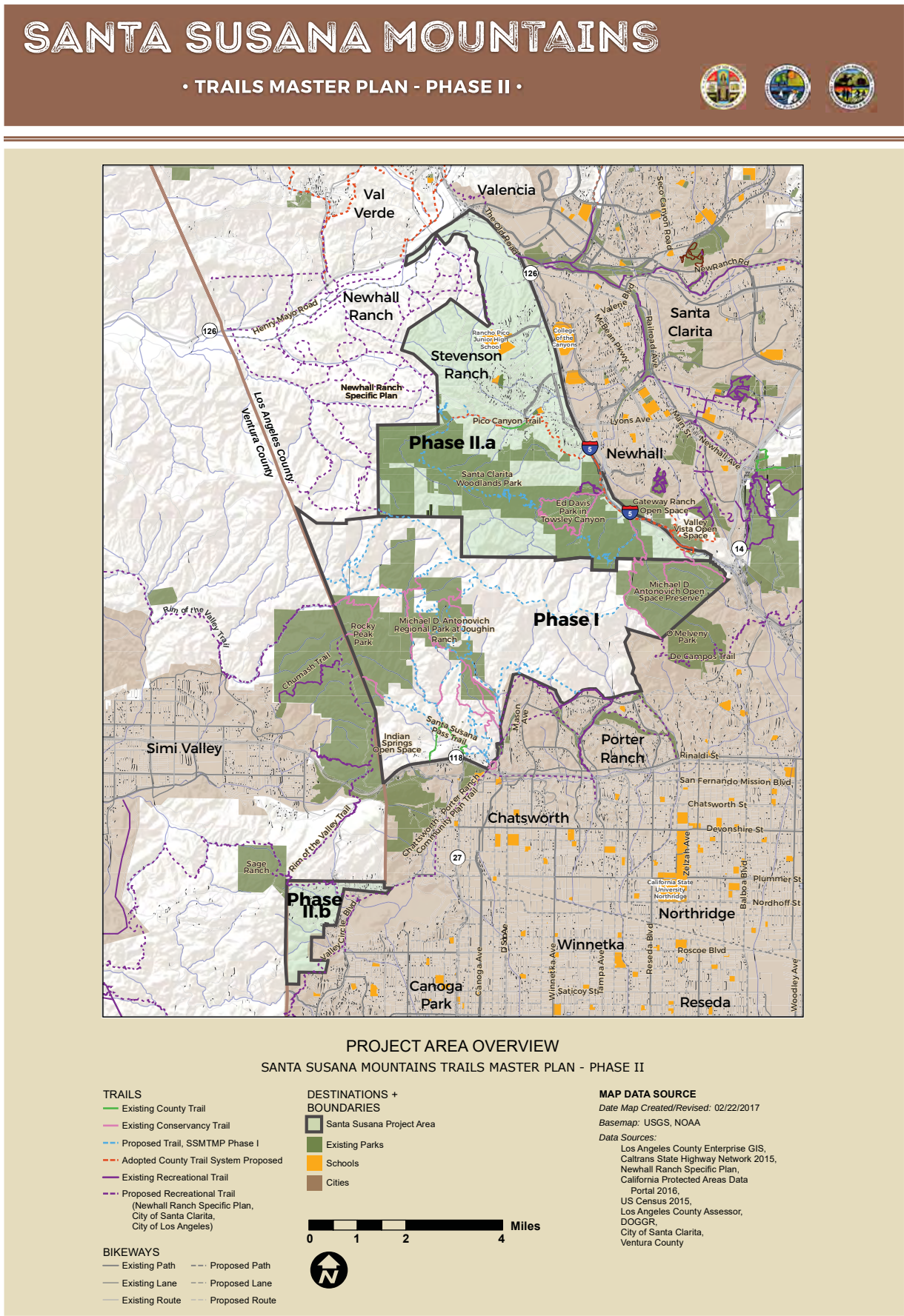
The Trails Master Plan will act as a framework to encourage and promote new multi-use trails and recommend improvements to existing trails, providing trails with seamless transitions throughout the proposed study area to areas, jurisdictions, and prime destinations within and adjacent to the proposed study area. The plan will include recommendations for reducing unmet local recreation demand in the Santa Clarita Valley Planning Area, San Fernando Valley Planning Area, and in the 5th Supervisorial District.

STUDY AREAS:
Santa Susana Trails Master Plan Phase II

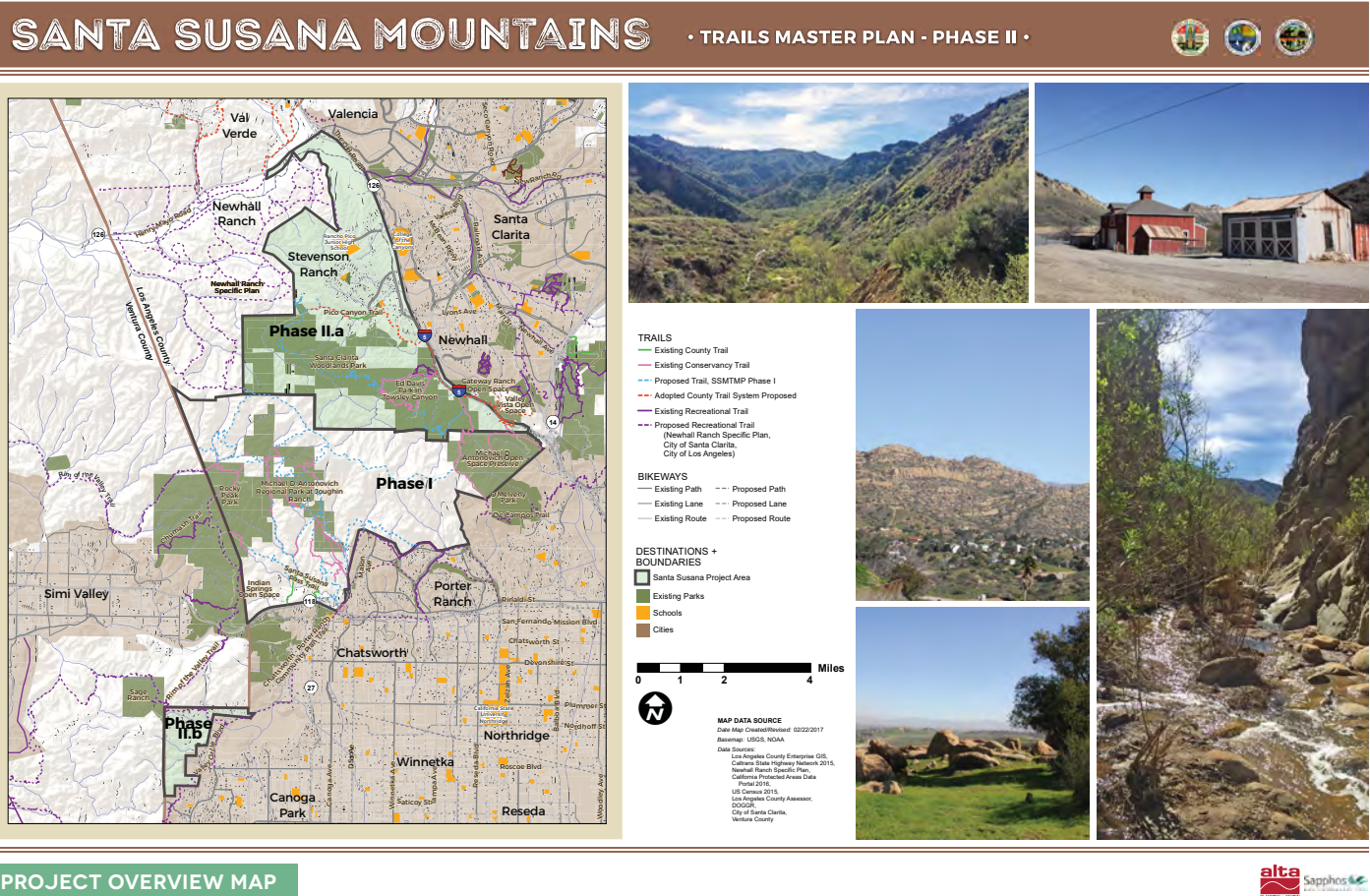


STUDY TIMELINE

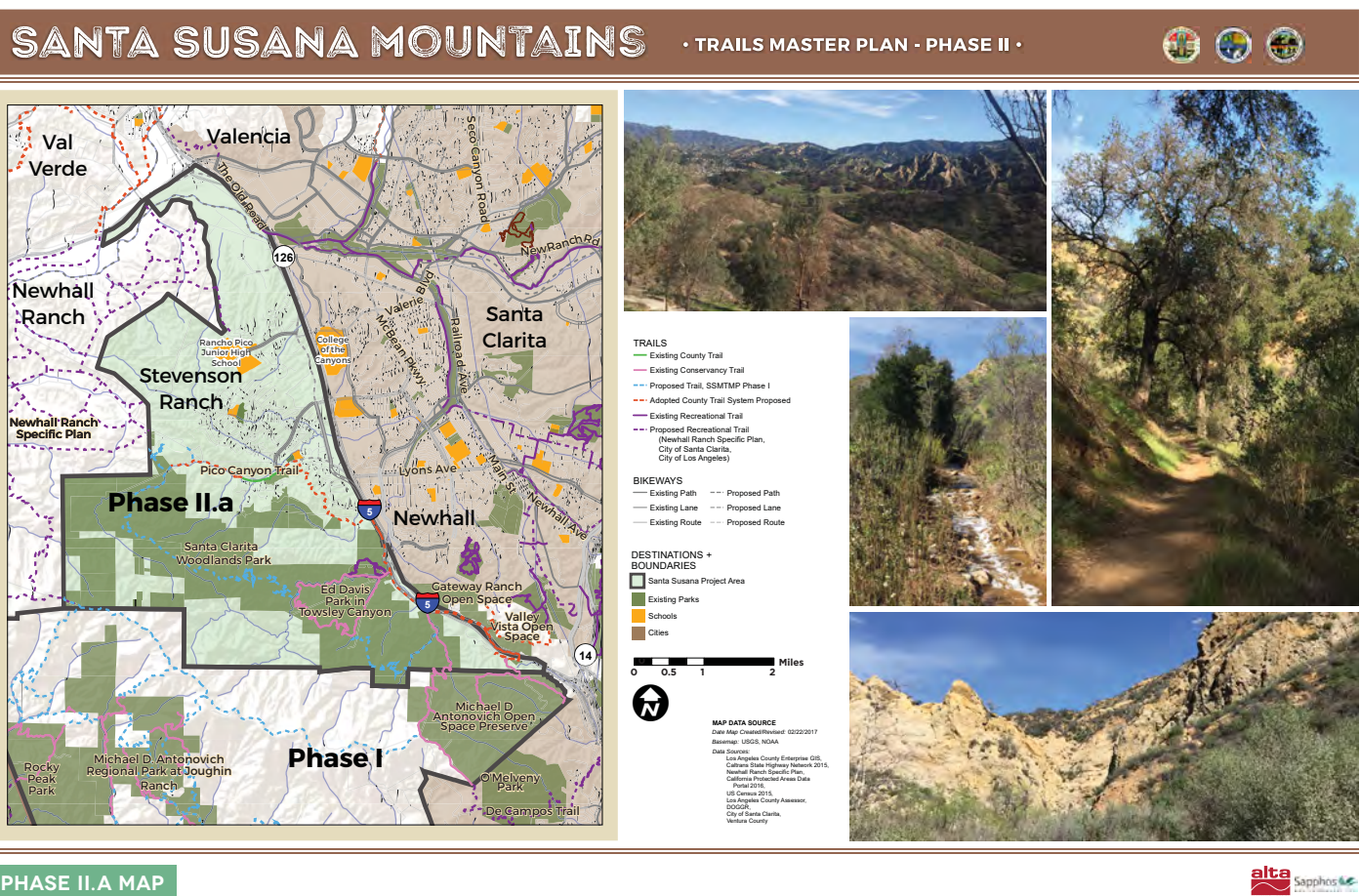




PROJECT OVERVIEW MAP



PROJECT OVERVIEW MAP

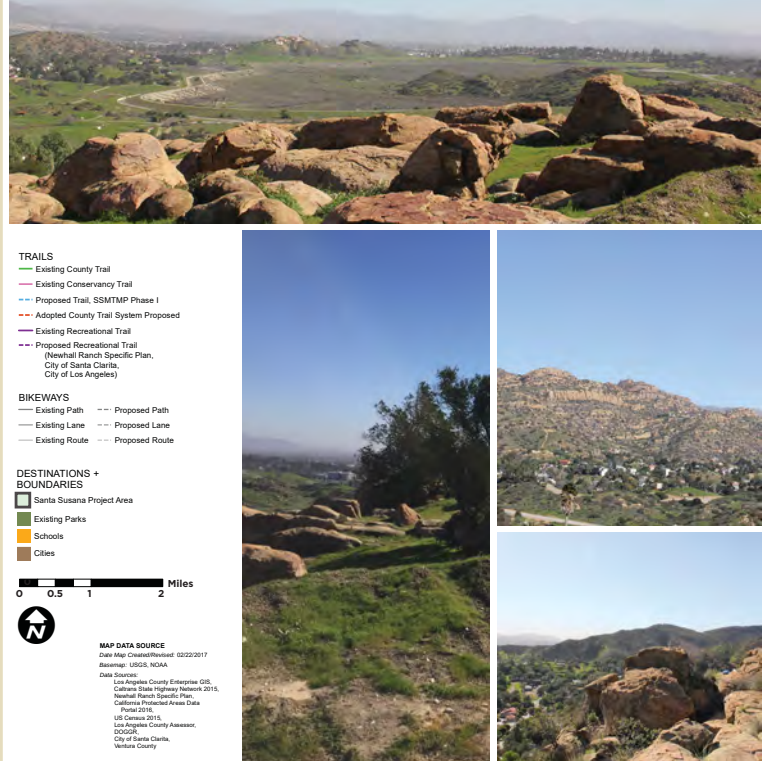
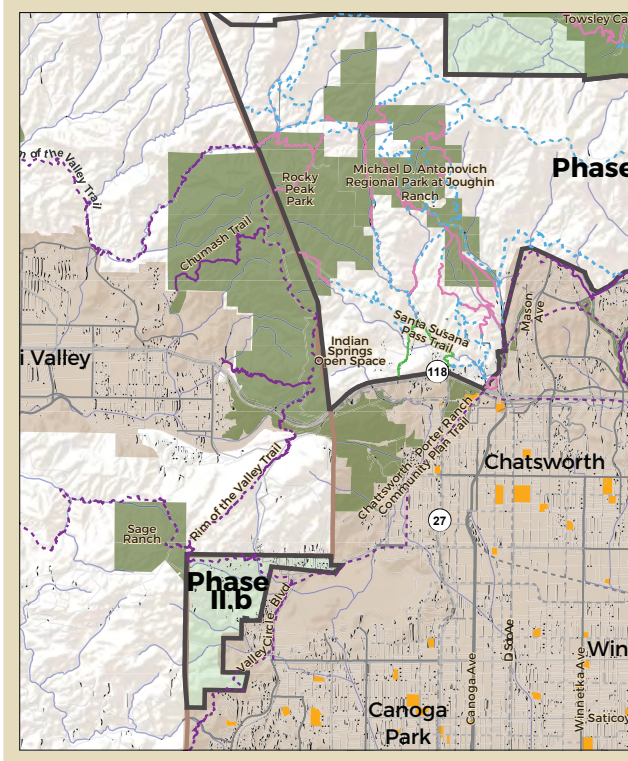


PHASE II.A MAP



SANTA SUSANA MOUNTAINS

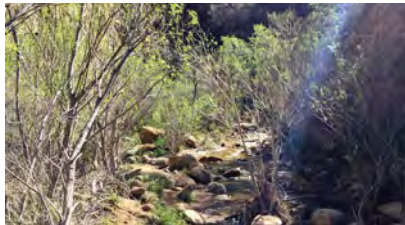
TRAILS MASTER PLAN - PHASE II



PHASE II.B MAP

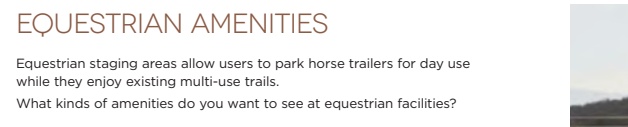


- 1 ACCOMMODATE A WIDE RANGE OF TRAIL USER TYPES AND ABILITIES
- 2 CONNECT TO DESIRABLE DESTINATIONS, FEATURES AND SETTINGS
- 3 PROVIDE SAFE AND SUSTAINABLE TRAILS
- 4 AVOID OR MINIMIZE ENVIRONMENTAL IMPACTS
- 5 IDENTIFY THE MEANS TO IMPLEMENT AND MAINTAIN TRAILS AS FEASIBLE WITHIN THE SCOPE AND BUDGET OF THE TRAILS MASTER PLAN
- 6 DEVELOP A PLAN CONSISTENT WITH THE COUNTY'S MULTI-USE (EQUESTRIANS, HIKERS, AND MOUNTAIN BIKERS) TRAIL POLICY
- 7 DEVELOP A PLAN CONSISTENT WITH THE PARKS AND RECREATION ELEMENT OF THE COUNTY GENERAL PLAN
- 8 EMPHASIZE TRAILS THAT CLOSE GAPS IN EXISTING TRAIL NETWORKS AND PROVIDE REGIONAL CONNECTIVITY



SANTA SUSANA MOUNTAINS

TRAILS MASTER PLAN - PHASE II



EQUESTRIAN AMENITIES

Equestrian staging areas allow users to park horse trailers for day use while they enjoy existing multi-use trails.
What kinds of amenities do you want to see at equestrian facilities?

Trailheads

Parking

Restrooms
with storage or meeting space

Picnic tables

Horse arena
for training and riding

Gathering areas

Shade structures

Drinking fountain
(for humans, equine, or pets)

Horse ties/rails

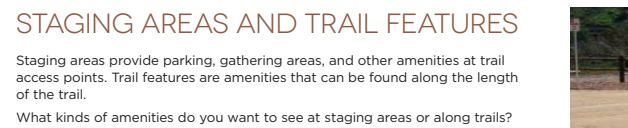
Other amenities

FACILITIES & AMENITIES



SANTA SUSANA MOUNTAINS

TRAILS MASTER PLAN - PHASE II



STAGING AREAS AND TRAIL FEATURES

Staging areas provide parking, gathering areas, and other amenities at trail access points. Trail features are amenities that can be found along the length of the trail.
What kinds of amenities do you want to see at staging areas or along trails?

Trailheads

Parking

Restrooms
with storage or meeting space

Picnic tables

Wayfinding

Gathering areas

Shade structures

Drinking fountain
(for humans, equine, or pets)

Horse ties/rails

Bike racks

FACILITIES & AMENITIES



SANTA SUSANA MOUNTAINS

TRAILS MASTER PLAN - PHASE II

BIKE SKILLS PARK AMENITIES

A bike skills park is a recreational facility where cyclists of all ages, experience, and skill levels can ride their bikes in a controlled, fun, challenging and safe environment.

What kinds of amenities do you want to see at bike skills parks?



Restroom



Drinking fountain



Resting areas/seating
with views of park courses

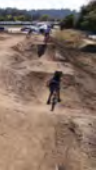


Shade structures



Common Features of Bike Parks:

- Pump tracks: No pedaling required, as cyclists utilize body movement to push bike forward.
- Progressive jumps: Natural soil with small, medium, & large height jumps constructed of compacted dirt.
- Balance skills features: Typically, utilization of wooden features i.e. log with top cut off and/or wooden teeter-totter.
- Rock/technical skills features: Rock garden with narrow width trails over undulating or a variety of terrain.
- Flow trails: Start at higher elevation and ride downhill through various turns, and jumps.
- Trails: Simple trails with turns over undulating or a variety of terrain and possible water crossings for all ages.
- Road handling skills area: Hard-packed soil course.
- Beginner, intermediate, and expert skills courses: Courses for all ages and experience levels.
- Advanced downhill course: Steep terrain with multiple jumps, turns and obstacles.
- Slalom course: Two trails adjacent to each other for competition purposes.



FACILITIES & AMENITIES



SANTA SUSANA MOUNTAINS

TRAILS MASTER PLAN - PHASE II

LOS ANGELES COUNTY MULTI-USE TRAIL CLASSIFICATIONS

Urban Pedestrian Path	Recreational Pathway	Natural Trail 1	Natural Trail 2	Natural Trail 3
Width: 10-11 Feet Intensity of Use: High Impact to Existing Conditions: High Surface Type: Crusher Fines/ Decomposed Granite	Width: 8-10 Feet Intensity of Use: High Impact to Existing Conditions: High Surface Type: Natural Surface	Width: 7-10 Feet Intensity of Use: High Impact to Existing Conditions: Medium Surface Type: Natural Surface	Width: 5-8 Feet Intensity of Use: Medium to High Impact to Existing Conditions: Low Surface Type: Natural Surface	Width: 2-3 Feet Intensity of Use: Low Impact to Existing Conditions: Minimal Surface Type: Natural Surface
				
				
				

CLASSIFICATIONS



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PUBLIC MEETING

SANTA SUSANA MOUNTAINS

TRAILS MASTER PLAN - PHASE II

Knollwood Country Club
12040 Balboa Blvd, Granada Hills CA 91344

Tuesday, April 11, 2017
6:00 - 8:00 pm

Santa Susana Mountains Trails Master Plan – Phase II

Meeting Format

1. Presentation
2. General Questions
3. Public Comments
4. Break-Out Sessions

2 Santa Susana Mountains Trails Master Plan – Phase II

SANTA SUSANA MOUNTAINS TRAILS MASTER PLAN - PHASE II APPENDIX B

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Project Team

County of Los Angeles Department of Parks and Recreation

- Kathline King – Chief of Planning
- Michelle O'Connor – Trails Planning Section Head
- Zachary Likins – Project Manager

Sapphos Environmental, Inc.

- Marie Campbell – President
- Laura Male – Project Manager

Alta Planning+Design, Inc.

- James Powell – Project Lead
- Emily Duchon – Assistant Project Lead

With support from Fifth District Supervisor Kathryn Barger



Sapphos environmental inc.



3 Santa Susana Mountains Trails Master Plan – Phase II

Overview of LA County Trails

Rich history of trail use, acquisition, and planning with strong support from the Board of Supervisor and various agencies in the region.



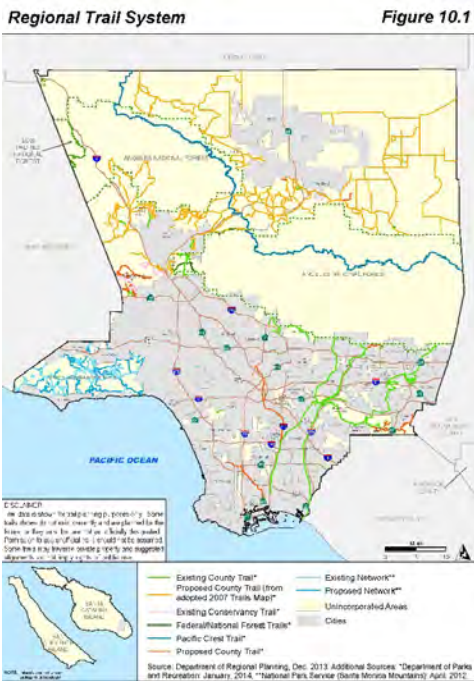
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4 Santa Susana Mountains Trails Master Plan – Phase II

Overview of LA County Trails (cont.)

- LA County has over 210 miles of existing regional multi-use trails
- In recent years, County has made significant investments into comprehensive planning for trails, trail maintenance and trail development in response to the increased demand for trails
- Running / jogging / trail running, bicycling and hiking are among the top 5 most popular outdoor activities



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5 Santa Susana Mountains Trails Master Plan – Phase II

Overview of LA County Trails (cont.)



- Los Angeles County Trails Manual (2013)
- Los Angeles County Trails Website (2015)
- Santa Susana Trails Master Plan – Phase I (adopted 2015)
- Castaic Area Multi-Use Trails Plan (adopted 2016)
- Los Angeles County Signage Program (2016)
- Los Angeles Countywide Comprehensive Parks & Recreation Needs Assessment (2016)



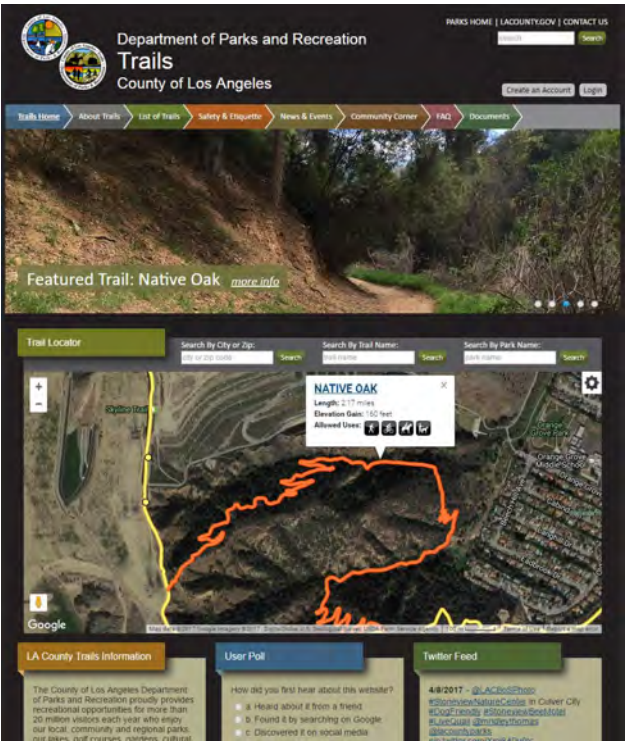
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6 Santa Susana Mountains Trails Master Plan – Phase II

LA County Trails Website:

trails.lacounty.gov



Provides detailed, regularly-updated information on trails, and allows users to:

- Show or search for trails based on current location or city/zip
- View, sort, and filter trail results to be viewed in the list view or map view
- Provide trail information, directions to trailhead and access points, an interactive map, elevation profile, etc.



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7 Santa Susana Mountains Trails Master Plan – Phase II

Purpose of the Trails Master Plan

- Support the expansion and overall connectivity of the County’s regional multi-use trail network in a manner compatible with adjacent land uses and environmental resources;
- Encourage and promote informed use of authorized County trails by the public;
- Recommend and prioritize improvements to existing trails;



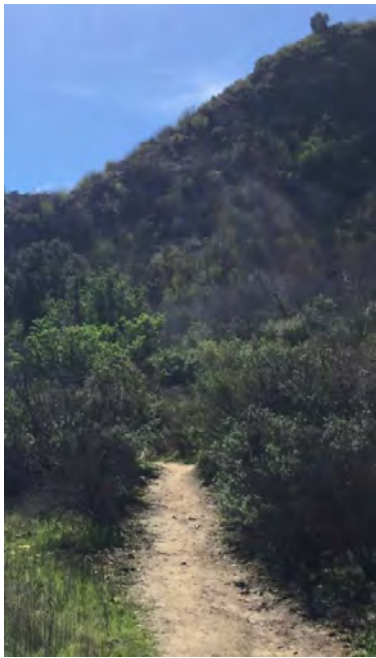
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8 Santa Susana Mountains Trails Master Plan – Phase II

Purpose of the Trails Master Plan (cont.)

- Provide seamless transitions between trails of adjacent jurisdictions and prime destinations within and adjacent to the study area;
- Provide increased recreational opportunities to meet increased need for access to parks and open space; and
- Attract or obtain funding for trail development and/or maintenance.



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9 Santa Susana Mountains Trails Master Plan – Phase II

Potential Benefits to Property Owners

1. Planned and managed trail development can help prevent trespassing and discourage unauthorized use by focusing users to authorized areas.
2. Authorized trails help pass the liability risks and hazards of trail use from the property owner to the trail user.
3. Any trails proposed as part of this master plan will be conceptual in nature, and no development will take place without the consent of property owners.



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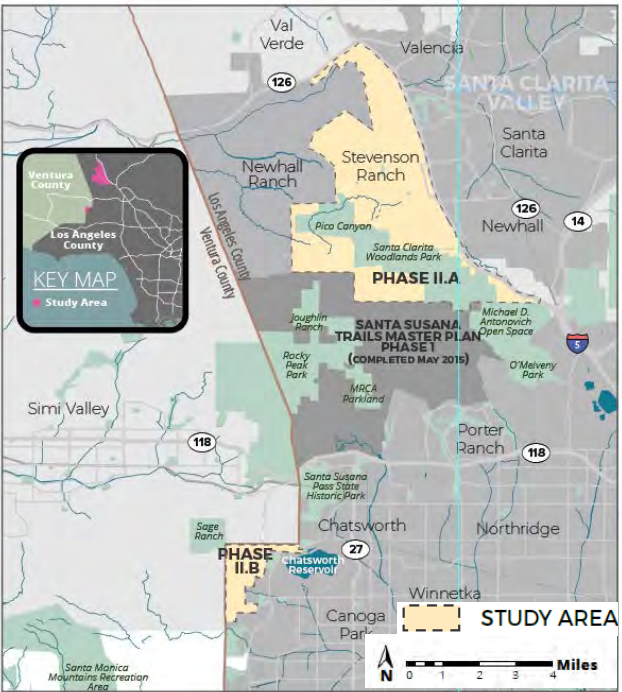


10 Santa Susana Mountains Trails Master Plan – Phase II

Study Area

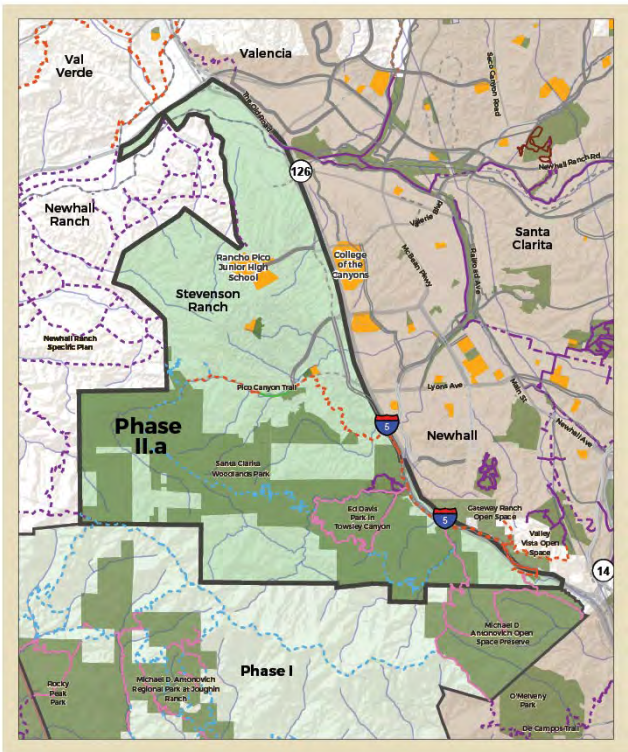
Study area encompasses approximately 24 square miles

- SR-126 to the north
- Interstate-5 freeway and the City of Los Angeles to the east
- City of Los Angeles and Phase I of the Santa Susana Mountains Final Trails Master Plan Area to the south
- Newhall Ranch Specific Plan Area and Ventura County to the west
- Adjacent to the communities of Val Verde, Chatsworth, and West Hills



11 Santa Susana Mountains Trails Master Plan – Phase II

Study Area II.a



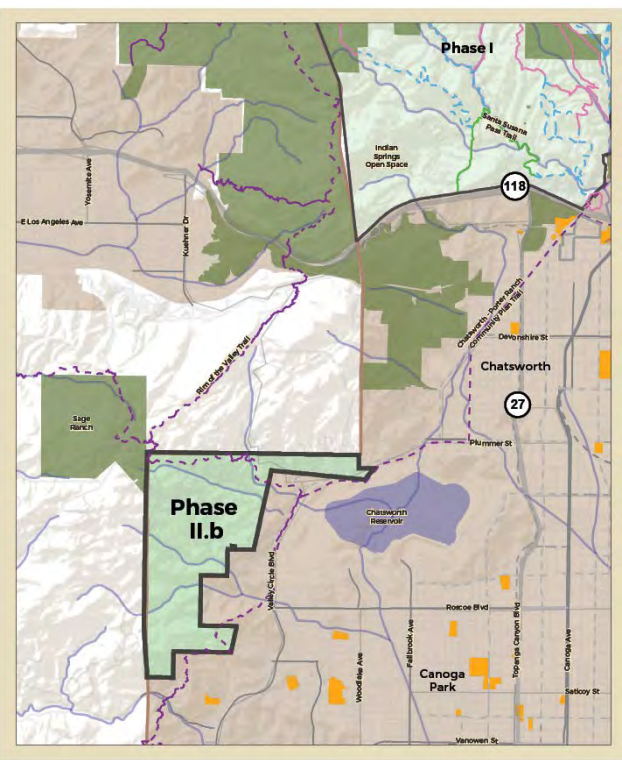
- LEGEND**
- TRAILS**
- Existing County Trail
 - Existing Conservancy Trail
 - Proposed County Trail (from adopted SSMTP Phase 1 Plan)
 - Proposed County Trail (from adopted 2007 Trails Map)
 - Existing Recreational Trail
 - Proposed Recreational Trail (Newhall Ranch Specific Plan, City of Santa Clarita, City of Los Angeles)
- BIKEWAYS**
- Existing Path
 - Proposed Path
 - Existing Lane
 - Proposed Lane
 - Existing Route
 - Proposed Route
- BOUNDARIES**
- Project Area
 - Existing Parks
 - Schools
 - Cities

MAP DATA SOURCE
Date Map Created/Revised: 02/22/2017
Base Map: USGS, NOAA
Data Sources:
Los Angeles County Enterprise GIS,
California State Highway Network 2015,
Newhall Ranch Specific Plan,
California Protected Areas Data
Portals 2016,
US Census 2010,
Los Angeles County Assessor,
DOGIS,
City of Santa Clarita,



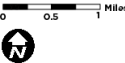
12 Santa Susana Mountains Trails Master Plan – Phase II

Study Area II.b



- LEGEND**
- TRAILS**
- Existing County Trail
 - Existing Conservancy Trail
 - Proposed County Trail (from adopted SSMTP Phase 1 Plan)
 - Proposed County Trail (from adopted 2007 Trails Map)
 - Existing Recreational Trail
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Date Map Created/Revised: 02/22/2017
Base Map: USGS, NOAA
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California Protected Areas Data
Portals 2016,
US Census 2010,
Los Angeles County Assessor,
DOGIS,
City of Santa Clarita,



13 Santa Susana Mountains Trails Master Plan – Phase II

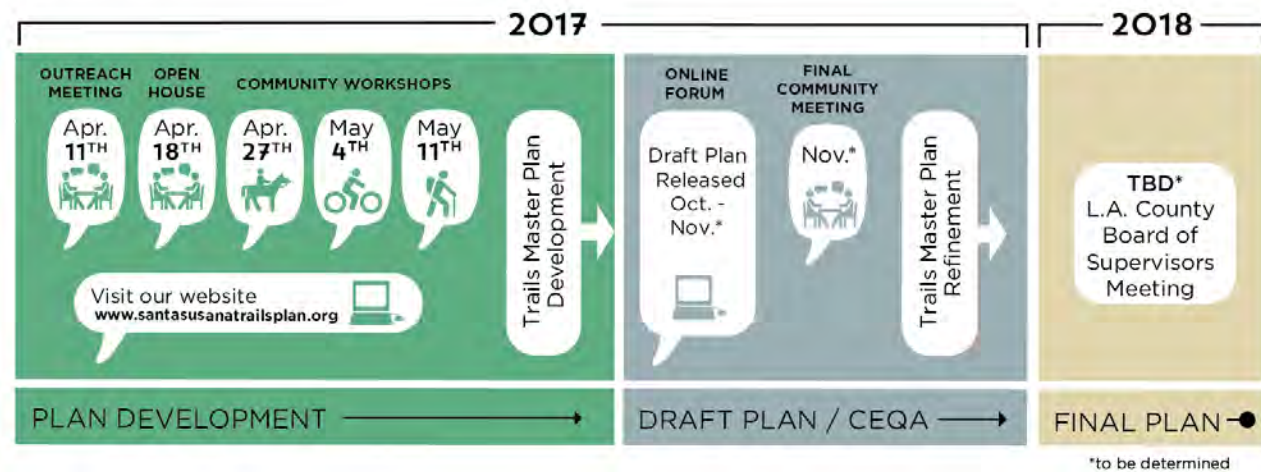
Objectives

1. Accommodate a wide range of trail user types and abilities, consistent with the County's multi-use trail policy.
2. Connect to desirable destinations, features, and settings.
3. Provide safe and sustainable trails.
4. Avoid or minimize environmental impacts.
5. Develop a strategy to implement and maintain trails identified within the Trails Master Plan.
6. Emphasize trails that close gaps in existing trail networks and provide regional connectivity.
7. Develop a plan consistent with relevant County plans and policies.



14 Santa Susana Mountains Trails Master Plan – Phase II

Project Process and Proposed Timeline



15 Santa Susana Mountains Trails Master Plan – Phase II



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environmental inc.



Thank you!

For more information please contact:

Zachary Likins – Project Manager

ZLikins@parks.lacounty.gov



Santa Susana Mountains Trails Master Plan – Phase II



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environmental inc.



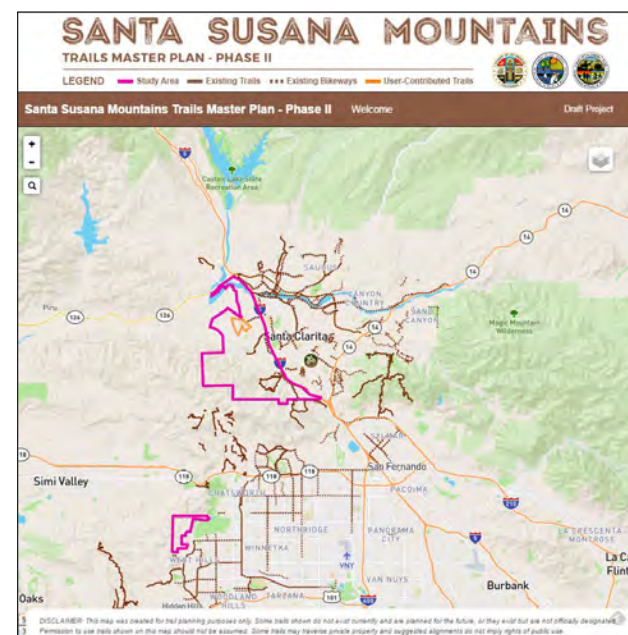
Opportunities for Public Input

At Today's Meeting:

1. General Questions
2. Public Comments
3. Break-Out Sessions
4. Comment Cards

Outside of Today's Meeting:

1. SantaSusanaTrailsPlan.org
2. WikiMaps
3. Upcoming Outreach Meetings
4. Comment Cards (via mail)



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environmental inc.



16 Santa Susana Mountains Trails Master Plan – Phase II



COMMENT FORM
Santa Susana Mountains Trails Master Plan
Phase II
Community Meeting

Knollwood Golf Course
12040 Balboa Blvd, Granada Hills, CA 91344
Tuesday, April 11, 2017
6:00 p.m. – 8:00 p.m

This form allows you to make comments regarding the Santa Susana Trails Master Plan – Phase II project. The County is soliciting comments from agencies and the public. You may submit your comments at this community meeting or by mail to the Los Angeles County Department of Parks and Recreation (contact information below). Written comments will be accepted until **June 11, 2017**.

Name: _____
Organization (if applicable): _____
Address: _____
City/State/ZIP: _____
E-mail address: _____

Comments: _____

Send Comments to: County of Los Angeles Department of Parks and Recreation
Attn: Mr. Zachary Likins
Santa Susana Mountains Trails Master Plan – Phase II Comments
510 South Vermont Avenue
Los Angeles, California 90020
E-mail: ZLikins@parks.lacounty.gov



COMMENT FORM
Santa Susana Mountains Trails Master Plan
Phase II
Open House

Community Room at Shadow Ranch Recreation Center
22633 Vanowen Street, West Hills, CA 91307
Tuesday, April 18, 2017
6:00 p.m. – 8:00 p.m

This form allows you to make comments regarding the Santa Susana Trails Master Plan – Phase II project. The County is soliciting comments from agencies and the public. You may submit your comments at this community meeting or by mail to the Los Angeles County Department of Parks and Recreation (contact information below). Written comments will be accepted until **June 11, 2017**.

Name: Craig Baker
Organization (if applicable): _____
Address: 14456 Foothill Blvd Unit 58
City/State/ZIP: Sylmar CA 91342
E-mail address: Craig.Baker@USA.Com

Comments: At the northern edge of Phase II-A is a
historic site that should have access trails
and informational signs. The adobe ruins of
the San Fernando Mission outpost, where Rogers
and Manly found help for the 49-ers stranded
in Death Valley. The site overlooks the
location where 150 Edison employees drowned
in the St. Francis Dam disaster. See scvhistory.

Send Comments to: County of Los Angeles Department of Parks and Recreation
Attn: Mr. Zachary Likins
Santa Susana Mountains Trails Master Plan – Phase II Comments
510 South Vermont Avenue
Los Angeles, California 90020
E-mail: ZLikins@parks.lacounty.gov
www.santasusanatrailspan.org

Santa Susana Trails Master Plan – Phase II – Los Angeles County Department of Parks & Recreation



COMMENT FORM
Santa Susana Mountains Trails Master Plan
Phase II
Community Meeting

Knollwood Golf Course
12040 Balboa Blvd, Granada Hills, CA 91344
Tuesday, April 11, 2017
6:00 p.m. – 8:00 p.m

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Name:

GLORIA DEMURI

Organization (if applicable):

Chatsworth Historical Society

Address:

City/State/ZIP:

E-mail address:

gdemuri@yahoo.com

Comments:

Great to see trails to get people to enjoy the outdoors

Looking to help out as a long-time resident -

Any jobs available?

Send Comments to: County of Los Angeles Department of Parks and Recreation
Attn: Mr. Zachary Likins
Santa Susana Mountains Trails Master Plan – Phase II Comments
510 South Vermont Avenue
Los Angeles, California 90020
E-mail: ZLikins@parks.lacounty.gov



COMMENT FORM
Santa Susana Mountains Trails Master Plan
Phase II
Community Meeting

Knollwood Golf Course
12040 Balboa Blvd, Granada Hills, CA 91344
Tuesday, April 11, 2017
6:00 p.m. – 8:00 p.m

This form allows you to make comments regarding the Santa Susana Trails Master Plan – Phase II project. The County is soliciting comments from agencies and the public. You may submit your comments at this community meeting or by mail to the Los Angeles County Department of Parks and Recreation (contact information below). Written comments will be accepted until **June 11, 2017**.

Name:

Manny Santana

Organization (if applicable):

Retired

Address:

25208 Wheeler Rd,

City/State/ZIP:

Newhall, CA 91321

E-mail address:

N/A

Comments:

wish to speak

Send Comments to: County of Los Angeles Department of Parks and Recreation
Attn: Mr. Zachary Likins
Santa Susana Mountains Trails Master Plan – Phase II Comments
510 South Vermont Avenue
Los Angeles, California 90020
E-mail: ZLikins@parks.lacounty.gov



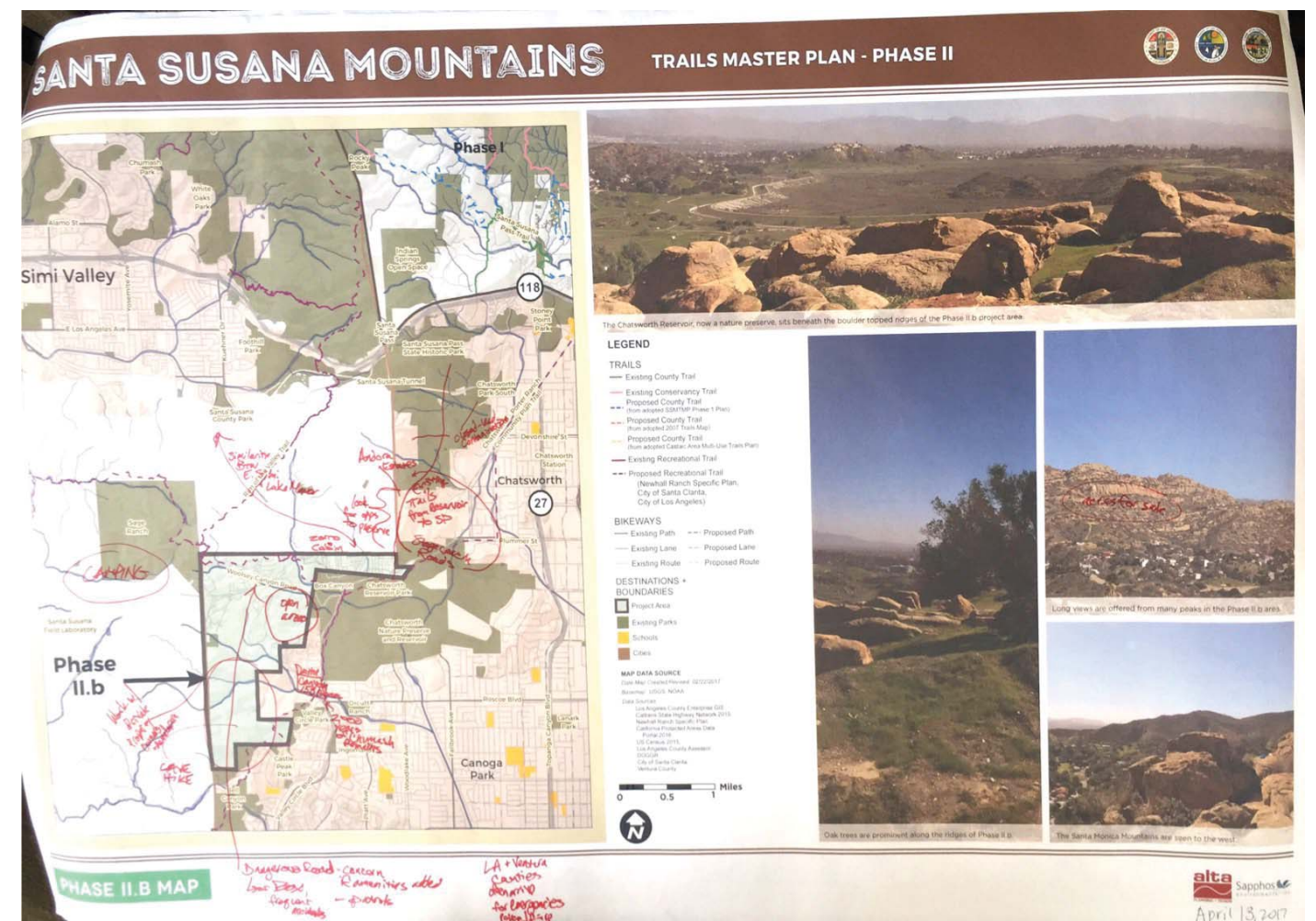
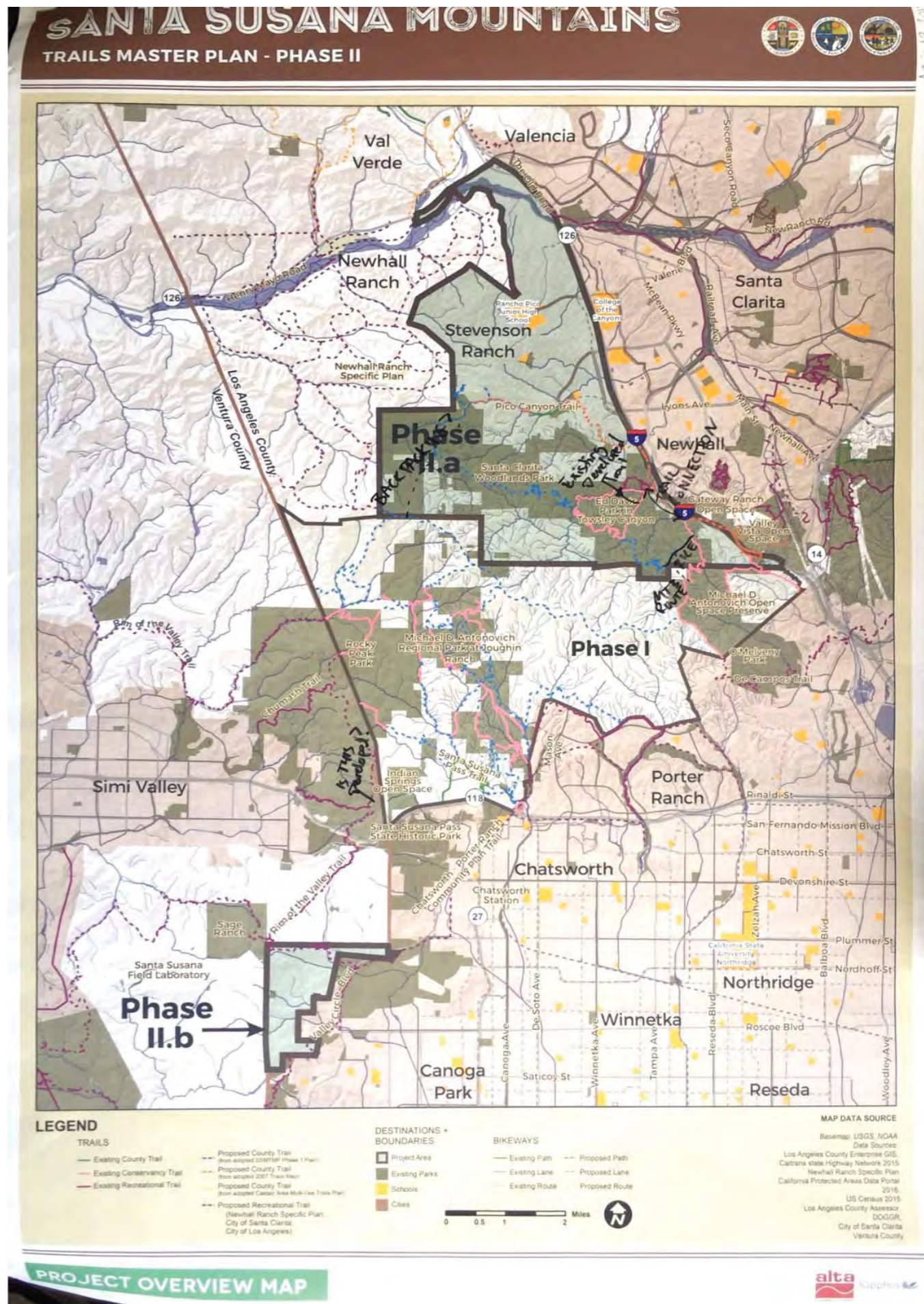
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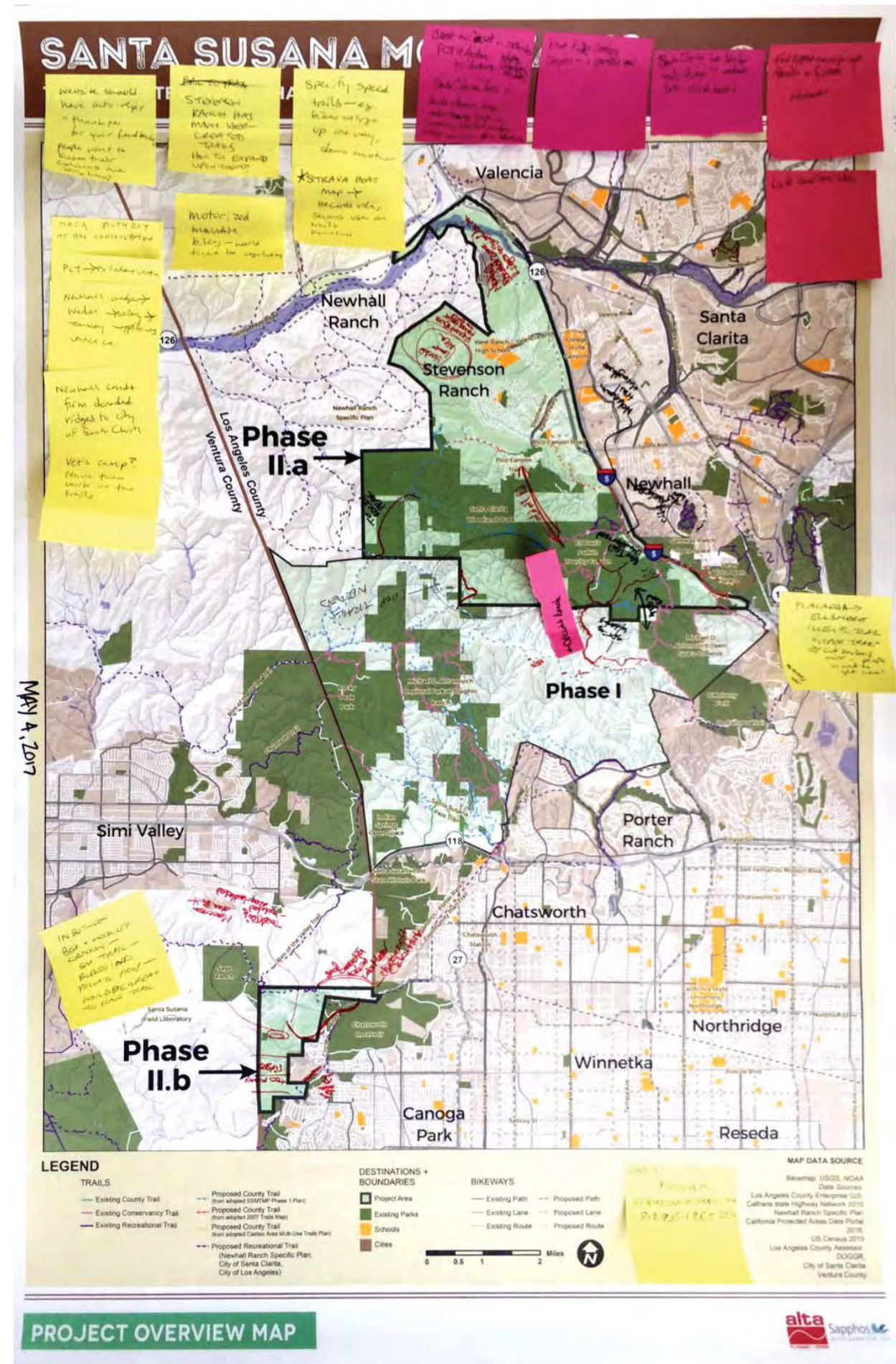
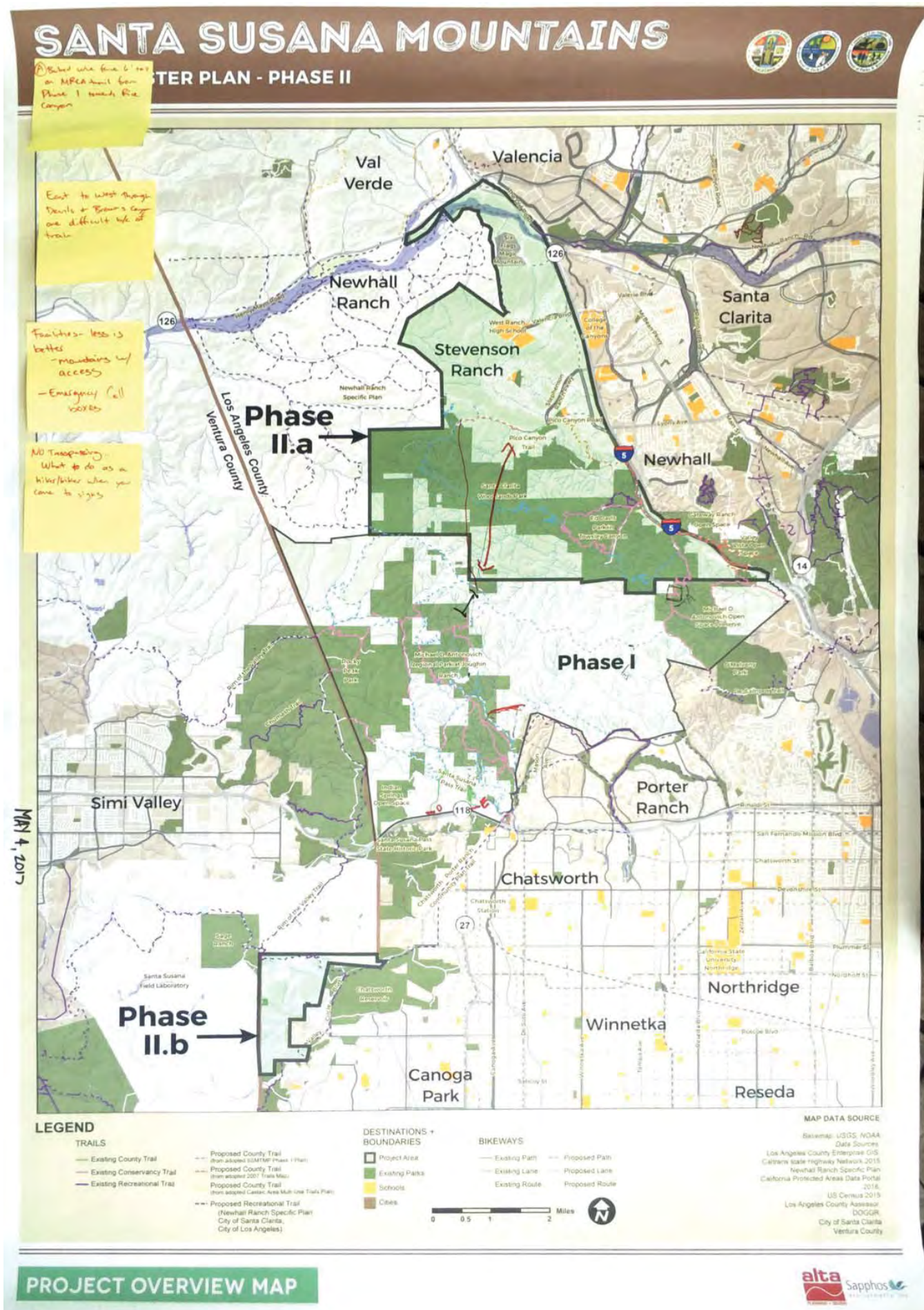
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www.santasusanatrailsplan.org

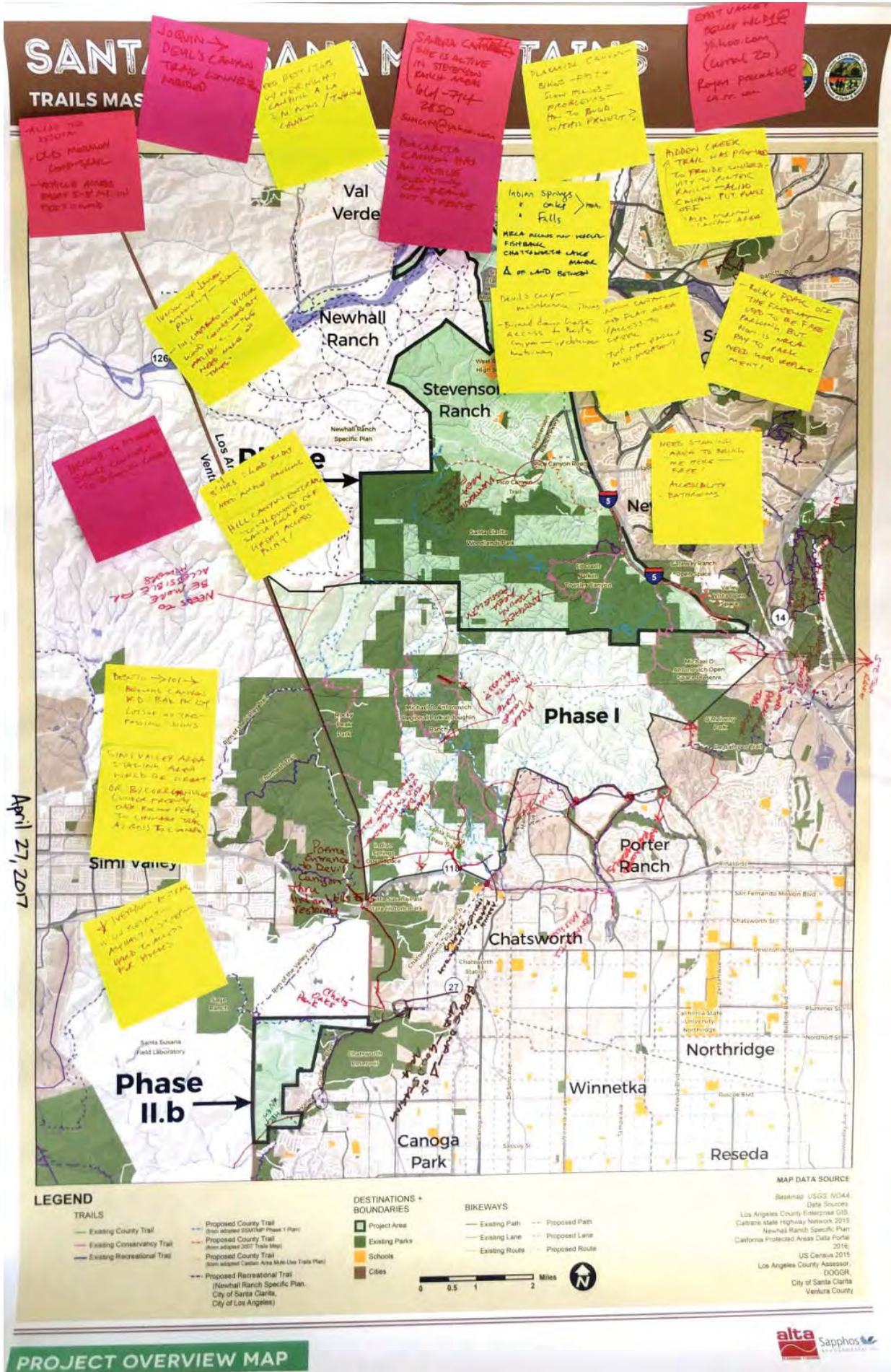
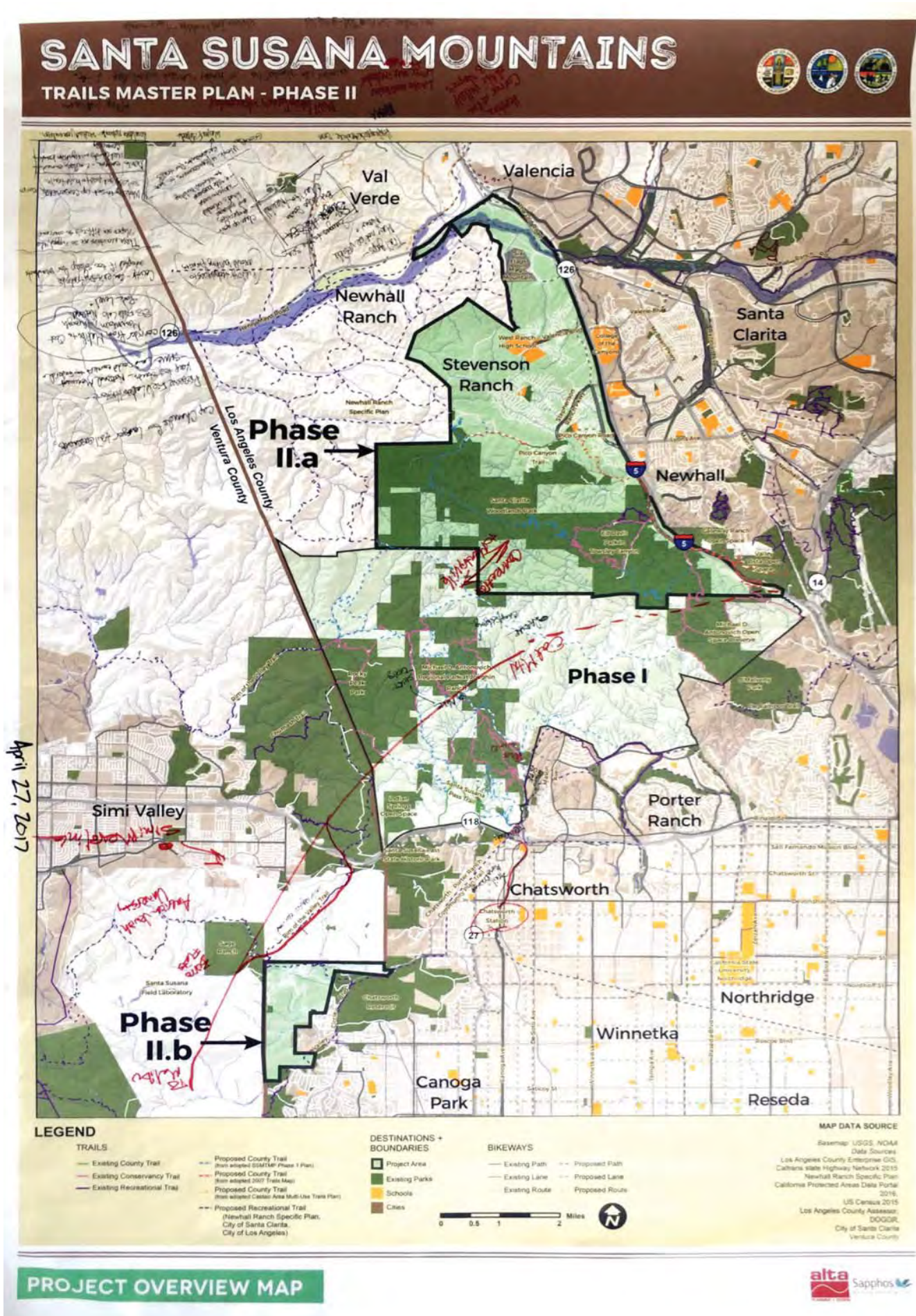
Santa Susana Trails Master Plan – Phase II – Los Angeles County Department of Parks & Recreation

and Recreation
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Part of LA
* is this part of
the phase II plan
Department of Parks & Recreation
as well.









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APPENDIX C:
APPLICABLE PLANNING DOCUMENTS

C.1 Federal Plans

Santa Monica Mountains National Recreational Area (SMMNRA) General Management Plan (2002)¹

The 2002 SMMNRA General Management Plan was revised from the original 1982 General Management Plan to include the dramatic changes in use and environmental impacts. The Plan document provides an approved plan for managing the SMMNRA during the next 15 to 20 years.

The management plan establishes conceptual visions for several levels of management areas: low intensity areas, moderate intensity areas, and high intensity areas, as well as landscapes and scenic corridors. The recommended management plan may differ from local and regional plans, and ultimately the General Management plan has no authority over local land use decisions, and includes only conceptual-level facility recommendations.

The approved plan designates nearly 80 percent of the total SMMNRA acreage for preservation, with 15 percent defined as moderate intensity use and 5 percent as high intensity use. Any new facilities will be developed within high intensity use areas to limit use in sensitive areas. A map of the study area can be seen on page 69 of the General Management Plan (2002).

Rim of the Valley Corridor Special Resource Study Final Summary (2016)²

In 2015 the National Park Service (NPS) initiated a study to assess whether the SMMNRA met the criteria for National Park inclusion, and whether its boundary should be adjusted.

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

2 United States Department of the Interior, National Park Service. February 2016. Rim of the Valley Corridor Special Resource Study: Final Summary. Available online at <http://www.npshistory.com/publications/samo/srs-summary.pdf>

The study concluded that it in order to best protect natural resources in the region, the SMMNRA boundary should be expanded, and, for greater management efficiency its current status should be maintained, rather than re-classified as a National Park. The expansion is recommended to use the collaborative partnership-based management model, which “respects the complex mix of existing land-use, ownership and regulatory authorities. Four management alternatives were analyzed:

- Alternative A: Continuation of Current Management (No Action) serves as a baseline for evaluating the action alternatives;
- Alternative B: Cooperative Conservation Partnership would foster cooperative planning and funding tools for the NPS, partner agencies and landowners in the Study Area and conserve key habitat linkages to the Los Padres and Angeles national forests;
- Alternative C: Rim of the Valley Boundary Adjustment (Preferred Alternative) includes a SMMNRA boundary adjustment (approximately 173,000-acre addition) that would provide more recreational opportunities and protect habitat linkages, with an emphasis on creating more opportunities near urban areas; and
- Alternative D: Regional Rim of the Valley Boundary Adjustment and Cooperative Conservation Areas includes a SMMNRA boundary adjustment (approximately 313,000-acre addition) with an emphasis on protecting regional wildlife corridors that would include most areas within the Rim of the Valley Corridor (excluding U.S. Forest Service managed areas). Cooperative conservation approaches are recommended for key habitat linkages between the Rim of the Valley Corridor Study Area and the Los Padres and Angeles National Forests.

The alternative ultimately proposed by the final study was a combination of the four alter-

natives outlined above. It includes a 170,000-acre adjustment to the SMMNRA boundary to include:

“...portions of the Los Angeles River and Arroyo Seco corridors, the Verdugo Mountains-San Rafael Hills, the San Gabriel Mountains foothills, the Simi Hills, the Santa Susana Mountains, and the Conejo Mountain area. Existing parks such as Griffith Park, Hansen Dam Recreation Area, Sepulveda Basin (recreation areas and wildlife reserve), Los Encinos State Historic Park, Debs Park, El Pueblo de Los Angeles Historical Monument, and Los Angeles State Historic Park would serve as major portals into the Rim of the Valley Corridor area. The recommended area does not include any areas of the Angeles National Forest or San Gabriel Mountains National Monument.”³

A map of the adjusted area and more information can be found in Figure C-1. In relation to SSMTMP-PII, the expanded SMMNRA boundary covers the entirety of Phase II.b and 11.6 square miles (approximately 55%) of Phase II.a. Pending Congressional action on the study, areas within the SMMNRA could see cooperative opportunities with the NPS for: cooperative land management and protection; funding and technical assistance for new trails; implementation of education programs; and resource protection and restoration.

The Secretary of the Interior submitted the final study to Congress on February 16, 2016, and the future of the study is now dependent on Congress. If Congress passes legislation related to the findings of the study, that legislation would form the managing policy of the area. If Congress does not pass legislation, the study will serve as a set of recommendations, but will not have legal authority.

3 National Park Service, n.d. “National Park Service – PEPC- Rim of the Valley Corridor Special Resource Study.” Accessed 6/27/2017.

Available online at: <https://parkplanning.nps.gov/projectHome.cfm?projectId=31945>

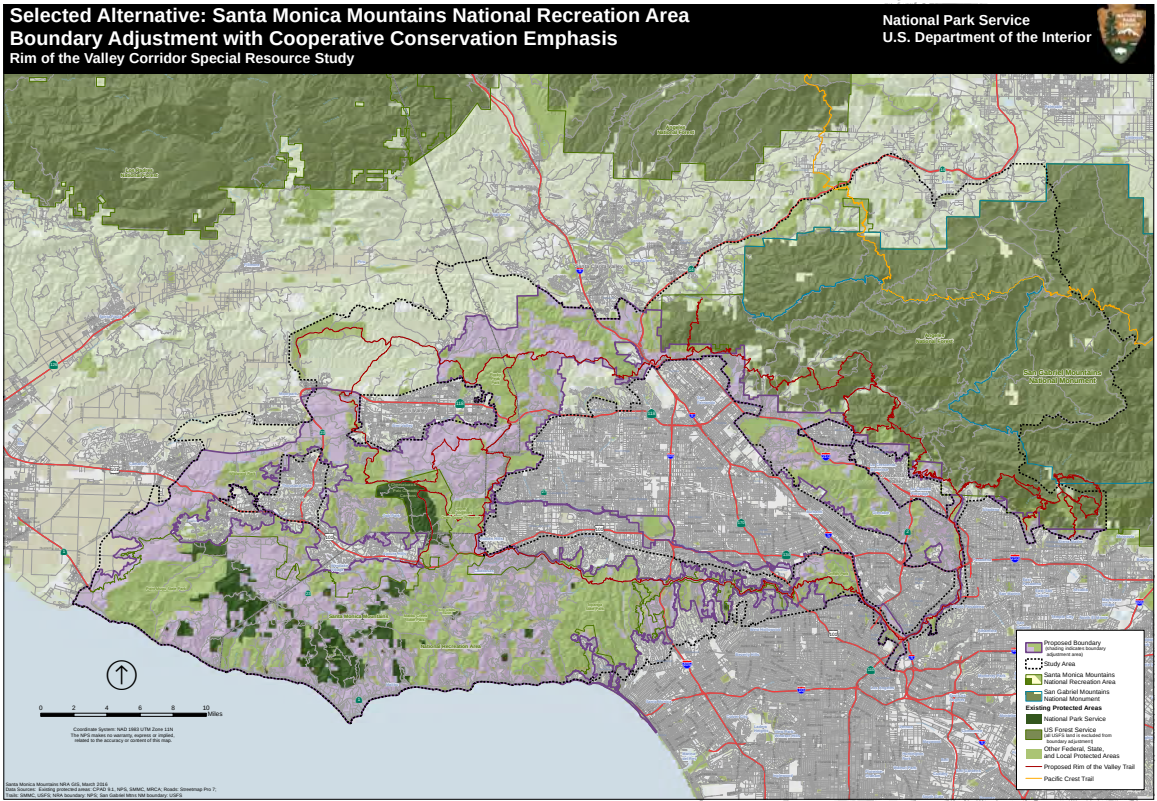


Figure C-1: Rim of the Valley Study Corridor Map

C.2 State Plans

California Recreational Trails Plan (2002)⁴

The California Recreational Trails Plan (Phase 1) “serves as a general guide for trail advocates and local trail management agencies and organizations in planning future trails and developing trails-related programs.” The second phase will focus on planning strategies and practices.

The Plan states that the “state’s trail systems must be designed to utilize resources in ways that benefit all users and their appropriate uses.”⁵ Provisions for adequate accommodation and accessibility are emphasized, rather than focusing on individual user groups. The Plan promotes access to natural and cultural resources while protecting the environment and habitats in the area of the trails. The plan lists goals for funding, trails inventory, land-use planning, trail advocacy & collaboration, trail research, trail stewardship, encouragement for use, accessibility, multi-use cooperation, cooperation with private property owners (including acknowledging incentives for property owners), program leadership, and the evaluation of the easements for the California Riding and Hiking Trail for potential continuance of the trails expansion.

The California State Park system currently includes 279 parks, beaches, trails, wildlife areas, open spaces, off-highway vehicle areas, and historic sites; it consists of approximately 1.59 million acres, including over 339 miles of coastline, 974 miles of lake, reservoir, and river frontage, approximately 15,000 campsites and alternative camping facilities, and 4,456 miles of non-motorized trails.⁶

4 State of California Department of Parks and Recreation, Planning Division. California Recreational Trails Plan, Phase 1. June 2002. Available online at <http://www.parks.ca.gov/pages/1324/files/Trails%20Plan%20final%203%206.5.pmd.pdf>

5 California Department of Parks and Recreation. California Recreational Trails Plan, 2002. Available online at: <http://www.parks.ca.gov/pages/1324/files/ca%20rec%20trails%20plan.pdf>

6 California Department of Parks and Recreation. July 1,

Table C-1 outlines the most recent progress report (2011) on the trails in the vicinity of the Trail Planning Area⁷. Of the 14 Coastal Southern California Trail Corridors described in the California Recreation Trails Plan, six Southern California Trail Corridors 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 National Scenic Trail, California Coastal Trail, the Cuesta to Sespe Trail, and the Santa Clara River Trail (which forms the northern boundary of the study area).

Statewide Comprehensive Outdoor Recreation Plan (SCORP) (2015)⁸

The California SCORP is a document required of every state in order to be eligible for grants from the Land and Water Conservation Fund (LWCF) Act. The 2015 SCORP “provides a strategy for statewide outdoor recreation leadership and action to meet the state’s identified outdoor recreation needs.”

The SCORP reviews the historical context of parks in California, the relevance of park and recreation in the state, tools to assess park needs, ways to improve parks, success stories, parks funding and the State’s action plan. While no trails are discussed in the Plan, it does provide public comment on the need and desire for parks and recreation in the state. A majority of Californians agree that open space is needed where they live and of he benefits of recreation for youth, crime, health and the economy.

2015. News Release: California State Parks Continues its Partnership with Google Maps Street View. Available online at: <http://www.parks.ca.gov/pages/712/files/2015%20Google%20Street%20View%20.pdf>

7 California Department of Parks and Recreation. California Recreational Trails Plan: Providing Vision and Direction for California Trails: Executive Summary and Progress Report. 2011. <http://www.parks.ca.gov/pages/795/files/2011%20progress%20report%20summary%20final.pdf>

8 California Department of Parks and Recreation. Meeting the Park Needs of All Californians: 2015 Statewide Comprehensive Outdoor Recreation Plan (SCORP). 2015. Available online at http://www.parksforcalifornia.org/data/Calif_SCORP2015_ScreenRes.pdf

Table C-1: California Recreation Trails Relevant to SSMTMP-PII

Topic	Description
Adjacent to or within in 5 miles of Study Area	
Santa Clara River Trail – passes through Phase II.a study area	Managed by the California Coastal Conservancy and the City of Santa Clarita. Planning for a trail along this corridor is in the preliminary stage. The trail has potential to run the entire 65-mile length of the Santa Clara River from its headwaters near Acton to the mouth at McGrath State Beach. The State Coastal Conservancy is helping to fund the acquisition of parkway lands for this trail.
Not Adjacent to Study Area	
Juan Bautista de Anza National Historic Trail	Managed by the National Park Service. This 1,200-mile heritage corridor traces the route of the Spanish explorer Juan Bautista De Anza in California and Arizona. The 220 miles of non-motorized, multi-use unpaved trail and 800 miles of the auto route component are open to the public. Progress on this trail includes the acquisition of 1.5 miles of new right-of-way, trail identification signs and new interpretive facilities.
Pacific Crest National Scenic Trail	Managed by the U.S. Forest Service. The Pacific Crest Trail spans the length of California and continues north. The total length is 2,650 miles with 1,692 miles of hiking and equestrian trail extending the length of California. Recent progress includes maintenance on all trail segments that traverse California, restoration of several multi-use trails on the Tahoe National Forest, and Tejon Ranch Company’s commitment to donate a trail right-of-way through the Tehachapi Mountains.
California Coastal Trails	Managed by the California State Coastal Conservancy, CSP, California Coastal Commission and Caltrans. Half of this 1,150-mile multi-use trail along the California coastline is open to the public. Many regional trails and river greenways connect to this jewel of the California coast. Twenty-five miles of new rights-of-way and five miles of new trails, along with trail identification signs, interpretive facilities and support facilities have been added over the past two years.
Cuesta to Sespe Trail	Managed by the Los Padres National Forest. This 250-mile hiking and riding trail runs on existing dirt trails and roads from the Cerro Alto campground west of Atascadero in San Luis Obispo County to the Sespe Condor Sanctuary near Fillmore in Ventura County. No recent progress has been reported.
Condor Trail	Managed by the Los Padres National Forest. Ten new miles of trail are open, making 75 percent of the Condor Trail available to the public. It travels through lower elevation areas in Santa Barbara and Ventura Counties.

The Action Plan of the SCORP provides state-wide actions listed below:

- Inform decision-makers and communities of the importance of parks.
- Improve the use, safety, and condition of existing parks.
- Use GIS mapping technology to identify park deficient communities and neighborhoods
- Increase park access for Californians including residents in underserved communities.
- Share and distribute success stories to advance park and recreation services.

The Action Plan also provides Land and Water Conservation Actions listed below:

- Give priority to projects that address unmet park and recreation needs, with emphasis on proposals to:
 - » Create new parks within a half mile of underserved communities;
 - » Expand existing parks to increase the ratio of park acreage per resident in underserved areas;
 - » Renovate or create new outdoor facilities within existing parks not currently under 6(f)(3) protection;
 - » Provide community space for healthy lifestyles, children’s play areas, environmental justice, cultural activities, historic preservation;
 - » Engage community residents during the project concept and design process
 - » Improve the use, safety, and condition of existing parks.
 - » Increase the inventory of California Wetlands under federal 6(f)(3) protection that also meets public outdoor recreation needs through the efforts of multiple agencies.

- » Increase local demand for LWCF grants to utilize federal annual apportionments and Special Reapportionment Account funds in a timely manner.
- » Develop tools to enable easy identification of all California LWCF grant projects and their locations.
- » E.3 Regional Plans

Rim of the Valley Trail Corridor Master Plan (1990) ⁹

The Rim of the Valley Trail Corridor Master Plan was prepared to guide the Santa Monica Mountains Conservancy (SMMC) and the Legislature in preservation of resources within the Rim Corridor while providing public recreational facilities. Developed as a requirement of AB1516 with the goal of preparing an overall and coordinated plan of the Corridor area, the primary components were the development of the Rim Valley Trail and corridor connections between the Santa Monica Mountains, Santa Susana Mountains and San Gabriel Mountains through an interlocking system of wildlife habitat and open space areas.

The Rim of the Valley study area covers 492,674 acres, encompassing the Phase II.b area and approximately half of the Phase II.a area.¹⁰ One of the Plan’s objectives is to provide opportunities for linear recreation within the Corridor, in a natural setting, with continuity through the entire system for a range of users (hikers, bicyclists, and equestrians).

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

9 Santa Monica Mountains Conservancy. June 1990. *Rim of the Valley Trail Corridor Master Plan*. Available online at <http://www.smmc.ca.gov/ROV%20Master%20Plan.pdf>

10 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

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 programing for young people).

The Rim of the Valley Trail Corridor encircles the San Fernando and La Crescenta Valleys. 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. 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 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 (Santa Anita Canyon, Santa Clarita Woodlands, Placerita Canyon State/County Park, Happy Camp County Park and Santa Susana Mountains State Park) 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.

C.3 Los Angeles County
County of Los Angeles Trails Manual (Revised 2013) ¹¹

The goal of this manual is to “Provide a system-wide level of planning processes for both long and short-term solutions.” The Manual provides technical information on achieving a countywide inventory of facilities for LA County’s residents and visitors. The guide provides substantial information on the environmental compliance requirements necessary with constructing a trail. The purpose of the guide is to provide guidelines for constructing a high-quality system for a diverse set of users.

County of Los Angeles General Plan 2035 (2015) ¹²

The County of Los Angeles General Plan 2035 is a guiding document for community based planning with an emphasis on sustainability. The County places the responsibility for multi-use trails with DPR, while on-street and Class 1 facilities lie with the Department of Public Works. As such, multi-use trails are primarily addressed in the Parks and Recreation Element, which is the most directly applicable to the SSMTMP-P. Additional trail-related policies exist in the Mobility, Air Quality, and Conservation and Natural Resources elements, and are summarized below. The SSMTMP-P can be directed by this document’s focus on establishing a sense of place, sustainable design, conservation efforts, the designation of public and semi-public land uses, and requirements for parks and recreation. The study falls within the Santa Clarita Valley (Phase II.a) and San Fernando Valley (Phase II.b) Planning Areas. The County’s regional trail system is

11 County of Los Angeles Department of Parks and Recreation. County of Los Angeles Trails Manual. Available online at <https://trails.lacounty.gov/Files/Documents/121/LA%20County%20Trails%20Manual%20%28Revised%2006-20-13%29%20RS%202016.pdf>

12 Los Angeles County Department of Regional Planning. Adopted October 2015. General Plan 2035. Available online at <http://planning.lacounty.gov/generalplan>

shown in Figure C-2: County of Los Angeles General Plan Regional Trail System.

Parks and Recreation Element

Chapter 10 of the County General Plan 2035 is the Parks and Recreation Element. Though many goals relate to the use of open space and recreation areas, policies related to Goal P/R 4, “Improved accessibility and connectivity to a comprehensive trail system including rivers, greenways, and community linkages” are most relevant to the project. These include:

- Create multi-use trails to accommodate all users. (Policy P/R 4.1)
- Develop staging areas and trail heads at strategic locations to accommodate multi-use trail users. (Policy P/R 4.2)
- Develop a network of feeder trails into regional trails. (Policy P/R 4.3)
- Maintain and design multi-purpose trails in ways that minimize circulation conflicts among trail users. (Policy P/R 4.4)
- Collaborate with other public, non-profit, and private organizations in the development of a comprehensive trail system. (Policy P/R 4.5)
- Create new multi-use trails that link community destinations including parks, schools and libraries. (Policy P/R 4.6)

Mobility Element

Goal M 2 of the Mobility Element is the establishment of interconnected and safe bicycle- and pedestrian-friendly streets, sidewalks, paths and trails that promote active transportation and transit use. Multiple policies reflect the County’s desire to address these goals, including:

- Encourage the implementation of future design concepts that promote active transportation, whenever available and feasible. (Policy M 2.6)

- Require sidewalks, trails, and bikeways to accommodate the existing and projected volume of pedestrian, equestrian, and bicycle activity, considering both the paved width and the unobstructed width available for walking. (Policy M 2.7)
- Connect trails and pedestrian and bicycle paths to schools, public transportation, major employment centers, shopping centers, government buildings, residential neighborhoods, and other destinations. (Policy M 2.8)

Goal M 7 of the Mobility Element is to create transportation networks that minimize negative impacts to the environment and communities. Policies related to this goal include:

- Where the creation of new or the retrofit of roadways or other transportation systems is necessary in areas with sensitive habitats, particularly Significant Ecological Areas (SEAs), use best practice design to encourage species passage and minimize genetic diversity losses. (Policy M 7.4)
- In rural areas, require rural highway and street standards that minimize the width of paving and the placement of curbs, gutters, sidewalks, street lighting, and traffic signals, except where necessary for public safety. (Policy M 7.5)

Air Quality Element

The Air Quality Element of the General Plan includes Goal AQ 3: Implementation of plans and programs to address the impacts of climate change. Policies related to this goal include:

- Facilitate the implementation and maintenance of the Community Climate Action Plan to ensure that the County reaches its climate change and greenhouse gas emission reduction goals. (Policy AQ 3.1)

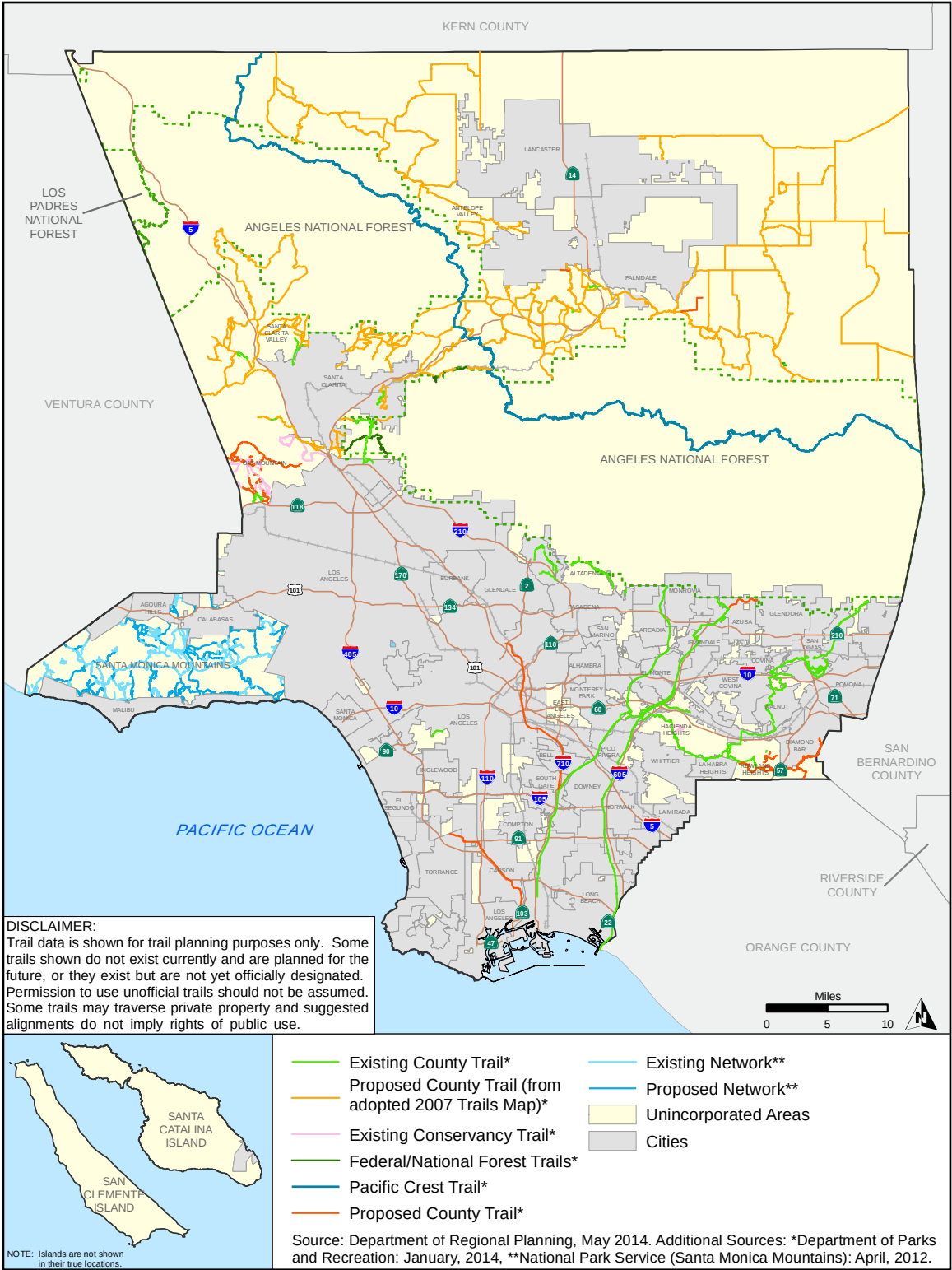


Figure C-2: County of Los Angeles General Plan Regional Trail System

- Reduce energy consumption in County operations by 20 percent by 2015. (Policy AQ 3.2)
- Reduce water consumption in County operations. (Policy AQ 3.3)
- Support rooftop solar facilities on new and existing buildings. (Policy AQ 3.6)

Conservation and Natural Resources Element

Chapter 9 of the General Plan 2035 addresses Conservation and Natural Resources, and addresses Private Open Space in Section 2: Open Space Resources. Open space dedications are defined as privately-owned lands that have been set aside for permanent open space as part of a larger land development proposal. The California Open Space Easement Act of 1969 sets forth general conditions governing the creation of recognized open space easements. Agreements or contracts establishing such easements specify the standards and conditions for uses and activities permitted within the area covered. Commitment of such lands to open space use in perpetuity is typically assured through deed restrictions or dedication of construction rights secured at the time of development permit approval. Within dedicated open space areas, standards and conditions for use are specifically set forth as conditions of the zoning permit or subdivision tract map. Approved and pending subdivision activity within the study area is mapped in Figure 5: Subdivision Activity. Section 3 of the Conservation and Natural Resources Element discusses Significant Ecological Areas (SEA) which the General Plan works to protect and enhance to “ensure that the legacy of unique biotic diversity is passed on to future generations.” The Plan states that SEA designation is given to land that contains irreplaceable biological resources and is detailed in Appendix E of the document. It states “each individual SEA is sized to support sustainable populations of its component species, and includes undisturbed or lightly disturbed habitat along with linkages and corridors that promote species movement.” The SEAs in the study area are included as important linkages

to ensure regional biodiversity, species and habitat connectivity, and habitat preservation. The Santa Susana Mountains/Simi Hills, Santa Clara River, and Valley Oaks Savannah SEAs, in tandem with the Santa Monica Mountains help link the study area to critical wildlife areas and corridors in Ventura County.

Los Angeles Countywide Comprehensive Parks & Recreation Needs Assessment (2016)¹³

The LA County Board of Supervisors initiated this assessment by a vote in 2015. The results of this analysis are intended to document existing facilities, and to determine the future need of parks based on existing and future system demand. By undertaking this analysis, the Board underscored the importance of a healthy and safe environment for people to live, work and most importantly, play. The analysis included an extensive inventory, demographic research, and other information to provide the County with guidance on where resources and agencies should direct their resources through the 2035 planning horizon.

Active Transportation Strategic Plan (2016)¹⁴

The Active Transportation Strategic Plan (ATSP) provides a vision for improving mobility within LA County for people who walk, bike, and take transit and to creating safer streets that benefit all roadway users. Within the plan, “Active Transportation” refers to any non-motorized mode of travel, including walking, bicycling, rolling, skating, or scootering. The plan provides for strategies that can be undertaken by stakeholders within the planning area. In many instances, Metro doesn’t own or operate the public right of way for the facilities rec-

¹³ Los Angeles County Department of Parks and Recreation. Los Angeles Countywide Comprehensive Parks & Recreation Needs Assessment. Available online at <http://lacountyparkneeds.org/final-report/>
¹⁴ Los Angeles County Metropolitan Transportation Authority. Adopted May 2016. Active Transportation Strategic Plan (ATSP). Available online at <https://www.metro.net/projects/active-transportation-strategic-plan/>

ommended, yet it provides key coordination to many stakeholders within the area that are decision makers and have the ability to implement changes enshrined within the plan.

The ATSP includes a number of goals related to trails, identified below.

- Establish active transportation modes as integral elements of the countywide transportation system
- Improve public health through traffic safety, reduced exposure to pollutants, design and infrastructure that encourage residents to use active transportation as a way to integrate physical activity into their daily lives
- Promote multiple clean transportation options to reduce criteria pollutants and greenhouse gas emissions, and improve air quality

Of relevance to the development of a regional trail system, the Plan recommends strategies for single city initiated plans, and multiple city initiatives. This includes strategies for collaboration, planning, funding and implementation. The importance of this document for trails as connectivity to bikeways sets a precedent in providing people with options for active transportation networks.

C.4 Ventura County
Ventura County General Plan, Updated 2016¹⁵

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 and immediately to the west of the study area. While there are no direct linkages to current trails, there are goals within the plan document that could relate to fu-

¹⁵ County of Ventura Resource Management Agency, Planning Division. Ventura County General Plan. Available online at <http://vcrma.org/planning/plans/general-plan/index.html>

ture connections to the Ventura County trails system.

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. The significant biological resources area in Ventura County provides wildlife habitat continuity with the existing and proposed SEAs along the County line in the Plan Area in Los Angeles County.

The Ventura County General Plan is applicable to the land directly west of the Phase II.b area. All of the land in Ventura County adjacent to the study area, noted as the Piru Area of Interest, has been classified in the Land Use section of the General Plan as Open Space. 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.”

In section 4.10, Parks and Recreation, of the General Plan’s Goals, Policies, and Programs, 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. One of the goals of the General Plan under Recreation is to “Establish or assist in the establishment of a Countywide network of trails which will meet the needs of equestrians, bicyclists, hikers and other trail user groups” which ties in with the SSMTMP-PII goals.

C.5 Local Plans

Los Angeles County

Newhall Ranch Specific Plan, 2003¹⁶

The Newhall Ranch Specific Plan is a comprehensive document intended to guide future development of the Newhall Ranch community. The Specific Plan consists of approximately 11,963 acres located west of the City of Santa Clarita and the Community of Stevenson Ranch, north of the Santa Susana Mountains, on both sides of State Highway 126 and the Santa Clara River, and east of the Ventura County line within the trail planning area. The Plan Area is located west of the SSMTMP-PII.a area.

The Plan provides for up to 20,885 residential units including 423 second units on the same lots as the 423 estates with a conditional use permit, and 629 acres of mixed-use development accounting for 4,101 of the total 20,885 planned units. The Plan also allocates 67 acres to commercial uses, 249 acres to business park uses, 37 acres to visitor serving uses, and 1,010 acres to open area including 141 acres of parks. Approximately 5,159 acres are planned for special management areas that are designated as permanent open space. Additionally, the Plan distributes 50 acres to 10 neighborhood parks, a public trail system, and an 18-hole golf course, two fire stations, a public library, an electrical substation, five elementary school sites, one junior high school site, one high school site, and a 6.8 million gallon-per-day water reclamation plant. The Plan is proposed to be built out over a 25-year period.

Among other tasks, the Specific Plan provides plans, implementation programs, and development regulations and standards for the protection of open areas adjacent to development and two large special resource management areas (totaling approximately 6,170 acres). The Specific Plan identifies 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 proposed trail planning area. The Newhall Ranch Specific Plan identifies eight land use designations adjacent to the trail planning area:

- Open Area
- Estates development
- Low Density residential development
- Low-Medium Density residential development
- Medium Density residential development
- High Density residential development
- Mixed Use development
- Business Park

The Newhall Ranch Specific Plan was adopted in 2003 with a range of objectives, including establishing a Trails Master Plan of a diverse system of pedestrian and bicycle trails, segregated from vehicle traffic, to serve as an alternative to automobile use. According to the Newhall Ranch Specific Plan Trails Master Plan, one unimproved trail (dirt paths following existing utility roads or natural topography), one pathway (multi-purpose bicycle and pedestrian trail adjacent to local collector roadway), one local trail (joint pedestrian/bicycle route which may or may not follow a roadway and provides access to amenities, the Community Trail network, or links villages within the Plan Area), one community trail (unified pedestrian and bicycle route in landscaped parkway), and one equestrian trail component of a community trail will extend from Newhall Ranch into

the study area. Equestrian use of unimproved trails adjacent to the study area is restricted to the High Country zones south of SR 126, which are not located within the study area. The homes in the Newhall Ranch Specific Plan are included in the County’s Regional Housing Need Allocation (RHNA) housing allocation.

The Specific Plan’s Master Trails Plan connects to a larger multi-use Regional River Trail that follows the Santa Clara River and State Route 126, creating a connection between the Santa Clarita Valley and Ventura County. As such, the Specific Plan trails can provide many opportunities to connect into the study area, but also corridors to regional trails. The Newhall Ranch Specific Plan in an ongoing document that contains guidance, regulations and standards relating to aspects of multi-use trails, such as land use and site plan standards. Topics in the Specific Plan related to the SSMTMP-PII project are listed in Table C-2: Newhall Ranch Specific Plan Topics Related to SSMTMP-PII.

Santa Susana Mountains Final Trails Master Plan, 2015¹⁷

The Santa Susana Mountains Final Trails Master Plan (SSMFTMP) is a long-range planning document that is intended to guide the construction of proposed trails and the maintenance of existing trails in the SSMFTMP Area, which is comprised of 38 square miles of land in the unincorporated territory of Los Angeles County. The SSMFTMP study area is located south of the SSMTMP-PII.a area, and includes a general overview of the southern portion of the Phase II.b area. The proposed trails in the SSMFTMP are included as part of the County’s General Plan 2035, which was approved in October 2015. Many of these proposed trails are adjacent and/or within the SSMTMP-PII area.

Castaic Area Multi-Use Trails Plan, 2016¹⁸

The Castaic Area Multi-Use Trails Plan lies within and includes consideration of the Santa Clarita Valley Area Plan as well as eight community services districts. The plan includes numerous identified proposed County Trails, information on user-created non-adopted trails, proposed recreational trails in other area and master plans, as well as other regional trails proposed by the state. The Plan provided connections into planned trails in the Newhall Ranch Specific Plan, existing and planned trails in Santa Clarita, and to the proposed regional Santa Clara River trail. A trail following Castaic Creek is proposed, which would cross the Santa Clara River approximately 800 feet west of the northernmost point of the Phase II.a boundary and connect into Phase II.a via the Santa Clara River.

In addition to the proposed trails and trail corridors identified within the plan, there are a number of goals, strategies and objectives that complement these efforts to ensure a strong policy guide for those implementing the plan.

City of Santa Clarita

City of Santa Clarita General Plan, 2011¹⁹

The City of Santa Clarita General Plan was prepared pursuant to California Government Code Sections 65300 et. seq., which require that each city and county within the state “adopt a comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries which in the planning agency’s judgment bears relation to its planning.”

Along with the City of Santa Clarita, areas outside of the city boundary have been included in the “sphere of influence” for the General

¹⁶ County of Los Angeles Department of Regional Planning. Newhall Ranch Specific Plan. Available online at http://planning.lacounty.gov/assets/upl/data/pd_sp_newhall-ranch.pdf

¹⁷ Los Angeles County Department of Parks and Recreation. Santa Susana Mountains Final Trails Master Plan. Available online at <https://trails.lacounty.gov/Files/Documents/115/FINAL%20Santa%20Susana%20Mountains%20Final%20Trails%20Master%20Plan%20May%202015.pdf>

¹⁸ Los Angeles County Department of Parks and Recreation. Approved October 2016. Castaic Area Multi-Use Trails Plan. Available online at <https://trails.lacounty.gov/Files/Documents/124/Castaic%20Area%20MUTP%20-%20FINAL.pdf>

¹⁹ City of Santa Clarita. City of Santa Clarita General Plan. Available online at <http://www.codepublishing.com/CA/SantaClarita/html/SantaClaritaGP/SantaClaritaGP.html>

Plan. This plan was created concurrently with the Santa Clarita Valley Area Plan.

The Circulation element in the General Plan discusses the desire to incorporate multi-use trails and bike paths into the comprehensive transportation network. This section includes a planned Class 1 trail that crosses I-5 and into the study area along the Santa Clara River, north of Magic Mountain Parkway.

Santa Clarita Valley Area Plan (One Valley One Vision) (2012)²⁰

The Santa Clarita Valley Area Plan is a long-range planning document that is a component of the County General Plan, which provides goals, objectives, policies and implementation actions that apply only to the unincorporated areas of the Santa Clarita Valley. The Area

Plan is also a component of “One Valley One Vision,” through a joint planning effort with the City of Santa Clarita and their General Plan, adopted in 2011 to provide a unified vision for development and conservation for the entire Santa Clarita Valley. The Area Plan encompasses the Newhall Ranch Specific Plan area. The Area Plan outlines an objective to plan for integrated trail systems, including bikeways, walkways, and multi-purpose trails to provide access among Valley communities and to regional centers outside of the Valley. The Area Plan includes a Master Plan for Trails throughout the Santa Clarita Valley, as part of the Circulation and Open Space Element that highlights existing trails of the County Trail System and Newhall Ranch Specific Plan. Maps and supporting text provide for the overall concepts of building an inter-valley and inter-city bikeway and trail system.

The plan includes the following conservation and open space policies which help to inform the goals of the SSMTMP-P II:

²⁰ Los Angeles County Department of Regional Planning. Santa Clarita Valley Area Plan (One Valley One Vision). Available online at <https://trails.lacounty.gov/Files/Documents/66/Santa%20Clarita%20Valley%20Area%20Plan%20-%20Master%20Plan%20of%20Trails%202012.pdf>

Table C-2: Newhall Ranch Specific Plan Topics Related to SSMTMP-P II

Topic	Description
Trail Connections to Study Area	Santa Clara River Trail
	Pico Canyon Trail
Development Plan: Mobility Objectives	(5) Establish a diverse system of pedestrian and bicycle trails, segregated from vehicle traffic, to serve as an alternative to automobile use
Development Plan: Parks, Recreation and Open Area Objectives	(6) Provide an extensive system of pedestrian, bicycle and hiking trails within the Villages and hiking trails in the <i>Special Management Areas (SMAs)</i> and <i>Open Area</i> .
2.4 Mobility Plan: 3.Trails	“The Master Trails Plan encompasses a comprehensive system of bicycle and pedestrian circulation throughout the Specific Plan Area and provides potential connections to regional trail systems within the Santa Clarita Valley. The network will extend the existing planned regional trails into the Newhall Ranch and provide additional recreational opportunities for both local and regional residents... These trails will be constructed on one side of the roadway, and the opposite side of the roadway will have a standard cross-section. The Master Trail Plan includes the following hierarchy of trails: (1) Regional River Trail; (2) Community Trails; (3) Local Trails; (4) Pathways and; (5) Unimproved Trails.”

- Policy C-7.1.10: Continue to expand and improve the Valley’s multi-use trail system to provide additional routes for pedestrian travel.
- Policy CO-9.2.1: Plan for a continuous and unified multi-use (equestrian, bicycling, and pedestrian/hiking) trail network for a variety of users, to be developed with common standards, in order to unify Santa Clarita Valley communities and connect with City, Regional, State, and Federal trails such as the dual-use (equestrian and hiking) Pacific Crest Trail.
- Policy CO-9.2.2: Provide trail connections between paseos, bike routes, schools, parks, community services, streets and neighborhoods.
- Policy CO-9.2.4: Ensure that new development projects provide trail connections to local and regional trail systems, where appropriate.
- Policy CO-9.2.5: Promote the expansion of multi-use trails within rural areas of the Santa Clarita Valley and Circulation Element.
- Policy CO-9.2.8: Ensure that trails are designed to protect habitat, ecosystems, and water quality.

City of Los Angeles

Major Equestrian and Hiking Trails (1968)²¹

A joint effort between the City of Los Angeles Department of City Planning and Department of Recreation and Parks, the Major Equestrian and Hiking Trails document was “designed to serve as a guide to governmental agencies concerned with the acquisition, construction and maintenance of equestrian and hiking trails in the City.” Objectives of the plan are for both equestrian and hiking trails, which include acquisition strategies, recommendations for the formation of networks, the promotion of

²¹ City of Los Angeles Department of City Planning and Department of Recreation and Parks. Major Equestrian and Hiking Trails Plan. Available online at <http://www.laparks.org/sites/default/files/equine/pdf/majorTrailsPlan.pdf>

trail use as “a healthful and relaxing activity,” and a directive to combine these two trail uses where possible. Design standards and criteria are provided which include physical characteristics of trails (grade, widths) but also areas where trails will be best planned (varied scenery, minimized street crossings). Specific locations for trails and facilities are not included, only generalized locations for proposed trails. This document is scheduled to be updated and combine with the Open Space Element in 2017.

Open Space Plan (1973)²²

The City of Los Angeles Open Space Plan, prepared by the Department of City Planning, was developed as an element of the City’s General Plan in 1973. A system of hiking, biking, and equestrian trails around the Santa Monica and Verdugo Mountains is recommended, which could include trails connecting into the SSMTMP-P II area. These networks are not mapped or specifically delineated. Roads through open space areas are to be designed for scenic value and also to accommodate hiking, cycling, and equestrian trails.

2009 Citywide Community Needs Assessment: Final Report (2009)²³

The City of Los Angeles Department of Recreation and Parks conducted a citywide, survey of park preferences and needs, largely through outreach in communities around the city. Results of the assessment showed that walking and biking trails ranked first of 30 possible amenities presented. Nature trails ranked 5th, and equestrian trails ranked last. When the results were broken down demographically and geographically, walking and biking trails consistently remained the highest public priority, while nature trails

²² City of Los Angeles Department of City Planning. Open Space Plan. Available online at https://planning.lacity.org/Code_Studies/GeneralElement/openspaceelement.pdf

²³ City of Los Angeles Department of Recreation and Parks. 2009 Citywide Community Needs Assessment: Final Report. Available online at <http://www.laparks.org/sites/default/files/projects/2009%20Community%20Needs%20Assessment%20-%20Final.pdf>

varied from 3rd to 14th place. Equestrian trails remained lowest priority except for the North Valley geographic area, where equestrian trails rose to 27th. The report recommends partnerships with open space districts, agencies, and other municipalities to maximize available facilities and planning resources. Recommendations for specific facilities in specific areas are not made.

Mobility Plan 2035 (2016) ²⁴

Adopted in September 2016, the updated Mobility Plan 2035 addresses a wide range of transportation policies and recommendations for the City of Los Angeles. The plan places emphasis on safety for all transportation modes, complete streets, and active transportation. Multi-use trails play a small role in the plan, however, and are only mentioned in the context of the need to prioritize safety and prevent conflict between user groups.

24 City of Los Angeles Department of City Planning. Mobility Plan 2035. Available online at <https://planning.lacity.org/documents/policy/mobilityplnmemo.pdf>

City of Los Angeles General Plan Update 2040 (2017) ²⁵

Via the OurLA2040 website, the Los Angeles Department of City Planning has announced its intent to update and consolidate 9 citywide existing elements and 35 local community plans into a new General Plan for the 2040 planning horizon.²⁶ Three elements have already been updated: Housing (2013), Health (2015), and Mobility (2016). Open Space is among the elements with a pending update, with progress slated to begin in 2017. This element will include trails, equestrian trails, connections between parks, and pedestrian-specific connections. Until this update is complete, policy regarding trails defaults to the Major Equestrian Trails (1968) and Open Space Plan (1973) elements summarized above. The Conservation element has historically included discussions of trails as a feature of open space, but the forthcoming update is focusing on the Conservation element in relation to energy usage and waste management.

25 City of Los Angeles Department of City Planning. OurLA2040 Plan. Available online at: <https://www.ourla2040.org/the-plan>

26 City of Los Angeles Department of City Planning. Accessed 6/28/2017. OurLA2040: Our City, Our Future, Our Plan. Available online at: <https://www.ourla2040.org/>

The Economic Benefits of the Public Park and Recreation System in the City of Los Angeles, California (2017) ²⁷

The City of Los Angeles has an extensive and varied park program that provides substantial environmental and economic benefits to the area. This document explores these benefits from many perspectives, with emphasis placed on how various factors contribute to the overall economy of the city. The benefits provided to the city range from enhanced property values and increased tourism, to more societal and environmental benefits. The analysis documented in this report notes the approximately 40,400 acres of park lands managed by various agencies provide benefits in different areas. Property values are enriched by \$2.29 billion, resulting in \$27.2 million in tax revenues a year. Park areas also save taxpayer money by retaining stormwater to the amount of \$8.03 million. Additional benefits include tourism, air and water quality and human health improvements.

27 The Trust for Public Land. The Economic Benefits of the Public Park and Recreation System in the City of Los Angeles, California. May 2017. Available online at https://www.tpl.org/sites/default/files/files_upload/CA_LA%20Economic%20Benefits%20Report_LowRes.pdf

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APPENDIX D:
ADDITIONAL DESIGN STANDARDS

D.1 Transportation Standards and Guidelines

Where a trail parallels the roadway or is in the right-of-way (ROW) and may serve transportation, as well as recreation functions, and where the trail receives state or federal funding for non-motorized transportation facilities, the following federal and state standards may apply.

From *Section 4.3.3.2 Urban Trails*:

“Urban trails, due to their locations in highly populated areas, are utilized by many people at different fitness levels for a range of reasons. Therefore, safety is the most important consideration in designing urban trails. It is important that urban trails are designed in accordance with traffic engineering standards. **The Metropolitan Transportation Authority Congestion Management Plan (CMP) and the Transportation element of the County of Los Angeles General Plan should be consulted to determine the traffic impacts of a trail.** In addition, way-finding signs ensure the safety of urban trails. The purpose of urban trail signs is to indicate the required change in traffic, the behavior required of the trail users, and the need to switch gears at intersections.¹

Fencing is also important in the design of urban trails. Fencing identifies the route of the trail as well as alerts motorists when trails are in the proximity of streets. Fencing should be shorter than 50 percent of the trail easement width and outside the trail tread and easement. Fencing over 30 inches in height should have a second rail to prevent ponies from ducking under a high top rail. Fencing should also be smooth to prevent injuries to trail users. An example of an urban trail

¹ City of Los Angeles. Department of city Planning. February 2004. *Guide to Trail and Horsekeeping Specifications, New Construction, Private Property easements, and Public Right of Way. “Development of Trails.” Prepared by the Foothill Trails District Neighborhood Council Ad Hoc Trails Committee*

is the Walk for Health Trail in Kenneth Hahn State Recreation Area (See *Figure 4.3.3.2-1, Walk for Health Urban Trail in Trails Manual*).

American Association of State Highway and Transportation Officials (AASHTO)

The AASHTO Guidelines for the Development of Bicycle Facilities is the leading national document with guidelines for designing on-street bicycle and facilities and shared use paths. The most recent version of this nationally recognized document is the 4th Edition, dated 2012.

Rural Roads

The 2012 “AASHTO Guide for the Planning, Design, and Operation of Bicycle Facilities,” makes several recommendations to accommodate bicyclists and pedestrians on rural roadways. Adding or improving paved shoulders on rural roadways with higher speeds or traffic volumes has many safety benefits for motorists, bicyclists and pedestrians. Expanded shoulders provide space for maintenance operations, to escape potential crashes, or for temporary storage of disabled vehicles. They extend the service life of the road by reducing edge deterioration and further improve sight distances in areas with curves and cut sections. Paved shoulders can benefit pedestrians as well by providing a place for them to walk in locations where there is no sidewalk and the current roadside condition is unsuitable for walking.

Roadway retrofits for bicycle facilities are best accomplished as part of repaving or reconstruction projects. On uncurbed cross sections with no vertical obstructions immediately adjacent to the roadway, paved shoulders should be at least four feet (1.2 m) wide to accommodate bicycle travel. Rugged terrain and other physical features however, may impact the amount of horizontal space

available for a roadway section. In retrofit situations where minimal right-of-way is available, a minimum width of three feet (0.9 m) of operating space is allowed between the edge line of the vehicle travel lane and the edge of pavement (where there is no curb). Where physical space is limited, additional real estate for shoulders may be gained by restriping roadways to decrease the width of vehicle travel lanes. The AASHTO Draft Guide states the following:

“Where the total width of the outside travel lane is 14 feet (4.3 m), it would be preferable to instead provide a 10-11 foot (3.0 - 3.4 m) travel lane and a 3 - 4 foot (0.9 - 1.2 m) shoulder. Re-striping a 14 feet (4.3 m) travel lane as a 12 foot (3.7 m) lane and a 2 foot (0.6 m) shoulder is not recommended. Since the paved shoulder would not accommodate bicycle operating width, and trying to avoid or repeatedly crossing an edge stripe is uncomfortable, bicyclists would need to ride in the travel lane instead. Even if a bicyclist manages to ride (partly or mostly) on such a narrow paved shoulder, this design may convey a misleading impression of adequate width to a motorist overtaking the bicyclist in the adjacent travel lane, when in fact it would be necessary for the motorist to be driven at least part way into the next lane in order to pass the bicyclist with adequate clearance.”

Signs should be used on rural roadways where non-motorized users are anticipated, to alert motorists that bicyclists may be encountered and that they should be mindful and respectful of them. Options available include the “Share the Road” sign assembly (W11-1 + W16-1P), shown in **Image D-1**.

The AASHTO Draft Guide further states that rumble strips create a potential hazard for bicyclists and are not recommended to be used on shoulders where cycling is anticipated. If they are to be used, a minimum clear path of four feet from the rumble strip



Image D-1 “Share the Road” Sign Assembly (W11-1 + W16-1P)

to the outside edge of the paved shoulder should be provided.

AASHTO Design Guidelines

- Paved shoulders should be at least four feet wide
- In retrofit situations where minimal right-of-way is available, paved shoulder should be a minimum of three feet wide
- Where physical space is limited, additional width for shoulders may be gained by restriping roadways to decrease the width of vehicle travel lanes

Shared Use Paths

A shared use path allows for two-way, off-street bicycle and pedestrian use. These facilities are frequently found in parks, along rivers, beaches, and in greenbelts or utility corridors where right-of-way exists and there are few conflicts with motorized vehicles.

AASHTO Design Guidelines

- Width: Minimum for a two-way shared-use path (only recommended for low traffic situations): 10 feet
- Recommended for high-use areas with multiple users such as joggers, bicyclists, rollerbladers and pedestrians: 12 feet or greater
- 8-foot-width may be used for a short distance due to physical constraint
- Lateral clearance: 2 feet or greater shoulder on both sides.
- Overhead clearance: 8 feet minimum, 10 feet recommended.
- Maximum design speed for shared-use paths: 20 mph. Speed bumps or other surface irregularities should not be used to slow bicycles.
- Grade:
 - Recommended maximum: 5%
 - Steeper grades can be tolerated for a maximum of 500 feet
- Railings
 - Protective railings, fences, or barriers should be a minimum of 42 inches
 - 48-inch railing height is recommended where there are hard corners or sharp curves on a given path, particularly on bridge approaches. Vertical balusters are not recommended for railings designed to provide protection for bicycles to prevent snagging bicycle pedals or handlebars.

Sidepaths

A sidepath is a shared use path located immediately adjacent and parallel to a roadway. AASHTO provides guidelines for the appropriate use of sidepaths but states that a “pathway adjacent to the road is generally not a substitute for the provision of on-road accommodation such as paved shoulders or bike lanes.” Sidepaths can be considered under the following conditions:

- The path will generally be separated from all motor vehicle traffic.
- Bicycle and pedestrian use is anticipated to be high.
- To provide continuity with an existing path through a roadway corridor.
- The path can be terminated at each end onto streets with good bicycle and pedestrian facilities, or onto another well-designed path.

There is adequate access to local cross-streets and other facilities along the route.

AASHTO Design Guidelines

- A sidepath should satisfy the same design criteria as shared use paths in independent corridors.
- A minimum 5-foot separation between the sidepath and a high-speed roadway is recommended. Where the separation is less than 5 feet, a physical barrier or railing should be provided.

Federal Highway Administration (FHWA)

The United States Department of Transportation (USDOT) FHWA has adopted a policy statement that bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist. FHWA references the use of the best currently available standards and guidelines such as AASHTO and the MUTCD. Furthermore, all federally funded transportation enhancement (TE) projects must be in full compliance with ADA.

Manual of Uniform Traffic Control Devices (MUTCD)

The MUTCD defines the standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public traffic. The MUTCD is published by the FHWA under 23 Code of

Federal Regulations (CFR), Part 655, Subpart F. The MUTCD is a compilation of national standards for all traffic control devices, including road markings, highway signs, and traffic signals. It is updated periodically to accommodate the nation’s changing transportation needs and address new safety technologies, traffic control tools and traffic management techniques.

The MUTCD is the national standard, but state transportation agencies differ in how they comply with MUTCD standards. Some states adopt the MUTCD as their standard. Other states adopt the national MUTCD along with a state supplement that might prescribe which of several allowable options are selected for the state’s specific purposes. Still other states, California included, use the national MUTCD as the basis for developing their own State Traffic Control Device manuals, which must be in substantial conformance to the national MUTCD. Caltrans adopted the California MUTCD (CA MUTCD) in January 2012 (see Section 4.3 of this chapter).

Designing Sidewalks and Trails for Access, Part II of II: Best Practices Design Guide

The FHWA’s Designing Sidewalks and Trails for Access, Part II of II: Best Practices Design Guide (2001) is another key resource for ADA-compliant sidewalk and trail design. The Design Guide provides planning, assessment, and design guidance for trails. For the purposes of the guidebook, a trail is defined as a path of travel for recreation and/or transportation within a park, natural environment, or designated corridor that is not classified as a highway, road, street, or sidewalk. In Chapter 12 (planning) and Chapter 13 (assessment), recreation trails and shared-use paths are discussed as one unified topic. In the design chapters (Chapters 14 and 15), shared-use paths and recreation trails are discussed separately.²

California Department of Transportation

Highway Design Manual (HDM)

The State of California, Department of Transportation (Caltrans) Highway Design Manual is used by Caltrans staff and non-Caltrans project managers and planners proposing designs for projects within the Caltrans right-of-way. The design standards cover a wide array of design focus areas including drainage, pavement, and basic design policies. Chapter 1000 specifically focuses on bikeway planning and design. Any trail designated to encroach into or travel within Caltrans right-of-way shall be designed per Chapter 1000 of the Caltrans Highway Design Manual.

To review information from all chapters of the design manual please see the entire document online at: www.dot.ca.gov/hq/oppd/hdm/hdmtoc.htm

Bikeway Design Standards

Caltrans has defined three types of bikeways in Chapter 1000 of the Highway Design Manual: Class I bikeway/shared use path, Class II bike lane, and Class III bike route.

Class I Bike Path

Class I bikeways are facilities with exclusive right-of-way for bicycles and pedestrians, with cross flows by motorists minimized. Experience has shown that if significant pedestrian use is anticipated, a completely separate facility for pedestrians is necessary to minimize conflicts. The anticipated range of users and forecast level of use by different user groups should dictate the design of each specific facility. At a minimum, Class I bikeways require a minimum 8-foot-wide paved surface and a minimum of 2-foot-wide clear, graded shoulders on both sides. For moderate to high-use segments, a wider paved surface of 10 to 12 feet (minimum) should be considered. In areas where a variety of users are expected, expanded unpaved shoulders should be included where

2 <http://www.fhwa.dot.gov/environment/sidewalk2/index.htm>

possible. Class I bikeways immediately parallel and adjacent to highways must be separated from automobile traffic by a 5-foot horizontal separation or a 2-foot separation with barrier, per the Caltrans Highway Design Manual. Under certain circumstances, Caltrans may approve exceptions to the Class I bikeway design standards.

Class II Bike Lanes

A bike lane provides a striped lane for one-way bike travel on a street or highway. When bike lanes are adjacent to marked on-street parking, five feet is the minimum width of bike lane. When bike lanes are adjacent to on-street parking that is not marked with a parking stripe or stall marking, 11 feet or 12 feet (depending on the type of curb) is the minimum width of the bike lane where parking is permitted. Where parking is prohibited, the minimum bike lane width is four feet, if no gutter exists, and five feet, if a normal two-foot gutter is present. Wherever possible, the width of bike lanes should be increased six feet to eight feet to provide for greater safety.

Class III Bike Route

A bike route provides a right-of-way designated by signs or permanent markings and shared with pedestrians or motorists. Chapter 1000 does not present minimum widths for Class III bikeways, as the acceptable width is dependent on many factors, including the volume and character of vehicular traffic on the road, typical speeds, vertical and horizontal alignment, sight distance, and parking conditions.

California MUTCD (2012)

The California MUTCD (CA MUTCD) is published by Caltrans and is issued to adopt uniform standards and specifications for official traffic control devices in California. Traffic control devices are defined as all signs, signals, markings, and other devices used to regulate, warn, or guide traffic, placed on, over, or adjacent to a street, highway, pedestrian facility, or bikeway by authority of a public agency or official having jurisdiction, or, in the case of a private road, by authority of the private owner or private official having jurisdiction. The CA MUTCD is not applicable to privately-owned and maintained roads or commercial establishments in California, unless the particular city or county enacts an ordinance or resolution to this effect.

The CA MUTCD incorporates the FHWA's MUTCD (2009 Edition) and all policies on traffic control devices issued by Caltrans that have been issued since January 21, 2010 and other editorial, errata, and format changes that were necessary to update the previous documents.

On state highways, the CA MUTCD shall not supersede Caltrans' Standard Plans, Standard Specifications or the Special Provisions publications but all Standard statements of the CA MUTCD shall be met. On state highways, whenever there is a discrepancy between the specifications and requirements contained in the CA MUTCD, and those contained in Caltrans' Standard Plans, Standard Specifications or the Special Provisions publications, Caltrans' Standard Plans, Standard Specifications or the Special Provisions publications shall govern.

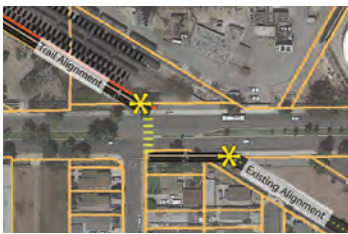
D.2 Trail and Roadway Crossings

The Santa Susana Mountains Trails will need to cross public roads. This section provides design guidelines for these crossings. Trail/roadway crossings generally will fit into one of four basic categories:

3 Federal Highway Administration (FHWA) Report, "Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations."

4 In particular, the recommendations in this report are based in part on experiences in cities like Portland (OR), Seattle (WA), Tucson (AZ), and Sacramento (CA), among others

TABLE D-1 Crossing Type and Description

CROSSING TYPE	PHOTO	DESCRIPTION
I. Unprotected		Unprotected crossings include mid-block crossings of residential, collector, and sometimes major arterial streets.
II. Routed to Existing Intersection		Bikeways that emerge near existing intersections may be routed to these locations.
III. Signalized/Controlled		Bikeway crossings that require signals or other control measures due to traffic volumes, speeds, and trail usage.
IV. Grade Separated		Bridges or undercrossings provide the maximum level of safety but also generally are the most expensive and have right-of-way, maintenance, and other public safety considerations.

- Type 1: Marked/Unsignalized; Type 1A: Marked/Enhanced
- Type 2: Route Users to Existing Signalized Intersection
- Type 3: Signalized/Controlled
- Type 4: Grade-separated crossings

volumes (average daily traffic and peak hour traffic), street width, sight distance and trail user profile (age distribution, destinations served). Crossing features for all roadways should, at minimum, include warning signs both for vehicles and trail users. The type, location, and other criteria for trail crossings

While at-grade crossings create a potentially high level of conflict between trail users and motorists, well-designed crossings have not historically posed a safety problem for trail users. This is evidenced by the thousands of successful trails around the United States with at-grade crossings. In most cases, at-grade trail crossings can be properly designed to a reasonable degree of safety and can meet existing traffic and safety standards.

Evaluation of trail crossings involves analysis of vehicular and anticipated trail user traffic patterns, including vehicle speeds, traffic



Image D-2 At-grade crossing

are identified in the AASHTO's Guide for the Development of Bicycle Facilities and the MUTCD.

Consideration must be given for adequate warning distance based on vehicle speeds and line of sight. Visibility of any signing is absolutely critical. Catching the attention of motorists jaded to roadway signs may require additional alerting devices such as the installation of Rectangular Rapid Flashing Beacon (RRFB), roadway striping or changes in pavement texture. Signing for trail users must include a standard "STOP" sign and pavement marking, sometimes combined with other features such as bollards or a kink in the trail alignment to slow bicyclists. Care must be taken not to place too many signs at crossings lest they begin to lose their impact.

A number of striping patterns have emerged over the years to delineate trail crossings. A median stripe on the trail approach will help to organize and warn trail users. The actual crosswalk striping³ is highly related to local customs and regulations. In areas where motorists do not typically defer to pedestrians in crosswalks, additional measures may be required.⁴



Image D-3 Signalized Crossing

Crossing types and descriptions are found in **Table D-1** and are described as follows:

Type 1: Marked/Unsignalized Crossings

A marked/unsignalized crossing consists of a crosswalk, signage, and often no other devices to slow or stop traffic. The approach to designing crossings at mid-block locations depends on an evaluation of vehicular traffic, line of sight, trail traffic, use patterns, vehicle speed, road type and width, and other safety issues such as proximity to schools. The following thresholds recommend where unsignalized crossings may be acceptable:

Maximum traffic volumes:

- ≤9,000-12,000 Average Daily Traffic (ADT) volumes
- Up to 15,000 ADT on two-lane roads, preferably with a median
- Up to 12,000 ADT on four-lane roads with median

Maximum travel speed:

- 35 MPH

Minimum line of sight:

- 25 MPH zone: 155 feet
- 35 MPH zone: 250 feet



Image D-4 Undercrossing Path

45 MPH zone: 360 feet

Well-designed, crossings of multi-lane higher-volume arterials over 15,000 ADT may be unsignalized with features such as a combination of some or all of the following: excellent sight distance, sufficient crossing gaps (more than 60 per hour), median refuges, and/or active warning devices like flashing beacons or in-pavement flashers. These are referred to as "Type 1 Enhanced" (Type 1+). Such crossings would not be appropriate; however, if a significant number of schoolchildren used the trail. Furthermore, both existing and potential future trail usage volume should be taken into consideration.

On two-lane residential and collector roads below 15,000 ADT with average vehicle speeds of 35 MPH or less, crosswalks and warning signs ("Trail X-ing") should be provided to warn motorists, and stop signs and slowing techniques (bollards/geometry) should be used on the trail approach. Curves in trails that orient the trail user toward oncoming traffic are helpful in slowing trail users and making them aware of oncoming vehicles. Care should be taken to keep vegetation and other obstacles out of the sight line for motorists and trail users. Engineering judgment should be used to determine the appropriate level of traffic control and design.



Image D-5 Raised Crosswalk

Type 2: Route Users to Existing Signalized Intersection

Crossings within 250 feet of an existing signalized intersection with pedestrian crosswalks are typically diverted to the signalized intersection for safety purposes. For this option to be effective, barriers and signing may be needed to direct multi-use trail users to the signalized crossings. In most cases, signal modifications would be made to add pedestrian detection and to comply with ADA.

Type 3: Signalized/Controlled Crossings

New signalized crossings may be recommended for crossings that meet pedestrian, school, or modified warrants, are located more than 250 feet from an existing signalized intersection and where 85th percentile travel speeds are 40 MPH and above and/or ADT exceeds 15,000 vehicles. Each crossing, regardless of traffic speed or volume, requires additional review by a registered engineer to identify sight lines, potential impacts on traffic progression, timing with adjacent signals, capacity, and safety.

Multi-use trail signals are normally activated by push buttons, but also may be triggered by motion detectors. The maximum delay for activation of the signal should be two minutes, with minimum crossing times determined by the width of the street. The signals may rest on flashing yellow or green for motorists when not activated, and should be supplemented by standard advanced warning signs.

Type 4: Grade-separated Crossings

Grade-separated crossings may be needed where existing bicycle/pedestrian crossings do not exist, where ADT exceeds 25,000 vehicles, and 85th percentile speeds exceed 45 MPH. They are also used frequently to cross existing train tracks. Safety is a major concern with both overcrossings and undercrossings. In both cases, multi-use trail users may be temporarily out of sight from public view and may have poor visibility themselves. Undercrossings, have the reputation of being places where crimes occur. Most crime on multi-use trails, however, appears to have more in common with the general crime rate of the community and the overall usage of the multi-use trail than any specific design feature.

Design and operation measures are key to addressing multi-use trail user concerns. An undercrossing can be designed to be spacious, well-lit, equipped with emergency cell phones at each end and completely visible for its entire length prior to entering. Other potential problems with undercrossings include conflicts with utilities, drainage, flood control, and maintenance requirements. Overcrossings pose potential concerns about visual impact and functional appeal, as well as space requirements necessary to meet ADA guidelines for slope.

Crosswalks

Crosswalk markings indicate to pedestrians the appropriate route across traffic, to facilitate crossing by the visually impaired and remind turning drivers of potential conflicts with pedestrians.

Crosswalks should not be installed at locations with poor sight distance, complex or confusing designs, or substantial heavy truck volume without first providing adequate design features and/or traffic control devices.

Controlled intersections:

- Marked crosswalks should be placed across all approaches that have adequate ADA and pedestrian accommodations/ displays.
- At all-way stops, marked crosswalks should be placed across all roads where there is sidewalk, or any evidence of pedestrian movement.
- Uncontrolled intersections:
- At uncontrolled intersections, where only the side road is required to stop or yield, marked crosswalks should be placed across all side roads where there is sidewalk, or any evidence of pedestrian movement.
- At uncontrolled locations, marked crosswalks and/or additional crossing enhancements should be placed across the state route or main route in

accordance with the table included in this section.

- Marked crosswalks may be used at non-signalized street crossing locations in designated school zones to delineate preferred pedestrian trails across roadways. Use of adult crossing guards, school signs and markings, and/or traffic signals with pedestrian signals (when warranted) should be considered in conjunction with the marked crosswalk, as needed.

At mid-block locations, crosswalks are marked where:

- There is a demand for crossing,
- There are no nearby marked crosswalks.

Additional considerations for marked crosswalks include:

- Where the Sidewalk Corridor is wider than 12 ft (3.7 m) crosswalks may be wider than the standard width to match the Sidewalk Corridor width.
- At mid-block locations, marked crosswalks are always accompanied by signing to warn drivers of the unexpected crosswalk.
- The crosswalk should be located to align as closely as possible with the Through Pedestrian Zone of the Sidewalk Corridor.
- Where traffic travel lanes are adjacent to the curb, crosswalks should be set back a minimum of 2 ft (610 mm) from the edge of the travel lane.
- Where there is poor motorist awareness of an existing crossing or at high-use locations, high-visibility crosswalks can increase safety for pedestrians and bicyclists. High-visibility crosswalks are particularly important along routes to school to improve visibility of school children.
- Pedestrian activated traffic signals can be used in high pedestrian usage areas.

RRFBs may be appropriate on undivided roadways in densely developed areas that do

not offer median refuges for crossing pedestrians. This measure should be used at higher risk crossing areas such as mid-block crossings or intersections with high traffic speeds or pedestrian volumes.

Raised Crosswalks

Raised crosswalks are similar to speed humps, but are installed at intersections to elevate crosswalks. Raised sidewalks eliminate grade changes from the pedestrian trail and give pedestrians greater prominence as they cross the street.

- Use detectable warnings at the curb edges to alert vision-impaired pedestrians that they are entering the roadway.
- May be designed so they do not have a slowing effect (for example, on emergency response routes)

D.3 Emergency Access and Response

Emergency access to the trails is a concern typically expressed by public safety agency representatives, and specifically mentioned in agency coordination for this plan. Safety and security are also frequently mentioned as a concern of trail neighbors and users. Several specific measures are identified to address emergency response that are reflected at a conceptual level in the Trail Master Plan and will need to be resolved in detail in subsequent planning, design, implementation and management:

- Emergency responders will need special equipment such as ATVs, special stretchers, and fire apparatus.
- Identify and improve points of access at public trailheads and potentially at points that don't have public access but have more direct access for an emergency situation;
- Provide clear and consistent levels of vehicular access (e.g. if a trail segment is wide enough to accommodate a patrol

or emergency vehicle, bridges, gates and other features are also designed to do so);

- Develop clear contacts, arrangements and public information for emergency response and support.
- A volunteer trail patrol is often an effective way to augment public agency information, coordination and support.
- Provide a clear shared system of designating trails and access points with names and/or and alpha-numeric identification. This allows trail users to know and report their location, and both routine maintenance and patrol staff and emergency response staff to be able to use the same information. The trail segments identified in the GIS mapping for the Trail Master Plan lay the foundation for a well-organized system of trail and access designations, and a corresponding system of trail mapping, signage and wayfinding to guide users.

D.4 ADA - Accommodating People with Disabilities

The U.S. Architectural Barriers Act (ABA), passed in 1968, is one of the first laws to address access to the built environment. The law applies to federal facilities and non-federal facilities built or altered with federal grants or loans.

Even more significant legislation, the Americans with Disabilities Act (ADA), was signed into law on July 26, 1990. ADA is one of America's most comprehensive pieces of civil rights legislation. It prohibits discrimination and guarantees that people with disabilities have the same opportunities as everyone else to participate in the mainstream of American life.

Federal Outdoor Developed Area Guidelines for Trails

The Architectural and Transportation Barriers Compliance Board (Access Board) is an independent federal agency that helps

implement ADA and ABA through leadership in accessible design and the development of accessibility guidelines and standards. The guidelines ensure that the facilities are readily accessible to and usable by people with disabilities. The Access Board issued the current guidelines in 2004. The 2004 guidelines contain provisions for several types of recreation facilities. Trails were addressed for the first time in Draft Guidelines for Outdoor Recreation Facilities published by the Access Board in 2004. At the time of the 2011 publication of the Trails Manual, the available federal guidance regarding ADA compliance for trails consisted of the Draft Final Guidelines for Outdoor Developed Areas dated December 18, 2009.

In 2013 The Access Board finalized the Outdoor Developed Area Guidelines, formally amending the 2004 guidelines by adding new provisions for trails, picnic and camping facilities, viewing areas, and beach access routes constructed or altered by Federal agencies or by non-federal entities on Federal land on behalf of a Federal agency pursuant to a concession contract, partnership agreement, or similar arrangement. Typically public agencies such as Los Angeles County follow these Guidelines as a “best practice” to ensure that they are in compliance with ADA. This is formalized in the County Trails Manual.

Both the draft Guidelines discussed in the Los Angeles County Trails Manual and the final Guidelines adopted in 2013 provide a more relaxed set of standards for design of recreational trails than the requirements for urban transportation routes or routes that connect developed facilities within a site. The final rule of the Guidelines made it easier to exempt an entire trail from the Guidelines. Importantly, the final Guidelines do not apply to shared use trails that accommodate horses or bicycles – only hiking/pedestrian trails – but the Trails Manual has specifically adopted them as guidelines for the County’s multi-use trail system.

The ADA Recreational Trail Design Guidelines are summarized in the Trails Manual and excerpts pertaining to trails from a summary prepared by the Access Board are included in *Appendix I* of the Trails Manual.

Overall Trail System/Program Accessibility Requirements

Los Angeles County and other public agencies, as well as private parties that provide public services, are subject to the broader requirements of ADA with regard to accommodation and non-discrimination for people with disabilities in their overall provision of programs and services, which includes trail opportunities. These requirements are contained in ADA Title II, Subpart D, which is excerpted below:

Americans with Disabilities Act Title II Regulations

Part 35 Nondiscrimination on the Basis of Disability in State and Local Government Services (as amended by the final rule published on September 15, 2010)

Subpart D—Program Accessibility

§ 35.149 Discrimination prohibited.

Except as otherwise provided in § 35.150, no qualified individual with a disability shall, because a public entity’s facilities are inaccessible to or unusable by individuals with disabilities, be excluded from participation in, or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any public entity.

§ 35.150 Existing facilities

- (a) General. A public entity shall operate each service, program, or activity so that the service, program, or activity, when viewed in its entirety, is readily

accessible to and usable by individuals with disabilities.

This paragraph does not:

- (1) Necessarily require a public entity to make each of its existing facilities accessible to and usable by individuals with disabilities;
- (2) Require a public entity to take any action that would threaten or destroy the historic significance of an historic property; or
- (3) Require a public entity to take any action that it can demonstrate would result in a fundamental alteration in the nature of a service, program, or activity or in undue financial and administrative burdens.

The application of these program accessibility requirements to a trail system is not clarified by ADA or the Guidelines – it is up to each agency to interpret (although the implication of the Guidelines is that trails are the most flexible type of facility in terms of design standards and compliance).

The California State Parks Accessibility Guidelines

The California State Parks Accessibility Guidelines, 2015 edition, provide useful guidance on the subject of system or program compliance, in the chapter on Trails:

Trails

I. CONCEPT

- A. Unlike Exterior Routes of Travel (ERT) and Outdoor Recreation Access Routes (ORAR), trails provide the means for the activity of hiking. Trails provide access to remote locations and unique park features. They offer visitors the opportunity to experience various park settings.

- B. Whenever hiking is considered one of the primary activities offered, or where there is a large concentration of trails, every effort should be made to install and maintain accessible trails. The accessible trails should represent the most significant features and environmental experiences unique to the area.
- C. Although addressing accessibility is only required when constructing new trails or making trail alterations, there is always an opportunity to improve access during maintenance management activities (e.g. remove step bridge approach and provide ramped bridge approach during bridge replacement; allow pedestrian passing space through gate along a maintenance road used as a trail route).

State Parks Accessibility Guidelines go on to adopt both the federal trail guidelines and pertinent state codes, as the standard for design of State Park trails.

In this respect California building codes go a step farther than federal Guidelines in specifying the design of nature trails:

V. EDUCATIONAL NATURE TRAILS

CBC 11B-246.8

- A. An educational nature trail is a trail in which the designated use is pedestrian only and is planned for the primary purpose of educating the public on the natural or cultural resources of the area. Educational nature trails also contain a series of informational panels or signs and often a printed informational brochure.
- B. Educational nature trails shall be made accessible to people with vision disabilities by the provision of tactile edging (such as rope guidelines) or

cane detectable edging along at least one side of the trail.

1. This edging should use either elevation change (e.g., raised curb, railing, cut bank back slope, elevated trail) and/or texture change (e.g., transition from concrete to grass, transition from gravel to vegetation, knots in the rope guideline) capable of providing a clearly detectable trail route for cane use.
2. Distinctive tactile surface textures should call attention to informational displays, panels, site amenities, signs, and related guide and assistance devices. These tactile surface textures should be as wide as the trail and at least 30” long in the direction of travel to ensure sufficient length for detection.
3. Signs, posts, and panels which are sequentially numbered for the purpose of providing site specific written or audio information shall use raised Arabic numbers and symbols for identification.

**County Parks Trail System
Accessibility Goal and Objectives**

Los Angeles County Parks’ commitment to trail system accessibility mirrors that of California State Parks: with the particular goal of providing the same range of trail experiences (views, natural environments and amenities) for people with disabilities. To achieve this County Parks will:

- Design all trails to be accessible per the federal Guidelines/Trails Manual;
- Provide fully accessible trails meeting the more stringent standards for Outdoor Recreation Access (5% maximum grade, paved surface) designed to fully accommodate wheelchairs and other assistive devices where this would not be prohibitively expensive, fundamentally alter the nature of the trail experience for other users or damage the resource that was being accessed;
- Provide information about the accessibility-related conditions of the

trails to allow users to make their own decisions about their ability to access them.

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APPENDIX E:
SOUTHERN CALIFORNIA EDISON EASEMENT
AGREEMENTS

July 24, 2017

July 24, 2017

XXXX
Address
Los Angeles, CA 90012

Attention:

Dear ,

Subject: Line Name
Request: (Trails)
Physical Location
RP File No.:Our order number

Southern California Edison (SCE), has reviewed and approved your request for (public trails) as shown on the attached plans entitled “XXXX”, sheet(s) 1, dated XXXX, date stamped approved on _____.

As a utility operating high voltage electric lines which serve a major portion of Southern California, SCE’s approval is granted subject to the conditions listed below to provide for the safety of others, to protect the electric system from damage and to prevent service interruptions.

This agreement is personal to XXXX, (Consentee) and is not transferable without SCE’s prior written consent. Please be advised, you have one year (12 months) from the date of this Consent Letter in order to commence with construction of this project. If construction has not begun by that time, all plans must be re-evaluated to ensure compliance with the then current SCE Policies and Guidelines.

1. Adequate access to all structures must be provided and at no time is there to be any interference with the free movement of SCE’s equipment and materials (See Addendum 1 Table 1 – Standard Clearances).
2. At no time shall access to any SCE’s facilities be cut off or impeded in any way during any temporary grading operation.
3. All equipment working on the right of way must maintain a minimum clearance of 25-feet from all SCE structures in conjunction with the minimum clearances set forth in the California Code of Regulations, Title 8 Article 37, Table II, Provisions for Preventing Accidents Due to Proximity to Overhead Lines. The minimum required equipment clearances also include SCE’s Operating Conditions in which a minimum distance shall be maintained from all overhead

conductors. (See Addendum 2 Table 2). If this minimum clearance cannot be maintained for any reason, XXXX will notify SCE and SCE may (at their own discretion), order an outage at the sole expense of the XXXX.

4. Existing SCE facilities shall be protected in place. Prior to starting work, the Real Properties Agent assigned to this project, shall be notified of the intended method of protection email at bryan.edmunds@sce.com
5. It must be emphasized that these conditions are given from a review of conceptual/ proposed plans, dated as indicated above, and submitted by XXXX. Any changes in the final plans may impose further conditions to this Consent.
6. Any modifications of or changes in approved plans must be approved by the Real Properties Agent, in writing, prior to commencement of development via email at bryan.edmunds@sce.com
7. Construction area must be watered down periodically to prevent dust contamination of SCE’s insulators. Any maintenance required by SCE on its facilities over and above normal, resulting from this operation, shall be paid for by XXXX.
8. The SCE right of way shall be left in a condition satisfactory to SCE. The cost to repair any damage caused by XXXX to the access roads, slopes, turnaround area, underground or overhead facilities, or any SCE facilities shall be paid for by XXXX.
9. XXXX agrees that all construction equipment, when not in use, shall be parked clear of SCE’s right of way and rendered immobile.
10. Fill shall be compacted throughout their full extent to a minimum of 90 percent of maximum dry density as determined by A.S.T.M. Soil Compaction Test D-1557-78 and inspected and approved by the Geotechnical Engineer.
11. XXXX understands that SCE will be maintaining its facilities, which includes washing of insulators.
12. Flammable material must not be stored on the right of way.
13. Servicing, refueling, maintenance and/or repair of equipment on SCE’s right of way are strictly prohibited.
14. Underground facilities installed on the right of way shall have a minimum cover of three feet and shall be capable of withstanding a gross load of 40 tons on a three-axle truck.
15. No additional structures or other development shall be permitted within the SCE right of way, other than those approved herein.

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16. This Agreement must be in the possession of XXXX's employees or it's contractors, while on SCE's right of way, as a condition for issuance of the Agreement.
17. SCE shall be held harmless from any damage on or off the right of way resulting from the work being performed as described herein, and approval of these drawings by SCE does not relieve the XXXX or its engineers from any liability arising out of their design or construction of the project.
18. Staging of equipment or materials shall not be permitted within the SCE right of way.
19. XXXX shall assume all liability for any damage on or off of the right of way resulting from any grading on the right of way and/or change in water flow.
20. Cribbing shall be installed if the ditch is to be left open or endangers SCE facilities.
21. Access roads, a minimum of 16 feet usable width and capable of supporting 40-tons on a three-axle truck, must be provided at locations as indicated on the attached print. (or per next section below)
22. The following specifications shall apply to access roads installed, reconstructed, relocated, or modified.
 - A. The road gradients shall be leveled by cut and fill operations such that any sustained grade does not exceed 8%. If it exceeds 8% (but not to exceed 12%) the road shall be paved and capable of supporting 40-tons on a three axle truck.
 - B. The minimum usable road width shall be 16-feet and shall be capable of supporting 40-tons on a three-axle truck. The minimum width of all roads shall be increased on curves by a distance equal to 400/inside radius of curvature.
 - C. All curves shall have a radius of not less than 50-feet measured at the inside edge of the usable road surface.
 - D. The maximum cross-slope for all access roads shall not exceed 2% and shall slope to the inside.
 - E. Water bars shall be constructed to divert the water across the road to drain away on the down-slope side. The water bars and drains shall be spaced as follows:

Average Grade	Maximum Spacing
1) 0-5%	600 feet
2) 5-10%	400 feet
3) 10-15%	200 feet

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- F. All paved roads shall be constructed to Bridge Standard HS-20.
- G. Over-side drains shall be supplied to channel the water from the water bars to other drainage off the right of way.
23. All public or private streets, drives or driveways that SCE will be using for access must be capable of supporting a gross load of 40-tons on a three-axle truck.
24. The road area shall be surfaced and shall be capable of supporting forty (40) tons on a three axle truck.
25. All utilities crossing the subject SCE Right of Way must do so within the boundaries of the proposed street.
26. Commercial-type driveways a minimum of 20 feet wide with curb depressions capable of supporting 40-tons on a three-axle truck shall be installed as shown on the attached print.
27. Since the roadway is needed to provide proper pedestrian, as well as vehicular flow, sidewalks, curbs, and gutters shall be installed at this time at no expense to SCE.
28. XXXX is required to supply SCE with an access road easement for all new access roads being supplied by the XXXX that are located outside the subject right of way. These easements shall incorporate sufficient restrictions to prohibit any development within the easement without SCE's written consent.
29. A 6-inch concrete curb is required at all locations where asphalt is being installed to abut the natural dirt access road, and must be capable of supporting 40-tons on a three-axle truck.
30. Double drive gates, a minimum of 20 feet wide, must be installed at locations as shown on the attached print and must be capable of interlocking with SCE locks.
31. A forestry-type pipe gate shall be installed at the location shown on attached drawings.
32. Removable pipe-type barriers, as detailed on attached drawing, must be installed at locations shown on the attached print.
33. A traffic control directional enforcer with signs must be placed at the new driveway of the subject right of way to only allow vehicular traffic to exit the right of way in a direction.
34. The maintenance of all landscaping, drainage structures, and slopes within the subject SCE right of way and reconstructed access road slopes shall be maintained by the XXXX.
35. Any irrigation or landscaping damaged by, or requiring relocation for SCE in the future, shall be repaired or relocated by XXXX at no cost to SCE.

36. No valves or controllers of any type are allowed on the subject SCE right of way.
37. Any landscaping and irrigation within the easement area must be approved by the Real Properties Agent, in writing, prior to being installed via email at bryan.edmunds@sce.com
38. Any trees or plants within the right of way area shall be maintained by XXXX and shall not exceed a mature height of 15-feet. In the opinion of SCE if said tree becomes an interference, they will have the right to trim and/or remove at the sole cost of the XXXX.
39. All trees (and palm trees) within the right of way area shall be planted with root barriers and must maintain a minimum clearance of five feet (5') to all SCE substructures. *Note: Plants with mature root systems that do not exceed 24-inches in depth are exempt from this requirement.*
40. All slopes within or adjacent to the subject right of way shall be a maximum slope of 2:1 (2 horizontal to 1 vertical).
41. All runoff is to be channeled away from the subject right of way unless proper drainage facilities are provided. Drainage plans, which are to include all access roads, must be approved, in writing, by the Real Properties Agent via email at bryan.edmunds@sce.com
42. Separate plans for temporary drainage and erosion control measures to be used during the rainy season must be submitted prior to October 1. The erosion control devices shown on said plans must be installed by no later than November 1 and maintained in operable condition until April 15.
43. Sufficient tests of the fill soils shall be made to determine the density thereof. The minimum number of tests shall be as follows:
- A. One test for each two foot vertical lift.
 - B. One test for each 500 cubic yards of material placed.
 - C. One test in the vicinity of each SCE structure for each two foot vertical lift or portion thereof.
44. All mechanical equipment, including trenchers, working on the right of way must maintain a minimum clearance of two (2) feet from all underground structures. Prior to excavation, Underground Service Alert (1-800-227-2600) shall be notified of the proposed work. All excavation within two (2) feet of SCE's substructure shall be made with hand tools.
45. Construction of crossing (cut or fill) must be adequately sloped (2:1) to enable access of equipment onto access roads.
46. No rock or similar material greater than 6 inches in diameter will be placed in the fill unless recommendations for such placement have been submitted by the

Geotechnical Engineer and approved, in writing, in advance by the Real Properties Agent via email at bryan.edmunds@sce.com

47. A fifteen percent (15%) maximum grade will be allowed for the tangent section of the access road (*i.e. tower, station etc.*) provided the segment is asphalt concrete paved with a Portland Cement concrete side or center surface drain. The road shall be constructed as shown on the enclosed plans.
48. The gradient of the proposed access road between SCE facilities and street at location of proposed Consent shall not exceed twelve percent (12%). Any radius shall be constructed at fifty (50) feet to the inside curve.
49. The SCE right of way shall be graded to provide positive drainage from all areas and have adequate channelization to prevent erosion of slopes and access roads.
50. Parking shall not be allowed if it is a requirement to satisfy local zoning or city ordinances.
51. XXXX agrees that the approved parking is temporary and could be canceled due to the addition, improvement, expansion or repair of SCE's Communication, Distribution, and Transmission systems or any other use deemed necessary by SCE.
52. No parking is allowed on SCE'S right of way.
53. Parking of vehicles on the right of way will be permitted in designated areas only and not directly under or within 10-feet of the conductor drip lines.
54. SCE reserves the right to terminate this Agreement for the construction, alteration, addition to, and replacement of communication, distribution, and transmission facilities after written notice to XXXX. In the event of such termination, SCE reserves the right to claim that the parking use of the right of way unreasonably interferes with or burdens SCE's use of the right of way. All costs incurred for substitute parking shall be borne by XXXX
55. The parking and driveway area(s) shall be surfaced and shall be capable of supporting forty (40) tons on a three-axle truck.
56. No fill shall be placed until stripping of vegetation, removal of unsuitable soils, and installation of sub-drains have been inspected and approved by the Geotechnical Engineer.
57. Kite flying, metallic balloons, and model airplane activities must be prohibited on the SCE right of way.
58. Trespass discouragers shall be installed on all existing and future towers. Work to be done by SCE and all costs to be paid by the XXXX.

59. Adequate grounding must be provided on all fencing and metallic structures.
60. No fencing is allowed on the subject right of way.
61. Suitable identification markers shall be installed indicating the location and depth of any underground lines and/or pipelines.
62. The proposed pipeline/underground cable shall be constructed, used, maintained, or removed so as not to damage, endanger or interfere with the construction, use and maintenance of any existing pipelines, underground cables, electric or telephone lines, or other facilities in, on, over, under or across the SCE right of way, including any facilities or improvements of SCE. Where crossing existing pipelines or underground facilities, XXXX shall place its facilities a reasonably safe distance under or from such existing pipelines or underground facilities.
63. The proposed pipeline/underground cable shall be of such type of construction and material as to be sufficient and safe for the purposes for which it is to be used and shall be maintained by XXXX at all times in a safe condition, satisfactory to SCE.
64. The proposed pipeline shall be constructed to withstand a pressure equal to at least One Hundred and Fifty Percent (150%) of its maximum operating pressure, and shall be so tested upon completion of its construction. XXXX shall give the Real Properties Agent two (2) business days prior notice, in writing via email at bryan.edmunds@sce.com of the time and place of the pressure testing of said pipeline, in order that a representative of SCE may be present. The representative can be contacted at 805-654-7252.
65. In the event, the proposed pipeline/underground cable interferes with any of SCE's existing and/or future facilities, XXXX will relocate said pipeline/underground cable at its own expense (one time and one time only), within sixty (60) days of written notice.
66. XXXX agrees to, at all times, maintain the (Riding/Hiking/Biking) trail planned to be installed on SCE's right of way in a safe condition satisfactory to SCE.
67. XXXX agrees to close said trail at any time when in SCE's sole opinion it is deemed necessary to do so to protect the safety of the general public. In the event it is necessary to close the trail for a period of more than three (3) days, XXXX agrees to notify the general public of such closure and post signs at all access points.
68. XXXX agrees to accept responsibility for all erosion control in connection with the construction, operation, maintenance and use of said trail including but not limited to water flowing onto lands of others. DEVERLOPER/PROPERTY OWNER further agrees to perform any corrective work deemed necessary by SCE to protect SCE's facilities and land, and the land of others.

69. XXXX agrees that its use of the SCE right of way shall be a joint use with SCE. SCE may, at its discretion, use said trail for access to its facilities
70. XXXX agrees that in the event SCE requires the relocation of any portion of said trail XXXX will relocate same, at its sole cost, to a location and in a manner satisfactory to SCE, in its sole discretion, within sixty (60) days after receiving written notice to do so.
71. XXXX agrees to post trail signs, at its sole expense, at all access points that read: (i.e. Bicycle/Riding/Hiking) "Trail Only, No Other Uses Permitted".
72. XXXX, Real Properties Agent shall meet prior to occupancy for inspection of all involved structures to determine existing conditions. This inspection will include photographs of all damage and will be documented and signed by the above representatives.
73. Final plans, including grading, irrigation, grounding and others must be submitted to the Real Properties Department for review and written approval by the Real Properties Agent, at least 60 days prior to the commencement of any construction.
74. All areas must be left in essentially the same condition as prior to commencement of the proposed work. (for temporary uses)
75. A list of material stored must be provided to the Real Properties Department.
76. It should be noted that there is an existing distribution wood pole line located along the SCE right of way. Please contact the local area District Planning Department for clearance of their facilities.
77. The existing Licensee shall be notified of the proposed construction. Should any damage to Licensee's facilities result from the said construction, all expenses shall be borne by XXXX.
78. The location of proposed Consent Agreement is conceptually approved, however, prior to beginning construction detailed plans, including grading plans, shall be submitted to the Real Properties Department for written approval by the Real Properties Agent in order to coordinate the development with SCE's existing and future electrical facilities.
79. SCE shall be notified two (2) business days prior to the start of construction in order that arrangements can be made for SCE personnel to monitor operations as deemed necessary by SCE.
80. All tower and steel pole foundation projections are to be maintained a minimum of one foot above finished grade.
81. Under no circumstances shall SCE's right of way be used or dedicated by XXXX for any environmental mitigation efforts.

82. Motorized vehicles are prohibited on the SCE right of way.

Addendum 1 Table 1 Standard Clearances from SCE Facilities

Towers, Engineered Steel Poles & H-Frame		Voltages 161kv to 500kv
Lattice-Aesthetic & H-Frame (dead-end)		100 ft.
Engineered Steel Poles (dead-end)		100 ft.
Suspension Towers & H-Frames		50 ft.
Suspension Steel Poles		50 ft.
Towers, Wood and Lt-Weight Steel Poles & H frames		Voltages 66kv to 115kv
Engineered Steel Poles with Foundation (TSP) (dead-end)		25 ft.
H-Frame		25 ft.
Wood poles		25 ft.
Light weight steel poles		25 ft.
Anchor Rods		10 ft.
Guy Wires		10 ft.
Guy Poles		10 ft.
Lattice Anchor Towers (dead-end)		100 ft.
Lattice Suspension Towers		50 ft.

Addendum 2 - Table 2 Minimum Working Clearance-Distances

Voltage (Nominal, kV, alternating current)	Minimum clearance distance (Feet)
Up to 50	10
Over 50 to 175	15
Over 175 to 350	20
Over 350 to 550	27
Over 550 to 1,000	45
Over 1,000	As established by the utility owner / operator or registered professional engineer who is a qualified person with respect to electrical power transmission and distribution.

Note: The value that follows “to” is up to and includes that value. For example, over 50 to 200 means up to and including 200kV.

All costs incurred for the proposed project shall be borne by XXXX.

[Also enclosed – or Enclosed] ____, is a Land Use Restrictions Agreement, which has been executed on behalf of SCE. Please have the agreement executed on behalf of the XXXX and return both the original and the Vault Copy to this office for further processing. A copy of the recorded document will be forwarded to you. This letter of consent will not be valid until the fully executed Land Use Restrictions Agreement has been received by SCE. You are also requested to provide the name of the title company

that will be recording the subdivision map, the name of the title officer involved and his telephone number. This information will enable us to have the agreement recorded concurrently with the subdivision map.

This consent is issued subject to General Order No. 69-C, of the Public Utilities Commission of the State of California dated and effective July 10, 1985, incorporated herein by this reference. Consentee agrees to comply with all applicable federal, state and local laws and regulations. This letter should not be construed as a subordination of SCE’s right, title and interest in and to its easements, nor should this letter be construed as a waiver of any of the provisions contained in said easements or a waiver of any costs of relocation of affected SCE facilities.

This Consent is temporary in nature and is valid only until _____at which time the SCE right of way will be returned to its original condition to SCE’s satisfaction.

All notice required to be given to SCE herein, shall be made in writing and shall be deposited in the United States mail, first class, postage prepaid, addressed as follows:

Southern California Edison Company
Real Properties Department
10180 Telegraph Road, Ventura, CA 93004

XXXX agrees, for itself, and for its and their agents and employees and any person or persons claiming under XXXX to save harmless and indemnify SCE, its successors and assigns and its and their officers, agents, and employees, from and against all claims, demands, loss, damage, actions, causes of action, expense and/or liability arising or growing out of loss of or damage to property, including the property of SCE, its successors and assigns, and its and their officers, agents, and employees, or injury to or death of persons resulting in any manner, directly or indirectly, from the maintenance, use, operation, repair or presence of the use approved herein.

There are numerous sources of power frequency electric and magnetic field (“EMF”), including household or building wiring, electrical appliances and electric power transmission and distribution facilities. There have been numerous scientific studies about the potential health effects of EMF. Interest in a potential link between long-term exposures to EMF and certain diseases is based on the combination of this scientific research and public concerns.

While some 30 years of research have not established EMF as a health hazard, some health authorities have identified magnetic field exposures as a possible human carcinogen. Many of the questions about specific diseases have been successfully resolved due to an aggressive international research program. However, potentially important public health questions remain about whether there is a link between EMF exposures in homes or work and some diseases including childhood leukemia and a variety of other adult diseases (e.g. adult cancers and miscarriages). While scientific research is continuing on a wide range of questions relating to exposures at both work

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and in our communities, a quick resolution of the remaining scientific uncertainties is not expected.

Since you plan to enter SCE’s right of way that is in close proximity to SCE’s electric facilities, SCE wants to share with you and those who may enter the property under this agreement, the information available about EMF. Accordingly, SCE has attached to this document a brochure that explains some basic facts about EMF and that describes SCE’s policy on EMF. SCE also encourages you to obtain other information as needed to assist you in understanding the EMF issues with respect to your planned use of this right of way.

It is the Consentee’s responsibility to determine if the consent of any other party owning an interest in the property is required and to obtain such consent prior to engaging in any activity permitted hereby on the property.

We would appreciate the project completion date inserted in the space provided below.

Please have XXXX sign and date the enclosed copy of this letter, thereby indicating acceptance of the above conditions, and return the signed copy to this office using the enclosed envelope.

As previously indicated, it is necessary that the use of the land within an operating high voltage transmission line right of way be closely coordinated. For this reason, it will be necessary for SCE to assume your project has been either delayed or cancelled in the event the copy of this letter has not been signed and returned within sixty (60) days from the date of this letter. Should this occur, any consent granted or implied is voided without further notice in order to protect our rights and facilities. If the project is subsequently reactivated, please contact SCE again prior to the start of any construction, referencing our Real Properties file number. We will then work together with you to ensure the project is coordinated so as to avoid interference with SCE installations and operations.

SCE appreciates the opportunity to review your plans and thanks you for your cooperation in coordinating your project with our company. If you have any questions please contact me at 805-654-7252

XXXX

Accepted and Approved - Dated: _____

Signature: _____

Print Name: _____

July 24, 2017

Title: _____

Estimated Completion Date: _____

SOUTHERN CALIFORNIA EDISON COMPANY

Accepted and Approved - Dated: _____

Signature: _____

Print Name: _____

Title: _____

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APPENDIX F:
GIS DATA DICTIONARY
AND CORRIDOR RANKING

F.1 GIS Data Dictionary

SSMTMP-PII_Analysis.gdb

DESTINATIONS	Parks_PublicLands	Source: California Protected Areas Database. CPAD2016b Holdings. http://www.calands.org/data Data has only been modified from the source data through the addition of the "P_Label" field, which indicates whether the unit is in Phase II.a or Phase II.b. Other fields used from this data are "UNIT_NAME" and "AGNCY_NAME" to identify the name and primary managing agency of the property.
	SSMTMP_PII_Destinations	Sources: USGS Geographic Names Information System (GNIS) 2017. ESRI Landmarks 2016. Includes natural and constructed features, the feature name, and category. Included categories are: Amusement Park, College/University, Commercial Area, Geological Features, Museums, City Halls, Historical Military Sites, Oilfields, Places of Worship, Post Offices, Recreation Areas, Reservoirs, Schools, Streams, Summits, and Valleys (including canyons).
OPPORTUNITIES_ CONRAINTS	SSMTMP_Gaps	Gaps identified in the existing trail network, with descriptive names. Included as polyline and version with a 1/4 mile buffer. Created by Alta, 2017.
	SSMTMP_OppCons	Specific opportunities and constraints. Identified by name, classified as either an opportunity or constraint, grouped by phase, and described. Numbered to correspond with map in section 3 of the master plan. Created by Alta, 2017.
OWNERSHIP	Oil_Leases	Oil lease boundaries, provided by Sapphos Environmental, Inc. Based upon California Division of Oil, Gas, and Geothermal Resources (DOGGR) Spatial Data, 2015
	OilWells_100ft	100-foot buffers around oil wells within the study area. Active and inactive wells are both included, as disturbance of inactive wells can trigger well cap upgrade requirements. Source: DOGGR, February 9, 2016
	Ownership_OutsideStudyArea	Coarse identification of jurisdictions outside the study area (Los Angeles County, Ventura County, City of Santa Clarita, City of Los Angeles, and Santa Susana Mountains Trails Master Plan Phase I). Sources: ESRI City and County Boundaries, 2016
	Ownership_Parcels_With_Phase	LA County Assessor Parcels, fully attributed, with Phase II.a and Phase II.b information added. Owner type identified and categorized. Source: LA County Assessor, 2017.
	Parcels_dissolved_OwnerType	Parcels simplified and grouped by owner types (City, County, Conservancy/Trust, Federal, School Districts, State, Subdivision, Utilities, Water Agencies). Source: LA County Assessor, 2017.

PUBLIC INPUT	Public_Constraints	Specific constraint locations identified through public outreach via in-person mapping and the interactive online map.
	PublicDesireAreas	Specific desirable areas identified through public outreach via in-person mapping and the interactive online map.
	PublicDesireLines	Specific desirable routes identified through public outreach via in-person mapping and the interactive online map.
	PublicDesirePoints	Specific desirable locations identified through public outreach via in-person mapping and the interactive online map.
	PublicInputSummary	Sum of all public comments received, with all features converted to points. Specific comments are not included in this file.
SITE CONDITIONS	NHD_Flowline_50ft	50-foot buffers around identified flowlines to capture a wider area of potential impact to streams. Source: National Hydrology Dataset, 2016
	NHDFlowline_SEI_UTMz11	Stream flowlines within the study area. Source: National Hydrology Dataset, 2016
	Cultural Resources	Shapefiles for identified cultural resources within the study area were used in the planning process but are not included with the data as the use of this information is restricted.
	Slope	Slope has been determined within the study area using LA County LAR-IAC data, which is restricted for public use, and was used through agreement with LA County.

TRAILS	Chatsworth Oaks Park	Outside the study area, the loop trail in this park was identified for potential connectivity. Source: Google Earth, 2017
	DPR_Easements and DPR_Existing_Trails	Existing trail and easement information for the Los Angeles County Department of Parks and Recreation. Source: LA County Enterprise GIS, 2015
	SantaSusanaMountains_Trails_Project	Trails identified through the Santa Susana Mountains Trails Master Plan - Phase I. Source: Sapphos Environmental, Inc., 2016
	SSPSHP_Trails	Trails within Santa Susana State Historical Park. Source: Park Staff, 2017.
	Existing_Bikeways, Metro_ATSP_Corridors, Planned_Bikeways	Source data and final recommendations for LA County Metropolitan Transportation Authority's Active Transportation Strategic Plan (2015). Source: Created by Alta, 2015
	Santa_Clarita_trails	Unpaved trails and bikeways within the City of Santa Clarita. Source: City of Santa Clarita, 2016
	CAMUTP_Trails	Final trails from the Castaic Area Multi Use Trails Plan (2016). Source: Alta, 2016
	ChatsworthPorter RanchCommunityPlan, NewhallRanchSpecific Plan	Trails included in these two subdivision plans. Source: Los Angeles County Department of Regional Planning, 2016
	DeFacto_Trails	Trails not included in existing GIS inventory. Mapped through site visits and aerial photography. Source: Alta, 2017.
	National_Trails	Parks operated by Federal agencies. Source: USDA Forest Service, 2016
	Regional_Trails	Trails identified within "California Recreational Trails Plan Trail Corridors." Source: California State Parks, Digitized by Sapphos Environmental, Inc., 2016.
	SimitotheSea	Santa Monica Mountains National Recreation Area proposed trail. Source: Sapphos Environmental, Inc., 2016
	Rim_of_the_Valley_2016	Rim of the Valley Corridor as identified in the plan of the same name. Source: National Park Service, 2015.

SSMTMP-PII_Proposed.gdb

SSMTMP_PII_Amenities	Included Fields: Phase: Indicates the overall location of the amenity and whether it is outside the study area. Notes: A general description of site conditions and potential specific amenities possible at the location. Type: Corresponds with LA County's categories for trail facilities (described in Section 4 of this document) Name: A three-digit code to identify the amenity on maps and in tables. Acres: Estimated available acres at the amenity site.
SSMTMP_PII_Trails	Included Fields: Phase: Indicates the overall location of the amenity and whether it is outside the study area. Name: A reference for the trail segment to be used within this document. Not an official trail name. Corridor: The larger route that the trial segment is a part of. Used to group segments into larger corridors. Phys_Statu: Existing on-the-ground condition for the trail. Either existing, partial, or none. Description: A summary of conditions along the trail and connections the trail makes (if applicable). SegCode: Four-digit code to identify the segment and it's overarching corridor. Riparian: Identifies whether the segment crosses a stream, follows a stream corridor, or neither. TM_Type: Trails Manual Classification. NAT = Natural Surface, REC = Recreational Pathway, UPT = Urban Pedestrian Trail, EXS = Existing Maintained Trail Z_Min, Z_Max, Z_Mean: Minimum, maximum, and average elevation along a segment. SLength: Length of a segment with elevation as a factor. Min_Slope, Max_Slope, Avg_Slope: The minimum, maximum, and average slopes along a corridor. As this relies on LIDAR elevation data, these are not fool-proof, but give a general indication of overall steepness. Elev_Chg: Total elevation change from one end to another
SSMTMP_PII_TrailSegments	All above fields included, with the addition of evaluation data as described in Section 5
SSMTMP_PII_TrailCorridors	The same fields as the above data, with all trail segments grouped into corridors.

F.2 Corridor Ranking

Phase II Corridor Ranking

Segment Code	Phase	Miles	Source	Primary Owner
<i>Pico Channel</i>		1.7		LA County Flood Control District
<i>PCL1</i>	Phase II	0.1	SSMTMP-PII Proposed	Private
<i>PCL2</i>	Phase II-outside	0.7	SSMTMP-PII Proposed	Private
<i>PCLEX</i>	Phase II	0.9	Existing County Trail	LA County Flood Control District
<i>Santa Clara River</i>		3.1		Subdivision
<i>SCR1</i>	Phase II	0.8	Realigned Adopted	Private
<i>SCR2</i>	Phase II	0.4	Realigned Adopted	Subdivision
<i>SCR3</i>	Phase II	1.1	Subdivision	Subdivision
<i>SCR4</i>	Phase II	0.5	Adopted County Trail System Proposed	Subdivision
<i>SCREX</i>	Phase II	0.4	City of Santa Clarita	Subdivision
<i>Rice Canyon</i>		3.7		MRCA
<i>RCY1</i>	Phase II	1.2	SSMTMP-PII Proposed	MRCA
<i>RCY2</i>	Phase II	0.4	Realigned SSMFTMP	MRCA
<i>RCY3</i>	Phase II	0.4	Realigned SSMFTMP	MRCA
<i>RCY4</i>	Phase II	0.2	SSMTMP-PII Proposed	MRCA
<i>RCY5</i>	Phase II-outside	0.7	SSMTMP-PII Proposed	Private
<i>RCYEX</i>	Phase II	0.8	Existing Conservancy Trail	MRCA
<i>Entrada</i>		5.8		Subdivision
<i>ENT1</i>	Phase II	0.5	Subdivision	Subdivision
<i>ENT2</i>	Phase II	0.8	Subdivision	Subdivision
<i>ENT3</i>	Phase II-outside	0.1	Subdivision	Subdivision
<i>ENT4</i>	Phase II	0.3	Subdivision	Subdivision
<i>ENT5</i>	Phase II	0.3	SSMTMP-PII Proposed	Subdivision
<i>ENT6</i>	Phase II	0.3	SSMTMP-PII Proposed	Subdivision
<i>ENT7</i>	Phase II	0.5	SSMTMP-PII Proposed	Subdivision
<i>ENT8</i>	Phase II	0.7	SSMTMP-PII Proposed	Private
<i>ENT9</i>	Phase II	0.6	Subdivision	Subdivision
<i>ENTEX</i>	Phase II	1.6	Subdivision	Subdivision
<i>Palo Sola</i>		1.3		Private
<i>PAS1</i>	Phase II-outside	0.9	SSMFTMP	Private
<i>PASEX</i>	Phase II	0.4	Existing Conservancy Trail	US Govt

Cultural Resources	Slope	Destinations	Public Comment	Blue Line Stream Crossings	Connections	Oil Leases	Ownership	Agency	Physical Status	% Maintained	Total Score
3.0	2.5	2.0	2.6	1.0	2.5	3.0	3.0	1.5	2.0	50%	34.5
3	2	1	3	1	3	3	3	2	1		22
3	2	1	2	1	3	3	3	2	1		21
3	3	3	3	1	2	3	3	1	3		25
3.9	2.0	2.0	4.0	1.3	4.0	4.0	2.3	3.5	2.3	11%	32.8
3	1	1	3	1	3	3	1	2	1		19
3	2	3	3	1	3	3	2	2	2		24
3	2	1	3	1	3	3	2	3	2		23
3	1	1	3	1	3	3	2	3	2		22
2	1	3	3	1	3	3	2	3	2		23
3.0	2.3	2.3	1.4	1.5	3.0	1.6	2.5	2.2	2.6	23%	27.6
3	3	1	1	2	3	3	3	2	3		24
3	2	3	1	2	3	1	3	2	3		23
3	2	2	1	2	3	1	3	3	3		23
3	2	3	1	1	3	1	2	2	3		21
3	2	3	2	1	3	1	2	1	1		19
3	2	3	2	1	3	1	2	3	3		23
3.0	1.5	2.4	1.8	1.0	3.0	1.7	2.9	1.8	1.9	28%	26.9
3	1	1	2	1	3	1	3	3	2		20
3	1	3	2	1	3	1	2	1	2		19
3	1	1	2	1	3	1	3	3	2		20
3	2	3	1	1	3	1	3	2	2		21
3	2	3	2	1	3	1	3	2	2		22
3	2	1	2	1	2	2	3	2	2		20
3	2	3	2	1	3	1	3	2	2		22
3	1	1	1	1	3	1	3	1	1		16
3	1	3	2	1	3	2	3	2	2		22
3	2	3	2	1	3	3	3	2	2		24
3.0	2.0	3.0	2.0	1.2	3.0	1.0	3.0	1.2	1.0	30%	26.6
3	2	3	2	1	3	1	3	1	1		20
3	2	3	2	2	3	1	3	2	1		22

Phase II Corridor Ranking (cont.)

Segment Code	Phase	Miles	Source	Primary Owner
<i>The Old Rd</i>		3.3		LA County
<i>ORD1</i>	Phase II	0.1	Subdivision	L A COUNTY
<i>ORD2</i>	Phase II	0.1	Subdivision	Subdivision
<i>ORD3</i>	Phase II	0.1	Adopted County Trail System Proposed	L A COUNTY
<i>ORD4</i>	Phase II	0.5	Adopted County Trail System Proposed	LA County
<i>ORD5</i>	Phase II	0.8	Adopted County Trail System Proposed	LA County
<i>ORD6</i>	Phase II	1.6	Realigned Adopted	LA County
<i>Pico Canyon</i>		7.6		LA County
<i>PCA1</i>	Phase II	0.9	Adopted County Trail System Proposed	Private
<i>PCA2</i>	Phase II	1.0	Adopted County Trail System Proposed	LA County
<i>PCA3</i>	Phase II	0.3	Adopted County Trail System Proposed	LA County
<i>PCA4</i>	Phase II	0.0	Adopted County Trail System Proposed	LA County
<i>PCA5</i>	Phase II	0.1	Adopted County Trail System Proposed	Subdivision
<i>PCA6</i>	Phase II	0.6	Adopted County Trail System Proposed	LA County
<i>PCA7</i>	Phase II	0.4	Adopted County Trail System Proposed	Subdivision
<i>PCA8</i>	Phase II	1.7	Realigned SSMFTMP	LA County
<i>PCA9</i>	Phase II	2.0	Realigned SSMFTMP	MRCA
<i>PCAEX</i>	Phase II	0.6	Existing County Trail	Los Angeles County
<i>Wiley West Rim</i>		0.8		MRCA
<i>WWR1</i>	Phase II	0.8	SSMTMP-P II Proposed	MRCA
<i>Pico Park</i>		1.0		Private
<i>PPA1</i>	Phase II	0.4	SSMTMP-P II Proposed	Subdivision
<i>PPA2</i>	Phase II	0.4	SSMTMP-P II Proposed	Private
<i>PPA3</i>	Phase II	0.2	SSMTMP-P II Proposed	Subdivision

Cultural Resources	Slope	Destinations	Public Comment	Blue Line Stream Crossings	Connections	Oil Leases	Ownership	Agency	Physical Status	% Maintained	Total Score
3.0	2.9	2.5	2.5	1.4	3.0	3.0	3.0	1.7	3.0	0%	26.0
3	2	3	3	1	3	3	3	3	3		27
3	2	3	3	1	3	3	3	2	2		25
3	2	3	3	1	3	3	3	1	3		25
3	3	3	3	2	3	3	3	3	3		29
3	3	3	3	2	3	3	3	2	3		28
3	3	2	2	1	3	3	3	1	3		24
2.3	2.1	3.0	2.1	1.4	2.6	1.5	2.0	2.0	2.7	8%	23.3
2	2	3	2	1	3	3	3	1	1		21
3	2	3	1	1	3	1	3	2	3		22
3	2	3	3	1	3	3	3	2	3		26
3	2	3	3	1	3	1	3	3	3		25
3	2	3	2	1	3	1	3	2	2		22
2	2	3	3	1	3	1	3	3	3		24
2	2	3	3	1	3	1	2	2	2		21
1	2	3	2	1	1	1	1	2	3		17
3	2	3	2	2	3	1	1	2	3		22
3	3	3	3	3	3	3	3	3	3		30
3.0	2.0	3.0	1.0	1.0	3.0	1.0	3.0	2.0	3.0	0%	22.0
3	2	3	1	1	3	1	3	2	3		22
3.0	2.0	3.0	1.8	1.0	3.0	2.1	3.0	1.2	1.6	0%	21.8
3	2	3	3	1	3	3	3	1	2		24
3	2	3	1	1	3	2	3	1	1		20
3	2	3	1	1	3	1	3	2	2		21

Phase II Corridor Ranking (cont.)

Segment Code	Phase	Miles	Source	Primary Owner
Lyons Ranch		4.2		City of Santa Clarita
LYR1	Phase II	0.2	Subdivision	Subdivision
LYR2	Phase II	0.5	SSMTMP-P II Proposed	City of Santa Clarita
LYR3	Phase II	1.1	Subdivision	Subdivision
LYR4	Phase II	1.0	SSMTMP-P II Proposed	City of Santa Clarita
LYR5	Phase II	1.4	SSMTMP-P II Proposed	Private
Wiley to RIVA		2.3		LA County
WRV1	Phase II	0.3	SSMTMP-P II Proposed	MRCA
WRV2	Phase II-outside	1.3	SSMTMP-P II Proposed	Private
WRV3	Phase II-outside	0.3	SSMTMP-P II Proposed	LA County
WRV4	Phase II-outside	0.5	SSMTMP-P II Proposed	LA County
Wiley South Rim		2.0		MRCA
WSR1	Phase II	0.5	Realigned SSMFTMP	MRCA
WSR2	Phase II	0.2	Realigned SSMFTMP	MRCA
WSR3	Phase II	0.6	SSMTMP-P II Proposed	MRCA
WSR4	Phase II	0.7	SSMTMP-P II Proposed	Private
Entrada to Santa Clara River		2.6		Private
ESC1	Phase II	2.0	SSMTMP-P II Proposed	Private
ESC2	Phase II-outside	0.6	Subdivision	Subdivision
Towsley to North Ridge		2.3		MRCA
TNR1	Phase II	1.4	Realigned SSMFTMP	MRCA
TNR2	Phase II	0.9	Realigned SSMFTMP	Private
Towsley to South Ridge		2.1		MRCA
TSR1	Phase II	2.1	SSMTMP-P II Proposed	MRCA
Mentryville-Newhall Ranch		0.8		MRCA
MNR1	Phase II	0.4	Realigned SSMFTMP	MRCA
MNR2	Phase II	0.2	SSMFTMP	Subdivision
MNR3	Phase II-outside	0.3	SSMTMP-P II Proposed	Subdivision
Minnie-Lotta to Lyons		3.2		Subdivision
MVL1	Phase II	1.4	SSMTMP-P II Proposed	Subdivision
MVL2	Phase II	1.4	SSMTMP-P II Proposed	Subdivision
MVL3	Phase II	0.4	Subdivision	Subdivision
Pico to Newhall Ranch		3.1		MRCA
PNR1	Phase II	0.6	SSMTMP-P II Proposed	MRCA
PNR2	Phase II	0.4	SSMTMP-P II Proposed	MRCA
PNR3	Phase II	0.1	SSMTMP-P II Proposed	US Govt
PNR4	Phase II	0.5	SSMTMP-P II Proposed	US Govt
PNR5	Phase II	1.5	SSMTMP-P II Proposed	US Govt

Cultural Resources	Slope	Destinations	Public Comment	Blue Line Stream Crossings	Connections	Oil Leases	Ownership	Agency	Physical Status	% Maintained	Total Score
3.0	2.0	2.2	2.0	1.0	2.7	1.8	3.0	1.4	2.0	0%	21.3
3	2	3	3	1	3	3	3	2	2		25
3	2	2	2	1	3	3	3	2	3		24
3	2	3	3	1	3	3	3	1	2		24
3	2	3	2	1	2	1	3	2	3		22
3	2	1	1	1	3	1	3	1	1		17
3.0	1.7	2.7	1.3	1.9	3.0	1.0	3.0	1.8	1.9	0%	21.2
3	2	2	2	1	3	1	3	2	3		22
3	2	3	1	2	3	1	3	1	1		20
3	1	3	1	2	3	1	3	3	3		23
3	1	2	2	2	3	1	3	3	3		23
3.0	2.0	2.3	1.0	1.6	3.0	1.0	2.4	2.6	2.3	0%	21.2
3	2	3	1	2	3	1	1	3	3		22
3	2	3	1	2	3	1	2	3	3		23
3	2	3	1	2	3	1	3	3	3		24
3	2	1	1	1	3	1	3	2	1		18
3.0	1.8	1.0	2.0	2.0	3.0	2.8	1.2	1.4	1.2	0%	19.4
3	2	1	2	2	3	3	1	1	1		19
3	1	1	2	2	3	2	2	3	2		21
3.0	2.0	1.8	1.0	2.0	3.0	1.0	1.6	1.4	2.2	0%	19.0
3	2	1	1	2	3	1	2	1	3		19
3	2	3	1	2	3	1	1	2	1		19
3.0	2.0	1.0	1.0	1.0	3.0	1.0	3.0	1.0	3.0	0%	19.0
3	2	1	1	1	3	1	3	1	3		19
2.5	2.0	1.5	1.0	1.0	3.0	1.3	1.8	2.3	2.5	0%	18.9
2	2	2	1	1	3	1	2	2	3		19
3	2	1	1	1	3	1	1	2	2		17
3	2	1	1	1	3	2	2	3	2		20
2.6	2.0	1.2	1.1	1.0	3.0	1.0	3.0	1.6	2.0	0%	18.5
2	2	1	1	1	3	1	3	2	2		18
3	2	1	1	1	3	1	3	1	2		18
3	2	3	2	1	3	1	3	2	2		22
3.0	2.0	1.4	1.2	1.0	3.0	1.0	2.2	1.7	1.7	0%	18.2
3	2	3	2	1	3	1	2	3	3		23
3	2	1	1	1	3	1	2	2	3		19
3	2	1	1	1	3	1	3	3	1		19
3	2	1	1	1	3	1	3	2	1		18
3	2	1	1	1	3	1	2	1	1		16

Phase II Corridor Ranking (cont.)

Segment Code	Phase	Miles	Source	Primary Owner
<i>Pico to Palo Sola</i>		4.4		US Govt
<i>PPS1</i>	Phase II	1.7	SSMTMP-P II Proposed	US Govt
<i>PPS2</i>	Phase II	0.9	SSMTMP-P II Proposed	US Govt
<i>PPS3</i>	Phase II	1.3	SSMTMP-P II Proposed	US Govt
<i>PPS4</i>	Phase II-outside	0.5	SSMTMP-P II Proposed	Private
<i>Towsley to RIVA</i>		2.9		Private
<i>TRV1</i>	Phase II	1.0	SSMTMP-P II Proposed	Private
<i>TRV2</i>	Phase II	0.9	SSMTMP-P II Proposed	Private
<i>TRV3</i>	Phase II-outside	1.0	SSMTMP-P II Proposed	Private

Cultural Resources	Slope	Destinations	Public Comment	Blue Line Stream Crossings	Connections	Oil Leases	Ownership	Agency	Physical Status	% Maintained	Total Score
3.0	1.0	2.0	1.0	2.2	1.0	2.2	1.0	1.0	1.6	0%	16.0
3	1	2	1	1	1	1	1	1	1		13
3	1	2	1	3	1	3	1	1	3		19
3	1	2	1	3	1	3	1	1	1		17
3	1	2	1	3	1	3	1	1	3		19
2.7	1.7	1.7	1.0	1.0	2.0	1.0	2.7	1.3	1.0	0%	16.0
2	2	3	1	1	1	1	2	1	1		15
3	1	1	1	1	2	1	3	2	1		16
3	2	1	1	1	3	1	3	1	1		17