

NOVEMBER 2, 2017

SANTA SUSANA MOUNTAINS

• TRAILS MASTER PLAN - PHASE II •



PREPARED BY



IN ASSOCIATION WITH



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A photograph of a gravel path leading into a forest. The path is made of dark gravel and leads towards a large, leafy tree in the center. The background shows a blue sky with some clouds and a green hillside. The entire image is framed by a thin white border.

Introduction

SECTION 1.0

The Santa Susana Mountains Trails Master Plan - Phase II will continue efforts made by Los Angeles County, and funded by the Fifth Supervisorial District, to realize and conserve the full potential of regional multi-use trail connectivity. The project augments the Santa Susana Mountains Final Trails Master Plan - Phase I, which was adopted in May 2015, and will complete the trail master planning efforts in the unincorporated northwest region of Los Angeles County.

The plan balances a wide array of considerations to conserve the long-term sustainability of the County's multi-use trail network. It acts as a framework to encourage and promote new multi-use trails and recommend improvements to existing trails, recommending connections and transitions to areas, jurisdictions, and prime destinations within and adjacent to the planning area. The plan includes recommendations for reducing unmet local recreation demand in the Santa Clarita Valley Planning Area, San Fernando Valley Planning Area, and throughout the Fifth Supervisorial District of Los Angeles County.

The plan incorporates feedback from multiple agencies, stakeholders, and public meetings. The draft plan was prepared for additional public review and ultimately presented to the County Board of Supervisors for approval with the intention of incorporating the proposed trails into the County's General Plan. Recommendations included in the final plan will be consistent with the adopted County Trails Manual, approved by the Board of Supervisors in 2011 and updated in 2013.

Introduction

The Santa Susana Mountains Trails Master Plan – Phase II is located in unincorporated northwestern Los Angeles County (County). Phase II includes an area north of Phase I in the Santa Susana Mountains, and a smaller area in the vicinity of Bell Canyon, just east of Ventura County (Figure 1-1: Santa Susana Mountains Trails Master Plan Study Area). This plan spans 24-square miles across two study areas, Phase II.a and Phase II.b. The southern portion of Phase II.a includes a 13-square-mile area previously established in Phase I of the Santa Susana Mountains Final Trails Master Plan (SSMFTMP, 2015). The adopted SSMFTMP provided a detailed trails network and identified potential surrounding trail connections for future trails planning in the Santa Susana Mountains. The SSMFTMP-P II builds from the previously adopted plan, and its Phase II.a area is expanded to the north to include 8.6 square miles from Stevenson Ranch to the Santa Clara River. Phase II.b consists of two square miles in the areas generally known as Woolsey Canyon, Dayton Canyon, and Bell Canyon. The proposed planning area appears on the U.S. Geological Survey (USGS) 7.5-minute series Val Verde, Newhall, Simi Valley East (Santa Susana), Oat Mountain, and Calabasas topographic quadrangles.

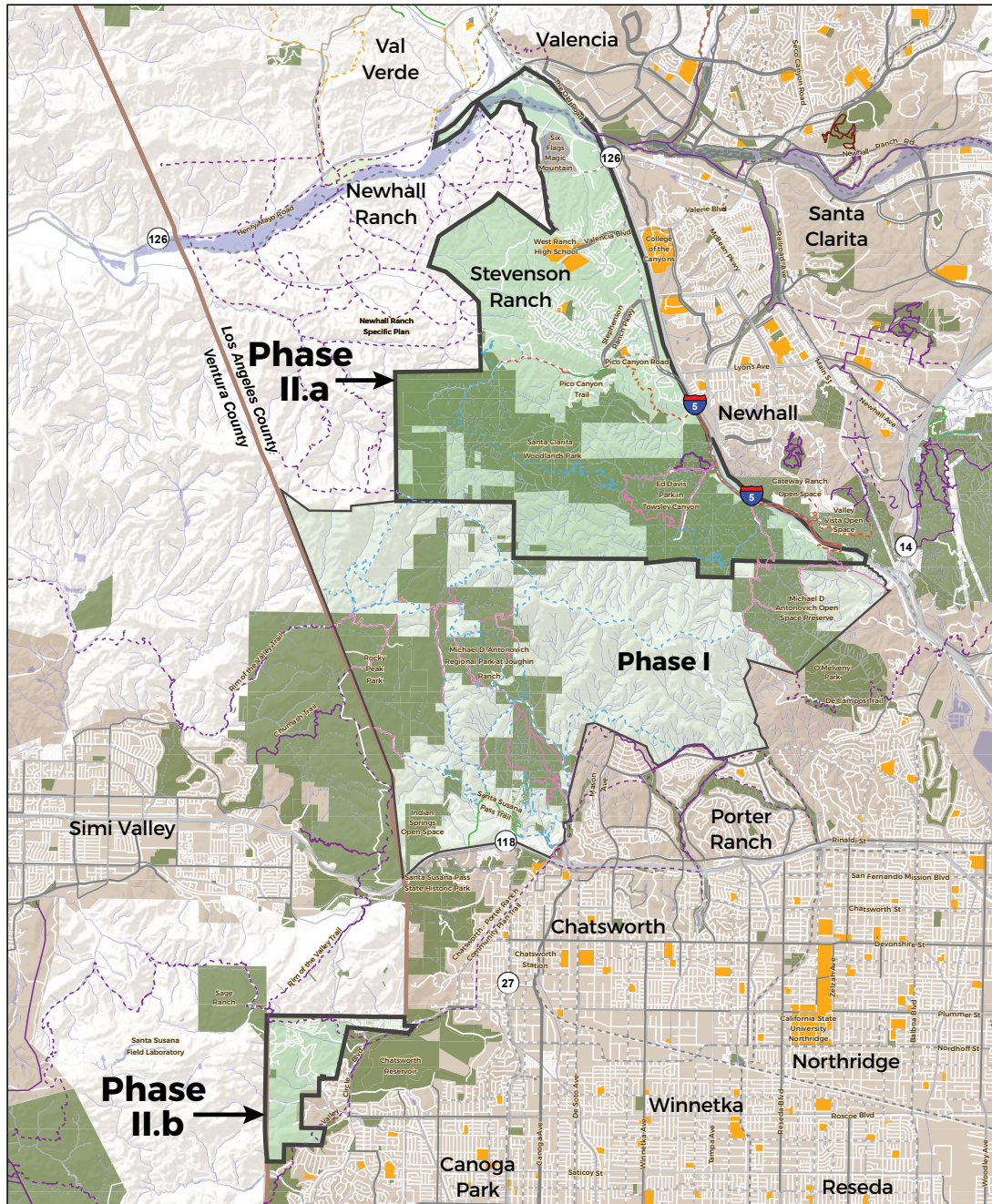
Phase II.a

Phase II.a is generally composed of mountains and valleys among the north-facing slopes of the Santa Susana Mountains. It abuts the Santa Clara River to the north; the city of Santa Clarita and the I-5 freeway to the east; and the SSMFTMP Phase I area to the south; and the Newhall Ranch Specific Plan area to the west (see Figure 1-1). The area is located in the County's Fifth Supervisorial District. Elevations in the Phase II.a area range from 946 feet above mean sea level (MSL) near Lyon Canyon, to 3,431 feet above MSL near the center of the area. Sand Rock Peak (2,511 feet above MSL) is also located within the central portion of the Phase II.a area. Major landmarks within the area include Towsley and Pico Canyons, the community of Stevenson Ranch, and Six Flags Magic Mountain.

Phase II.b

Phase II.b is located west of the San Fernando Valley in the foothills of the Santa Monica Mountains, and includes Bell Canyon, Dayton Canyon, and Woolsey Canyon. The Phase II.b area is characterized by steep topography that abuts Ventura County to the north and west and the city of Los Angeles to the east and south (see Figure 1-1). The elevation of the Phase II.b area ranges from 896 feet above MSL at the northeastern corner near Chatsworth Reservoir, to 1,877 feet above MSL in the northwestern corner near Sage Ranch Park. The area is predominantly open space or residential, and lies to the west of Chatsworth Reservoir.

Figure 1-1: Santa Susana Mountains Trails Master Plan Study Area



LEGEND

TRAILS

- Existing County Trail
- Existing Conservancy Trail
- Proposed County Trail (from adopted SSMTMP Phase 1 Plan)
- Proposed County Trail (from adopted 2007 Trails Map)
- Proposed County Trail (from adopted Castaic Area Multi-Use Trails Plan)
- Existing Recreational Trail
- Proposed Recreational Trail (Newhall Ranch Specific Plan, City of Santa Clarita, City of Los Angeles)

DESTINATIONS + BOUNDARIES

- Project Area
- Existing Parks
- Schools
- Cities

BIKEWAYS

- Existing Path
- Existing Lane
- Existing Route
- Proposed Path
- Proposed Lane
- Proposed Route

MAP DATA SOURCE

Basemap: USGS, NOAA

Data Sources:

Los Angeles County Enterprise GIS,
Caltrans state Highway Network 2015
Newhall Ranch Specific Plan
California Protected Areas Data Portal
2016,
US Census 2015
Los Angeles County Assessor,
DOGGR,
City of Santa Clarita
Ventura County



0 1 2 4 Miles



Plan Goals, Objectives and Process

SECTION 2.0

LA County has over 210 miles of existing regional multi-use trails¹, which attract more than 20 million visitors each year². In recent years, the County has made significant investments in comprehensive planning for trails, trail maintenance and trail development in response to the increased demand for trails.

2.1 Goals and Objectives

Goals

The Santa Susana Mountains Trails Master Plan - Phase II (SSMTMP-P II) provides a framework to encourage and promote new multi-use trails and recommend improvements to existing trails. It recommends alignments for seamless transitions to areas, jurisdictions, and prime destinations within and adjacent to the study area. The plan includes recommendations to accommodate local recreation demands in Los Angeles County's Santa Clarita Valley Planning Area, San Fernando Valley Planning Area, and Fifth Supervisorial District. The Los Angeles County Department of Parks and Recreation (DPR) has identified two goals related to the SSMTMP-P II:

- Develop a complete multi-use trail system connecting user groups and local populations to desired recreation destinations and experiences, with seamless transitions to the trails of adjacent jurisdictions, compatibility with adjacent land uses and environmental resources, and a safe and sustainable design that is consistent with the County of Los Angeles Trails Manual (County Trails Manual).

¹ <http://parks.lacounty.gov/wps/portal/dpr/WorkWithUs/>

² <http://parks.lacounty.gov/wps/portal/dpr?1dmy&page=dept.lac.dpr.home.detail.hidden&urile=wcm%3Apath%3A/dpr+content/dpr+site/home/newsroom/news+and+special+events/norma+e+garcia+appointed+chief+deputy+director>

- Develop a recreational trail system that supports low-intensity use, including mountain biking, equestrian use, and hiking, to accommodate the population increase anticipated in the Santa Clarita Valley Planning Area and San Fernando Valley Planning Area through the 2035 planning horizon, consistent with the Parks and Recreation Element of the Los Angeles County General Plan 2035.

Objectives and Measures

The following objectives define specific desired outcomes of the plan and its eventual implementation. Measures are provided for each objective, which define steps to achieve the objective and to judge its success.



Figure 2-1: Chatsworth Reservoir from Phase II.b

1. Accommodate a wide range of trail user types and abilities, consistent with the County's multi-use trails policy

- a. Provide multi-use trails typically open to all users – hikers, mountain bikers, equestrians, persons with dogs on leash
- b. Provide natural surfaced trails (paved only at driveways and crossings)
- c. Provide or identify potential future trail staging/parking areas to accommodate access
- d. Provide potential bike skills area locations
- e. Provide potential equestrian facility locations
- f. Provide family-oriented trail loops
- g. Provide accessible trails for people with disabilities
- h. Provide nature trails and interpretive trails

2. Connect to desirable destinations, features, and settings

- a. Use trails to connect to and provide linkage between key destinations, including, but not limited to:

- » Parks
- » Trails
- » Public services
- » Transit
- » Commercial centers
- » Schools
- b. Provide trails and staging areas in proximity to major population areas, public road access points, and transit stops
- c. Identify logical connections between limited-use conservancy and City trails and County multi-use trails
- d. Identify connections between the study area and adjacent nonmotorized transportation facilities and transit

3. Provide safe and sustainable trails

- e. Use best practices for trail design from the County Trails Manual
- f. Align and configure trails to minimize grading, preserve or replicate natural drainage patterns
- g. Use best practices for bicycle, equestrian, and pedestrian crossings where trails must cross one another or public or other roads



Figure 2-2: The trail through Rice Canyon weaves through meadows, and crosses shady creeks

- h. Encourage and promote informed use of authorized County trails by the public, with the aim of promoting proper trail etiquette while minimizing trespassing and the use of unauthorized trails
- i. Assess user-created trails to determine condition and necessary action(s) to improve trail condition or provide alternative routes

4. Avoid or minimize environmental impacts

- a. Avoid or address environmental hazard areas such as contaminated soils and geologic hazards
- b. Minimize impact on streams and wetlands
- c. Protect valued biological resources, including:
 - » Special status vegetation
 - » Native vegetation and habitats
 - » Habitats and known occurrences of special status species
 - » Significant Ecological Areas: Santa Susana Mountains/ Simi Hills, Santa Clara River, and Valley Oaks Savannah
- d. Protect cultural resources
 - » Avoid and direct trail users away from sensitive historical and tribal cultural resources
 - » Consult with local tribal representatives prior to and during any planning and development work in the study area
- e. Respect private property rights while defining needs and seeking opportunities to secure the rights for trail access
 - » Be compatible with existing and planned land uses and ownership

- » Understand and respond to the constraints of residential and agricultural uses, transportation, and utilities on or adjacent to the trail alignment

5. Develop a strategy to implement and maintain trails identified within the Trails Master Plan

- f. Generally define trail alignments and design/construction requirements for each segment
- g. Identify opportunities for establishing trails in conjunction with development entitlements and other projects
- h. Identify anticipated technical studies, permitting, access requirements, agreements and other steps required for implementation
- i. Prepare planning-level cost estimates for construction and other implementation steps
- j. Identify trail planning and implementation phases and priorities
- k. Identify responsible parties, partners and key stakeholders for implementation, operation and maintenance of trail segments, including a strategy which capitalizes on the use of volunteers
- l. Identify and recommend potential funding sources/mechanisms
- m. Recommend and prioritize improvements to existing trails

6. Emphasize trails that close gaps in existing trail networks and provide regional connectivity

- a. Connect to existing trails under DPR and other agency jurisdictions, including:
 - » Pico Canyon Trail (0.6 miles)
 - » Santa Clara River Trail (0.3 miles)

- » Towsley View Loop Trail (Don Mullally Trail) at Towsley Canyon (5.2 miles)
- » Gavin Canyon Trail (5.5 miles)
- » Rice Canyon Loop Trail (1.1 miles)
- » East Canyon/Gavin Canyon Trail (3.5 miles)
- » Elder Trail (1.9 Miles)
- b. Connect to existing and planned trails of other systems adjacent to the planning area, including:
 - » Rim of the Valley Trail (Santa Monica Mountains Conservancy)
 - » City of Santa Clarita
 - » City of Los Angeles
 - » Ventura County
 - » Mountains Recreation and Conservation Authority (MRCA) parks and trails
- c. Resolve alignments of adopted proposed trails within the study area from other County plans
- d. Prioritize links to existing and planned trails, bicycle and pedestrian facilities, and transit within 1/2 mile of planning area
- 7. Develop a plan consistent with relevant County plans and policies, including:**
 - a. Los Angeles County General Plan - Parks and Recreation Element (2015)
 - b. Los Angeles County Trails Manual (2013)
 - c. Los Angeles Countywide Comprehensive Parks & Recreation Needs Assessment (2016)
 - d. Santa Susana Mountains Trails Master Plan – Phase I (adopted 2015)
 - e. Castaic Area Multi-Use Trails Plan (adopted 2016)

- f. Los Angeles County Trail Signage Program (2016)
- g. DPR Volunteer Policies (contact Manuel Moreno, Volunteer Coordinator, for referenced policies manmoreno@parks.lacounty.gov (213) 351-8986)

2.2 Planning Process

DPR developed outreach activities in support of the SSMTMP-PII focused on agency, stakeholder, and public participation opportunities. A total of eight meetings were conducted in the early phases of the study, one with agency stakeholders, two with Native American tribal representatives, 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 California Environmental Quality Act (CEQA) process. DPR and consultants also participated in a guided hike of the Phase II.b study area led by members of the Santa Susana Mountain Park Association. Additional public and agency meetings were held to review the draft Trails Master Plan, with two community meetings, and one agency outreach meeting taking place in all 2017, during the 30-day public review period for the environmental document and draft Trails Master Plan.

Public Meetings

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

In March 2017, DPR sent 9,674 meeting notices to property owners in Los Angeles and Ventura counties located within a half-mile radius of the for the April 11, April 18, April 27, May 4, and May 11 outreach meetings and community workshops. E-mail blasts and mailings to area residents were done in an effort to alert the public about the study and invite them to participate in formulating alignments and policies for the study. Additional noticing for the outreach meetings was conducted via printed flyers placed in bike shops, equestrian centers, sports stores, and grocery stores in the Santa Clarita Valley. The Sierra Club, Equestrian Trails Inc. Corral 54 (ETI54), the Los Angeles County Bicycle Coalition Santa Clarita Valley Chapter (LACBC SCV), the Concerned Off- Road Bicyclists Association (CORBA), Santa Susana Mountains Park Association (SSMPA) and the Santa Clarita Valley Trail Users (SCVTU) were contacted via email to request they publicize the meetings via their websites, Facebook pages, and/or newsletters.

Outreach activities in support of the overall planning process focused on agency,

stakeholder, and public participation opportunities. A plan website³ was created and linked to the DPR websites⁴ to keep the public involved. The website contained a feature that launched an interactive map that allowed users to provide feedback on routes, potential new trail facilities, and general comments. Valuable data was also gathered from a short survey taken by users on their first time using the interactive map. Public comment sheets were made available at all meetings and provided participants with the opportunity to write comments and fill out a questionnaire. Detailed comments from the six meetings as well as data compiled from the online survey are provided in Appendix A. Outreach materials for the public meetings are provided in Appendix B. A summary of the process for soliciting input at these five meetings is provided below.

Outreach Meeting, Phase II.a Area: 6-8pm, April 11, 2017 - Knollwood Golf Course

On Tuesday, April 11, 2017, DPR held the first Outreach Meeting to introduce the proposed SSMTMP-P II and solicit initial input from community stakeholders at-large. The meeting was primarily focused on the Phase II.a area. The meeting was

3 <http://www.santasusanatrailspan.org/>

4 <https://trails.lacounty.gov/NewsAndEvents/80/santa-susana-mountains-trails-master-plan-phase-ii>

Figure 2-3: Timeline

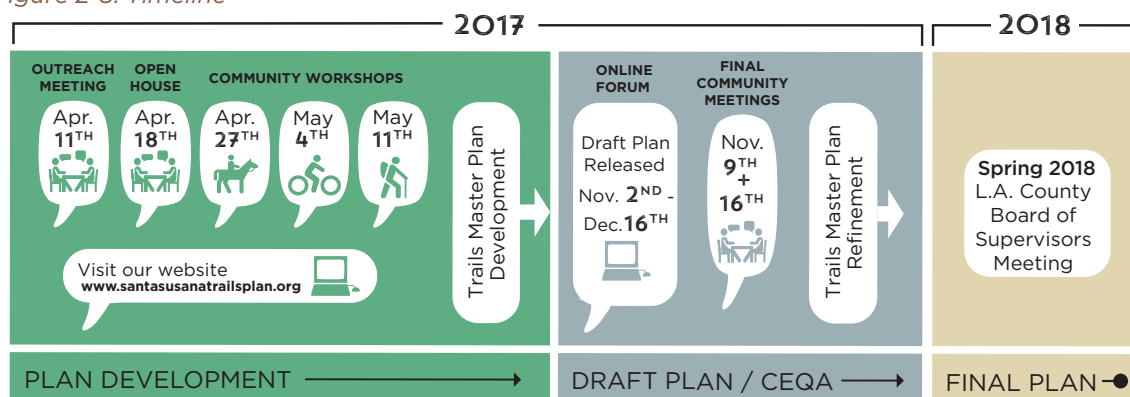




Figure 2-4: Discussion at outreach meeting for the Phase II.b study area

held at Knollwood Golf Course in Granada Hills with approximately 16 attendees.

The meeting was facilitated by the planning team members, including staff from DPR, Sapphos Environmental, Inc., and Alta Planning + Design.

The meeting format consisted of a PowerPoint presentation that provided an overview of the SSMTMP-II Study Area, the County's commitment to multi-use (equestrian, hiking, and mountain biking) trails, and adherence to the County Trails Manual. The presentation also included an overview of the plan goals and objectives, process, methods to provide feedback and comments, and overall timeline (See Figure 2-2). The room was set up with presentation boards on easels with accompanying notepads to capture participant comments (see Figure 2-3: Timeline7). The stations included amenities for hiking, mountain biking, and equestrian users, County trail standards, plan objectives, and maps of the study area. Each station was led by at least one planning team member to facilitate trail opportunities and constraints discussion. Valuable feedback about use patterns, opportunities and constraints, and specific parcel information sparked passion and enthusiasm from property owners and recreational users.



Figure 2-5: Breakout groups at the equestrian community workshop

Open House, Phase II.b Area: 6-8pm, April 18, 2017 – Shadow Ranch Recreation Center 6-8pm

On Tuesday, April 18, 2017, DPR held an open house to introduce the proposed SSMTMP-II and solicit initial input from community stakeholders at-large. The meeting was primarily focused on the Phase II.b area. The meeting was held at Shadow Ranch Recreation Center in Woodland Hills with approximately 10 attendees.

The meeting was facilitated by the planning team members, including staff from DPR, Sapphos Environmental, Inc., and Alta Planning + Design.

The meeting format was similar to the Community Outreach Meeting on April 11th and consisted of the same PowerPoint presentation with additional information specific to the Phase II.b area. Again, the presentation included an overview of the plan goals and objectives, process, methods to provide feedback and comments, and overall timeline. Similar to the first meeting, the room was set up with informational boards and notepads to facilitate discussion and record comments (see Figure 2-3). The stations included potential amenities for hiking, mountain biking, and equestrian users, County trail standards,

plan objectives, and maps of the study area. Each station was led by at least one planning team member to facilitate trail opportunities and constraints discussion.

Equestrian Community Workshop: 6-8pm, April 27, 2017 – Knollwood Golf Course

On Thursday, April 27, 2017, DPR hosted the first Community Workshop with discussions focused on the equestrian user group. There were 14 participants in this workshop.

The meeting format began with an informational PowerPoint presentation similar to the one used in the April 11th meeting, with emphasis on equestrian amenities and considerations. Additional input specifically from the equestrian community was extremely important in the evaluation of the feasibility of trail alignments and trail connectivity in the study area.

The meeting's focus included information gathering break-out groups, which consisted of small groups of stakeholders around tables with representatives from the planning team. The small group sessions encouraged dialogue pertaining to trail opportunities and constraints and provided an opportunity for gathering feedback on large format maps of the study area. The topics covered included plan goals and objectives, existing use areas, the study area map, and potential amenities. Attendees were invited to make notes and draw on the large format maps located at each table (see Figure 2-4). The planning team also created a comment form that was available for individuals to complete and either leave with DPR at the event or mail in later. Interest was expressed by the Architectural Technology program at Los Angeles Trade Technical College⁵ and Five Points Youth Foundation, Inc.⁶ in becoming involved in

⁵ <http://www.lattc.edu/>

⁶ <http://fivepointsyouthfoundation.org>



Figure 2-6: Trail alignment discussion at the mountain biking community workshop



Figure 2-7: Participants discuss the plan at the hiking-specific community workshop



Figure 2-8: Participants share their interests during the outreach meeting

trail design, access from public transit and bikeways, and trail maintenance activities.

Mountain Biking Community Workshop: 6-8pm, May 4, 2017 – Knollwood Golf Course

On Thursday, May 4, 2017, DPR hosted the second User-Specific Community Workshop with discussions focused on the mountain biking user group. There were seven participants in this workshop.

The meeting followed the same format as the first Community Workshop with a brief overview PowerPoint presentation of the study, with emphasis on mountain bike amenities and considerations, followed by small information gathering break-out groups meeting around tables to provide input to the planning team on large-format map boards (see Figure 2-5).

Hiking Community Workshop: 6-8pm, May 11, 2017 – Knollwood Golf Course

On Thursday, May 11, 2017, DPR hosted a third and last Community Workshop with discussions focused on the hiking user group. There were 10 participants in this workshop. The meeting format followed those of the first two Community Workshops. Similar to previous workshops, the planning team began with a PowerPoint presentation and had attendees break out into small working groups (see Figure 2-6). Additionally, the planning team distributed and collected public comment sheets. The public comment sheets provided an additional method of submitting important feedback to the planning team. One side of the public comment sheet had space for written comments; the other side had a questionnaire.

The planning team received public comment sheets in the mail and as well as email correspondence with valuable feedback from the community. The comment period

for consideration in this comprehensive trail planning effort ended on June 11, 2017.

Native American Tribal Representative Meetings

Throughout the planning process, DPR held meetings with tribal representatives from both the Fernandeño Tataviam Band of Mission Indians and the Gabrieleno Band of Mission Indians - Kizh Nation. The intent of these meetings was to first inform the representatives about the planning process for the SSMTMP-PII in accordance with provisions of Assembly Bill 52 (AB52), and later to show the locations of trails and amenities proposed within the plan.

The County shared the results of the South Central Coastal Information Center (SCCIC) records search conducted by Sapphos Environmental, Inc. with the Tribal Contacts, which resulted in the identification of prehistoric archaeological sites, historic archaeological sites, one multi-component site, prehistoric isolates, and historic isolates within the Area of Potential Effect (APE), the geographic area/s within which a project may directly or indirectly affect historic properties, and any historic properties in the APE. The County explained that the proposed trail alignments have been designed to avoid impacts to known sites. The Tribal Contact indicated that the study area has a high level of sensitivity to potential tribal cultural resources, and numerous sites are known from the study area. Since the trail alignments are conceptual and will ultimately be constructed in small segments over a 30-year planning horizon, it was agreed that mitigation measures should be included to ensure that the County undertakes consultation with the Tribal Contact when trail segments are considered for development. The Tribal Contact would inform the County if a trail alignment or specific segment of a trail alignment needs to be adjusted to avoid

tribal cultural resources, or if other protective measures are warranted to protect tribal cultural resources in situ. In addition, the Tribal Contact would inform the County when Native American monitoring is warranted.

Agency Meeting

DPR hosted two meetings with relevant stakeholder agencies, one at the outset of the project, and another during the draft public review period. Attendees representing the following agencies were present:

- City of Los Angeles Council District 12
- Las Virgenes Municipal Water District
- Los Angeles County Department of Public Works - Bikeways
- Los Angeles County Department of Public Health
- Los Angeles County Department of Regional Planning
- Los Angeles Department of Water and Power
- Los Angeles Metropolitan Transportation Authority (Metro)
- Sanitation Districts of Los Angeles County
- Southern California Edison
- Trust for Public Land

The meetings were facilitated by the project team members, including staff from DPR, Sapphos Environmental, Inc., and Alta Planning + Design.

The meetings consisted of a PowerPoint presentation followed by a discussion period. Topics included an overview of the SSMTMP-PH Study Area, the County's commitment to multi-use (equestrian, hiking, and mountain biking) trails and adherence to the County Trails Manual, an overview of the project goals, objectives, and process, overall project timeline, and a presentation of proposed trails and amenities.

Following the presentations, question and answer periods allowed attendees to provide comments to the project team, share insights into concerns and considerations that might arise during the planning process, and provide feedback on the plan's content and findings.

Additional Public Input

Interactive Mapping Website

A WikiMap was created allowing the public to provide comments, placemarks, and routes on an online map. Public commenters shared information about favorite existing routes, suggested routes, and brought attention to existing gaps and barriers to regional trail connection.

Email/Mail-In Comments and Data

Interested members of the public sent emails and mailed in comment cards to the planning team to share their local knowledge. Some included representatives of local hiking and mountain biking organizations who provided data on the study areas and their past and current uses. They provided the planning team with data on significant historical locations and commonly used trail routes.

Santa Susana Mountains Park Association (SSMPA) Informational Hike

Representatives of SSMPA, led by local historian John Luker, toured members of the planning team around the Phase II.b study area. The organization has been working to preserve open space in the Santa Susana Mountains for decades and offered an in depth presentation of the history of the study area and its relationship to the surrounding communities, open spaces, and industrial uses.

Field Work and Data Analysis

Site Visits

On multiple occasions, members of the planning team visited the study areas to photograph the landscape, groundtruth trails, assess existing trail and amenity conditions, and to assess proposed new connections. During these visits, the planning team walked and rode bicycles along existing trails to better understand the terrain and to document existing conditions.

Review of Relevant Plans

A thorough review of relevant existing and proposed plans and policies was performed by the planning team to assess what planning had previously been done in the study area that should guide or inform the planning process (see Section 3.2).

Data Analysis

An existing conditions analysis was performed using relevant data including existing parks and trails, local destinations, natural features, and points of interest, as

well as cultural and natural conditions like hydrology, topography, and slope, and property ownership, land use and zoning. An opportunities and constraints analysis was performed to identify where future trails and amenities might be considered and what obstacles there might be to their development (see Section 3).

Trail Network Development

With the intention to accomplish the outlined goals and objectives of this master plan, the planning team identified major gaps and barriers within existing trail corridors in the study areas. Using the data gathered during field visits and data analysis the planning team developed proposed trail corridors which would close existing gaps, promoting trail connections between existing trails and between important destinations, natural features, and parks. Using a selection of criteria, trail segments were categorized and prioritized to help determine the trail segments that were more and less crucial, and feasible to build in the near and long terms.

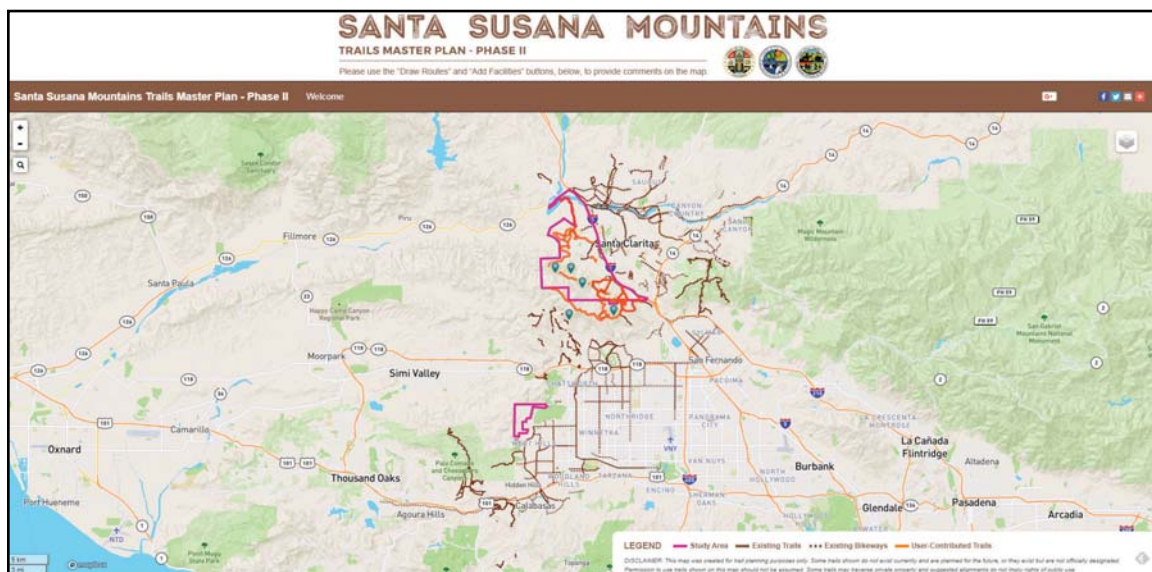


Figure 2-9: The interactive WikiMap provided a space for users to share thoughts and routes with the project team



Figure 2-10: Field visits provided insights into existing trail facilities, important natural features, and potential opportunities.



Plan Setting

SECTION 3.0

The Santa Susana Mountains Trails Master Plan - Phase II (SSMTMP-P II) is set in an area with diverse landforms and associated natural and cultural attributes. The area has been partially developed with trails sanctioned by public agencies and additional unsanctioned trails developed by local and regional recreation enthusiasts. The existing trails have been used for both recreation and transportation. This section addresses the numerous relevant regional and local plans, activity centers and points of interest, existing trail types, natural and cultural points of interest, and environmental baseline conditions. The SSMTMP-P II places a special emphasis on coordination and integrating trail networks across jurisdictions. Many regional and local plans have been completed that contribute to the context of the area and how trails will connect to one another. A review of plans has been conducted at both the regional and local level to better understand existing and proposed local and regional plans.

3.1 Existing Trails and Destinations

Existing Trails

DPR currently operates one trail, Pico Canyon, with two access points within the study area. The eastern end of this trail is at Pico Canyon Road and Stevenson Ranch Parkway, and terminates approximately 2,900 feet to the southwest, just west of Whispering Oaks Drive. Across Pico Canyon Road to the east, LA County Flood Control operates a trail which is between the sidewalk and drainage basin adjacent to Pico Canyon Road, then follows the drainage channel west of Jake Kuredjian County Park to the channel's northern terminus at The Old Road. This trail connects to the Pico

Canyon trail via the crosswalk at Pico Canyon Road and Stevenson Ranch Parkway.

The City of Santa Clarita operates two trails within the study area: Taylor Trail and South Fork River Trail. All remaining trails within the study area are operated by the Mountains Recreation and Conservation Authority (MRCA). These trails all appear within the Phase II.a area of the project (see Figure 3-3), and total 21.3 miles. Descriptions of these trails, with details on the length, surface, and type are found in Table 3-1: Existing Trails.

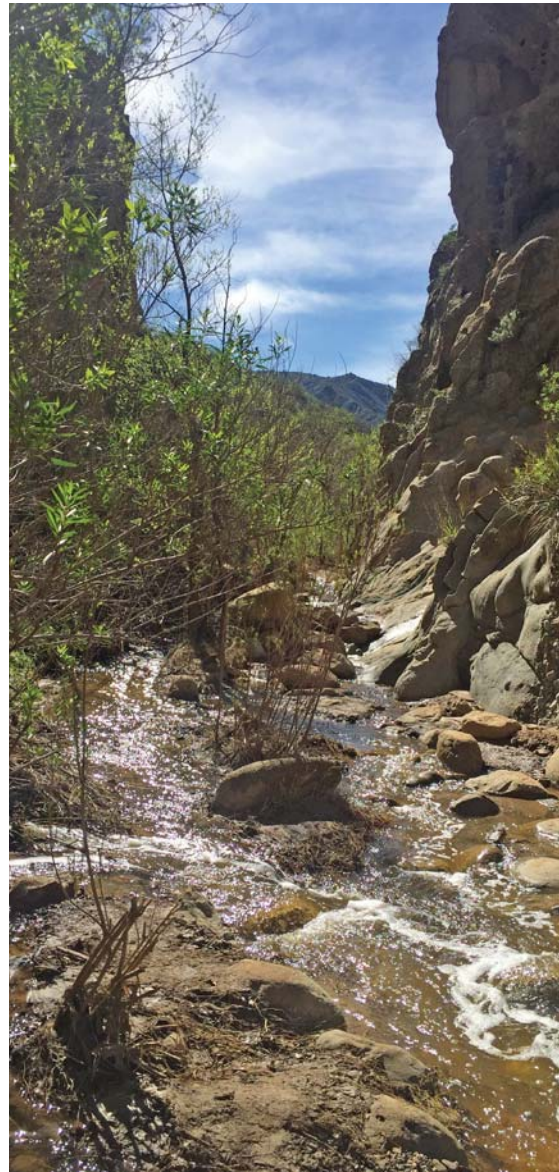


Figure 3-1: The Towsley Canyon narrows take hikers into the backcountry on the Towsley Canyon Loop Trail

Priority Destinations

Priority destinations within the study area include parks, community centers, schools, major attractions, and other features that may serve as starting points and destinations for trail users, such as canyons, ridgelines, and peaks. These destinations are detailed in Table 3-2: Parks and Table 3-3: Other Priority Destinations, and mapped in Figure 3-16: Destinations.

Parks

There are eight public parks within the study area, three of which being operated by DPR. Within one mile of the study area are 23 additional parks, one of which is operated by DPR. The parks within and adjacent to the study area vary widely by type, but the SSMTMP-P11 area is unique in its high proportion of open space in comparison to the rest of LA County. This is evident in the County's Parks Needs Assessment. The study area is covered by Study Area ID #'s 49¹ (Phase II.a) and 152² (Phase II.b) of the assessment. In both areas, parks need is primarily identified as "Low" or "Very Low," except for the northwestern-most corner of Phase II.b. While parks and open space are abundant surrounding the study area, trails and access to those parks are limited. The need for trail planning in these open spaces is highlighted by high potential for population growth in the area, evidenced by the subdivision activity in Figure 3-14: Subdivision Activity, as well as projected countywide population growth.³

1 Los Angeles County Department of Parks and Recreation. Los Angeles Countywide Comprehensive Parks & Recreation Needs Assessment. Study Area ID #49. Available online at http://lacountyparkneeds.org/FinalReportAppendixA/StudyArea_049.pdf

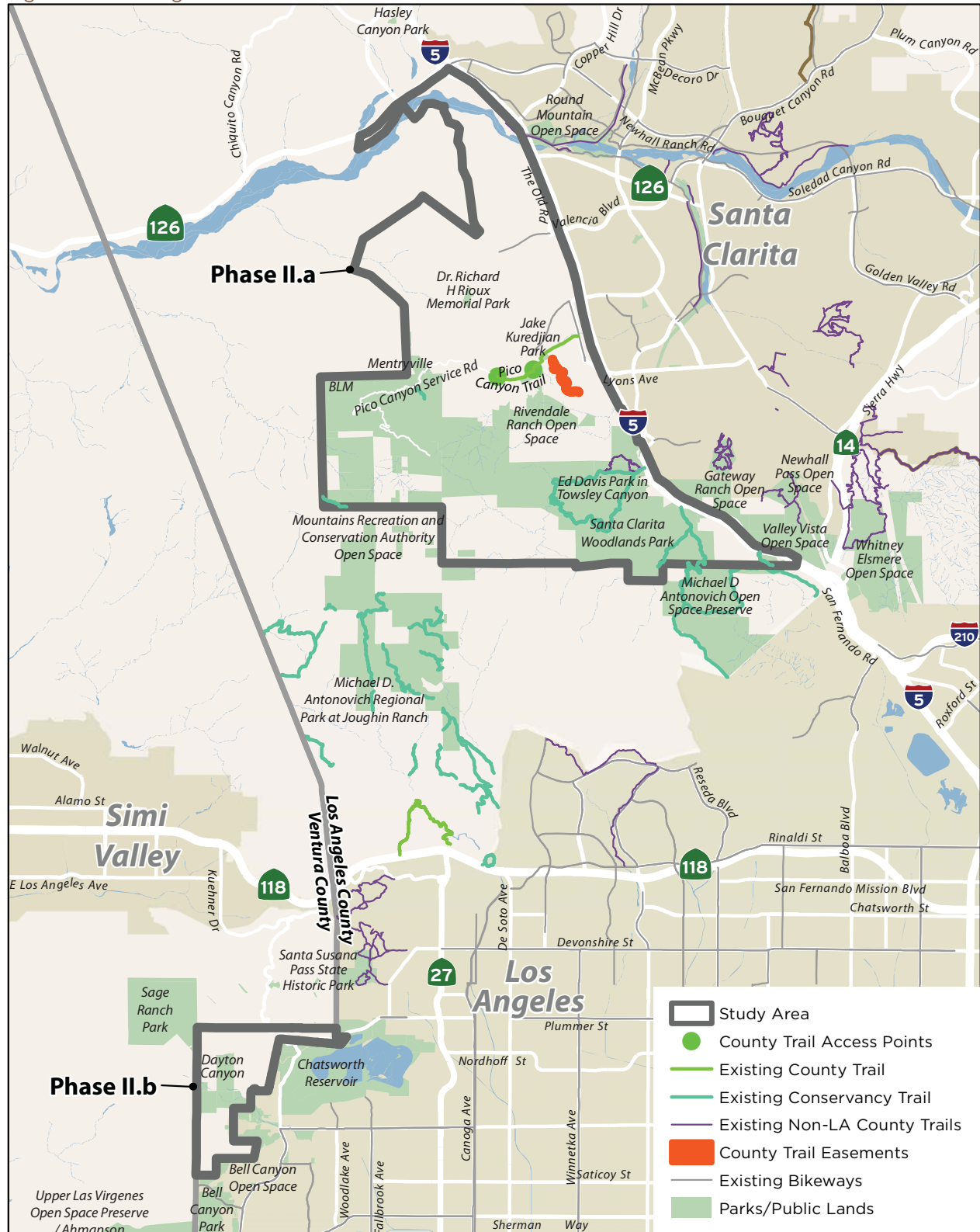
2 Ibid. Available online at http://lacountyparkneeds.org/FinalReportAppendixA/StudyArea_152.pdf

3 Los Angeles County Department of Regional Planning. Los Angeles County General Plan 2035. Available online at http://planning.lacounty.gov/assets/upl/project/gp_final-general-plan.pdf



Figure 3-2: The Rice Canyon Trail

Figure 3-3: Existing Parks and Trails



DISCLAIMER: Some trails shown do not exist currently and are planned for the future, or they exist but are not officially designated. Permission to use trails shown on this map should not be assumed. Some trails may traverse private property and suggested alignments do not imply rights of public use.

Date Map Created/Revised: 10/6/2017 Author: James Powell
 Basemap: Los Angeles County Enterprise GIS, ESRI Data and Maps 2016
 Data Sources: Los Angeles County Enterprise GIS, City of Santa Clarita 2016,
 California Protected Areas Database 2016b, Santa Clarita Valley Master Plan of
 Trails 2015, California Recreational Trails Plan 2011, Los Angeles County
 General plan 2007, Newhall Ranch Specific Plan 2003

0 0.5 1 2 Miles

Table 3-1: Existing Trails

Trail Name	Trail Surface	Trail Length (mi)	Trail Type	Jurisdictional Agency
Within Phase II.a Area				
Pico Canyon Channel Trail	DG	0.6	Urban/ Developed	LA County Flood Control District
Pico Canyon Trail	A, DG	0.6	Urban/ Developed	Los Angeles, County of
East Canyon Motorway	NS	1.1	Natural/ Open Space	MRCA
Towsley View Loop Trail	NS	5.4	Natural/ Open Space	MRCA
Rice Canyon Trail	NS	0.9	Natural/ Open Space	MRCA
Weldon Canyon Motorway	NS	0.6	Natural/ Open Space	MRCA
Elder Loop	NS	1.5	Natural/ Open Space	City of Santa Clarita
Pico Canyon Service Road	A, NS	3.7	Natural/ Open Space	MRCA
Minnie Lotta Trail	NS	0.3	Natural/ Open Space	MRCA
Johnson Park Trail	NS	0.5	Natural/ Open Space	MRCA
Leaming Canyon	NS	1.0	Natural/ Open Space	MRCA
Taylor Trail	NS	0.3	Natural/ Open Space	Santa Clarita, City of
South Fork River Trail	A, DG	4.7	Urban/ Developed	Santa Clarita, City of

Key DG = decomposed granite NS = natural surface A=asphalt

Description

A landscaped trail alongside Pico Canyon Channel (Los Angeles County Public Works ID: PD 2528), constructed as part of Stevenson Ranch Phase II, between Stevenson Ranch Road and The Old Road²².

Pico Canyon Trail is a 0.6 mile trail adjacent to suburban residential development. Street trees and landscaping adorn the residential trail with large rock pilasters and fencing for a pleasant walk. Pico Canyon Park serves as the staging area — with adequate parking and amenities for a picnic site, providing a good starting point for the well-maintained and easy trail.

East Canyon Motorway is an unpaved fire road accessible to hikers, bikers and equestrian leading to the Michael D. Antonovich Open Space Preserve. The trail heads south from The Old Road gaining elevation gradually to meet with the Weldon Canyon Motorway which leads back to The Old Road and Newhall Pass Trailhead.

The Towsley View Loop trail begins at the Towsley Canyon Trailhead on The Old Road and heads west either through Wiley or Towsley Canyon. The loop travels through narrow slot canyons and up over a high ridge via switchbacks. There are multiple creek crossings and opportunities for viewing geologic formations, streambeds, and tar pits.

Rice Canyon Trail is a moderate hike along Rice Creek for hikers only. The trail crosses the creek at various points and ends with a viewpoint. Natural oil seepages can be seen on canyon walls throughout.

Weldon Canyon Motorway is an unpaved service road beginning along The Old Road at the Newhall Pass Trailhead and heads south ascending the Newhall Pass ridgeline. The trail passes by the Sunshine Canyon Landfill and on into the Michael D. Antonovich Open Space. The trail connects with East Canyon Motorway.

A moderate trail beginning at the Towsley Canyon Trailhead, the Elder Loop ascends the northern hillside, winds through fields of native vegetation, down into creeks, and through scenic canyons overlooking the Towsley Area.

The Pico Canyon Service road winds its way from Mentryville up through historical sites of the oil industry and ascends the steep slopes of the Pico Anticline. Though MRCA maps document the service road as a trail, it was paved sometime between 2011 and 2012 and will need a sidepath to be considered part of an LA County multi-use trail network.

Minnie Lotta Trail is a short there and back trail heading south from Pico Canyon Service Road near Mentryville. The trail winds into a canyon along a small creek with multiple bridged creek crossings. At mile 0.3 the trail ends at a picnic table.

Johnson Park Trail is a short trail cut-off which ascends from Pico Canyon Service Road near Mentryville and meets back with the service road at 0.7 miles. The trail begins at Johnson Park picnic area and winds its way through a canyon. Though the trail appears on MRCA maps it does not appear to be currently maintained and is not traversable in its current state.

A trail with limited access leading into a densely vegetated canyon. Though the trail appears on MRCA maps it does not appear to be currently maintained and is not traversable in its current state.

An extension of the Elder Loop, the Taylor Trail ascends from the eastern side of the foothills adjacent to The Old Road.

A regional multi-use trail along a mostly dry drainage channel providing the back-bone to the Santa Clarita trail system connecting the Santa Clara River to central Santa Clarita.

Other Priority Destinations

Other major attractors within the study area include a large commercial district, seven schools, numerous natural features, and the Six Flags Magic Mountain theme park. Planning for trail access to these destinations provides a variety of benefits, from reducing on-street traffic to providing safe and accessible routes to schools. As these destinations have appeal beyond trail users, consideration of how traffic patterns and surrounding infrastructure may affect off-street trails must be given.



Figure 3-4: Dog walkers enjoying the paved trail near Mentryville

Table 3-2: Parks

Park Name	Description	Agency	Park Type	Acres
Within Phase II.a Area				
Unnamed Federal Land	Federal lands connecting to the Santa Clarita Woodlands.	United States Bureau of Land Management	Open Space	650
Dr. Richard H. Rioux Memorial Park	Located in Stevenson Ranch with large open fields and sweeping views.	Los Angeles, County of	Community	17
Ed Davis Park in Towsley Canyon	Part of the greater Santa Clarita Woodlands Park, this park is the trailhead for the Towsley Canyon Loop Trail, providing access to Towsley Creek and the surrounding geological features. The park has bathrooms, picnic areas, and a lodge available for special events and group rentals.	SMMC	Regional	175
Jake Kuredjian Park	A 6-acre neighborhood park in Pico Canyon with large trees, an expansive lawns, restrooms and a parking area.	Los Angeles, County of	Community	6
Pico Canyon Park	Located on Pico Canyon Road, the Pico Canyon Park features walking trails, a parking area, picnic areas, and restrooms, as well as access to the Pico Canyon Trail.	Los Angeles, County of	Community	21
Rivendale Ranch Open Space	At the entrance to Towsley Canyon, this open space provides free parking and access to the Santa Clarita Woodlands Park and offers access to the Elder Loop Trail and the Taylor Trail.	Santa Clarita, City of	Open Space	358
Santa Clarita Woodlands Park	Located on the north slope of the Santa Susana Mountains comprised of Towsley Canyon, Wiley Canyon, East and Rice Canyons, Pico Canyon, and the Michael Antonovich Open Space. The park offers diverse flora and fauna, and a variety of geological formations with trails for hikers, cyclists and equestrian.	MRCA	Open Space	4,000

Table 3-2: Parks (cont.)

Park Name	Description	Agency	Park Type	Acres
Mentryville	This historic park in Pico Canyon highlights the history of an old oil town and the presence of the oil industry in Pico Canyon. Historic buildings, oil wells, and other equipment provide visitors a glimpse of the areas past. The park now acts as a trailhead for many trails into the Santa Clarita Woodlands and provides restrooms and parking.	MRCA	Historic Park	69
Bordering Phase II.a Area				
Gateway Ranch Open Space	Located in the Newhall Pass, this area acts as an important wildlife corridor, and offers various recreational trails.	Santa Clarita, City of	Open Space	302
Michael D. Antonovich Open Space	A densely wooded portion of the Santa Clarita Woodlands which can be accessed from trails at Towsley Canyon, East Canyon, and Weldon Canyon Motorway, and connects southward to the SSMTMP-I study area.	Los Angeles, County of; MRCA	Open Space	500



Figure 3-5: Jake Kuredjian Park features large lawn areas and dramatic Coast Live Oak trees

Table 3-2: Parks (cont.)

Park Name	Description	Agency	Park Type	Acres
Within 1-Mile Buffer of Phase II.a Area				
Michael D. Antonovich Regional Park at Joughin Ranch	Located south of the Phase II.a study area, this park has rolling hills, tall peaks, views of the San Fernando Valley, and trails for hikers, bikers and equestrian.	MRCA	Open Space	2,300
Newhall Pass Open Space	This area provides connection to the Santa Clarita Woodlands Park via the Gateway Ranch Open Space.	Santa Clarita, City of	Open Space	300
Round Mountain Open Space	Located north of the Santa Clara River, this park has undeveloped hiking trails and hilltop views.	Santa Clarita, City of	Open Space	200
South Fork River Trail Open Space	A narrow corridor along the south fork of the Santa Clara river connects central Santa Clarita with the Santa Clara River to the north.	Santa Clarita, City of	Regional	178
Valencia Meadows Park	A neighborhood park featuring basketball, baseball, children's play areas, picnic areas, restrooms and a swimming pool.	Santa Clarita, City of	Community	6
Valencia Summit Park	A neighborhood park with a children's play area, picnic areas, a community room, and tennis courts.	Santa Clarita, City of	Community	7
Whitney Elsmere Open Space	An open space east of the Newhall Pass with potential connections to the Newhall Open Space.	Santa Clarita, City of	Open Space	900

Table 3-3: Other Priority Destinations

Destination	Description	Destination Type	Connection Type	Relationship to Study Area
Phase II.a				
Pico Canyon Rd and The Old Road Commercial District	Located at intersection of The Old Road and Pico Canyon Road in Stevenson Ranch this commercial district is comprised of multiple large shopping centers including the Valencia Marketplace and Stevenson Ranch Plaza and several smaller business centers. This commercial district is centrally located within the Phase II.a study area, less than a mile away from the existing Pico Canyon Trail, and provides a variety of services including groceries, restaurants and gas.	Commercial	Local	Within
Newhall Church of the Nazarene	Located along The Old Road at the entrance to Leaming Canyon in the Phase II.a study area, this church is on private property bordered by the MRCA managed Santa Clarita Woodlands Park.	Place of Worship	Local	Within
Oak Tree Gun Club	Located in the southeastern corner of the Phase II.a study area, the Oak Tree Gun Club is a large recreational draw within the study area. The gun club is bordered to the south and west by the Santa Clarita Woodlands Park.	Recreation	Local	Within
Six Flags Magic Mountain	A large theme park in the northern portion of Phase II.a study area, Magic Mountain is a large recreational draw adjacent to the Santa Clara River and other existing open space which have been slated for residential subdivisions.	Recreation	Local	Within

Table 3-3: Other Priority Destinations (cont.)

Destination	Description	Destination Type	Connection Type	Relationship to Study Area
Phase II.a				
Pico Canyon	This scenic canyon has historic significance for its oil wells and this historic town of Mentryville. Now set within the Santa Clarita Woodlands park, Pico Canyon is managed by the MRCA and features a variety of trails leading into the Santa Susana Mountains.	Natural Feature	Local	Within



Figure 3-6: Towsley Canyon Loop Trail heading east towards “The Narrows”

Table 3-3: Other Priority Destinations (cont.)

Destination	Description	Destination Type	Connection Type	Relationship to Study Area
Phase II.a				
Leaming Canyon	Located within the Santa Clarita Woodlands Park between Wiley and Rice Canyon, Leaming Canyon is a well forested drainage with limited existing access and little geologic interest.	Natural Feature	Local	Within
Wiley Canyon	Located in the Santa Clarita Woodlands Park, this forested canyon has dramatic geologic features along the elevated ridges above. Towsley Canyon Loop Trail's southern extent winds along the canyon floor and connects back to the Towsley Canyon Trailhead at Ed Davis Park.	Natural Feature	Local	Within
East Canyon	This lush canyon is located at the eastern edge of Santa Clarita Woodlands Park and contains diverse native flora, including three species of oak, California bay laurel, California black walnut, big leaf maple, and big cone Douglas-fir over a 900 feet elevation range. East Canyon Motorway leads through the canyon to Weldon Canyon Motorway and to the Michael D. Antonovich Open Space Preserve.	Natural Feature	Local	Within

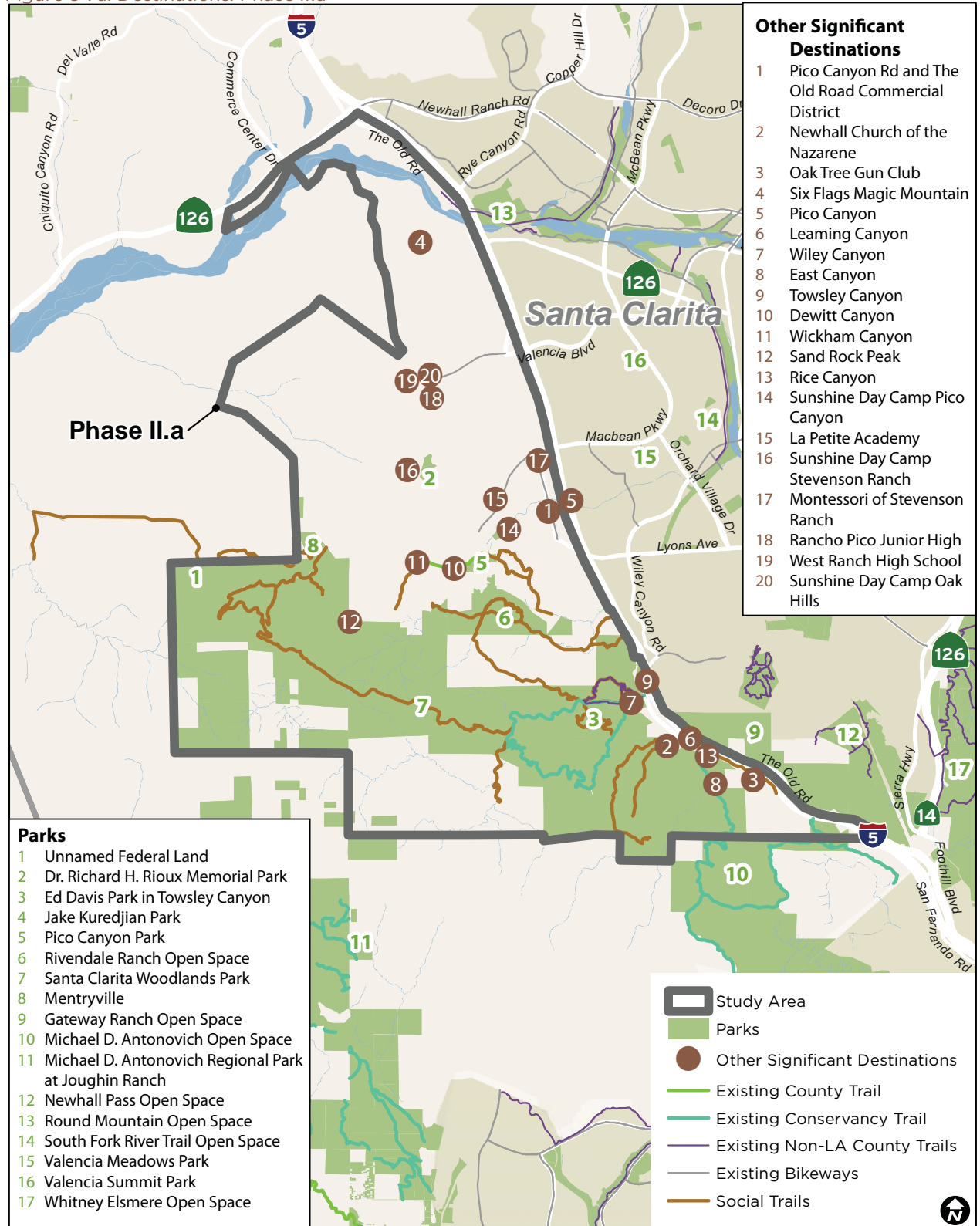
Table 3-3: Other Priority Destinations (cont.)

Destination	Description	Destination Type	Connection Type	Relationship to Study Area
Phase II.a				
<i>Towsley Canyon</i>	A popular recreation area within the Santa Clarita Woodlands Park, this canyon is accessed by the Towsley Canyon Trailhead at Ed Davis Park. The canyon features many geologic features including portions of the Pico Anticline, the Towsley Gorge, and waterfalls at the beginning of Towsley Creek. The Towsley Canyon Loop Trail follows along the creek before ascending out of the canyon to connect to the south with Wiley Canyon.	Natural Feature	Local	Within
<i>Dewitt Canyon</i>	This canyon has been predominantly graded and developed from its original state into a residential tract.	Natural Feature	Local	Within
<i>Wickham Canyon</i>	This canyon is privately owned and contains a creek, eroded sandstone geologic features, and the Southern Oaks housing tract.	Natural Feature	Local	Within
<i>Sand Rock Peak</i>	This peak, with an elevation of 2,441 feet above MSL, overlooks Newhall and the rest of Santa Clarita Valley to the east.	Natural Feature	Local	Within
<i>Rice Canyon</i>	This canyon, which is located within Santa Clarita Woodlands Park, contains riparian habitat along Rice Creek, a grassy open slope leading to a viewpoint, and natural oil seeps.	Natural Feature	Local	Within

Table 3-3: Other Priority Destinations (cont.)

Destination	Description	Destination Type	Connection Type	Relationship to Study Area
Phase II.a				
<i>Sunshine Day Camp Pico Canyon</i>	Preschool	School	Local	Within
<i>La Petite Academy</i>	Preschool - Kindergarten	School	Local	Within
<i>Sunshine Day Camp Stevenson Ranch</i>	Preschool	School	Local	Within
<i>Montessori of Stevenson Ranch</i>	Preschool	School	Local	Within
<i>Rancho Pico Junior High</i>	Junior High	School	Local	Within
<i>West Ranch High School</i>	High School	School	Local	Within
<i>Sunshine Day Camp Oak Hills</i>	Preschool	School	Local	Within
Phase II.b				
<i>Woolsey Canyon</i>	A developed canyon defined by Woolsey Canyon Road which ascends towards Sage Ranch Park from Chatsworth Reservoir.	Natural Feature	Local	Within
<i>Roscoe Canyon</i>	A riparian drainage south of Woolsey Canyon feeding into Dayton Canyon. Features long views, unimproved trails and sandstone outcroppings.	Natural Feature	Local	Within
<i>Dayton Canyon</i>	Partially developed canyon with riparian oak woodlands and future conservancy trails.	Natural Feature	Local	Within
<i>12 Apostles</i>	A popular hiking area featuring sandstone outcroppings.	Natural Feature	Local	1 mile
<i>Box Canyon</i>	A mostly developed canyon with riparian oak woodland.	Natural Feature	Local	1 mile

Figure 3-7a: Destinations: Phase II.a



DISCLAIMER: Some trails shown do not exist currently and are planned for the future, or they exist but are not officially designated. Permission to use trails shown on this map should not be assumed. Some trails may traverse private property and suggested alignments do not imply rights of public use.

Date Map Created/Revised: 6/28/2017 Author: James Powell
 Basemap: Los Angeles County Enterprise GIS, ESRI Data and Maps 2016
 Data Sources: Los Angeles County Enterprise GIS, California Protected Areas Database 2016b, USGS GNIS 2017

Figure 3-7b: Destinations: Phase II.b



DISCLAIMER: Some trails shown do not exist currently and are planned for the future, or they exist but are not officially designated. Permission to use trails shown on this map should not be assumed. Some trails may traverse private property and suggested alignments do not imply rights of public use.

Date Map Created/Revised: 6/28/2017
 Basemap: Los Angeles County Enterprise GIS, ESRI Data and Maps 2016
 Data Sources: Los Angeles County Enterprise GIS, California Protected Areas Database 2016b, USGS GNIS 2017
 Author: James Powell

0 0.375 0.75 1.5
 Mile

3.2 Existing Relevant Plans

The SSMTMP-PII places a special emphasis on coordination and the integration of trail networks across jurisdictions. It has been developed to be compatible with recreation and trail planning efforts at the federal, state, regional, and local levels. Planning documents with overlap or adjacency to the study area were reviewed as part of the existing conditions data collection process. The most pertinent documents and their applicable goals, objectives, and relevancy are summarized below. A full and more detailed summary of reviewed relevant documents is presented in Appendix C.

County

Santa Susana Mountains Final Trails Master Plan (2015) - County of Los Angeles Department of Parks and Recreation¹

Applicable Goals or Objectives

- Define a trails plan that supports the County's General Plan for providing diverse recreation opportunities for County residents.
- Consider and integrate input from recreation users in and adjacent to the Trails Master Plan Area during the development of the conceptual Trails Master Plan and visitors.
- Provide for the planning, design, operation, and maintenance of trails that are consistent with County Trails Manual.
- Prioritize trail alignments that link to existing trails and parks within 0.5 miles of the Trails Master Plan Area

that are operated by federal, state, and local jurisdictions and other trail and recreation entities.

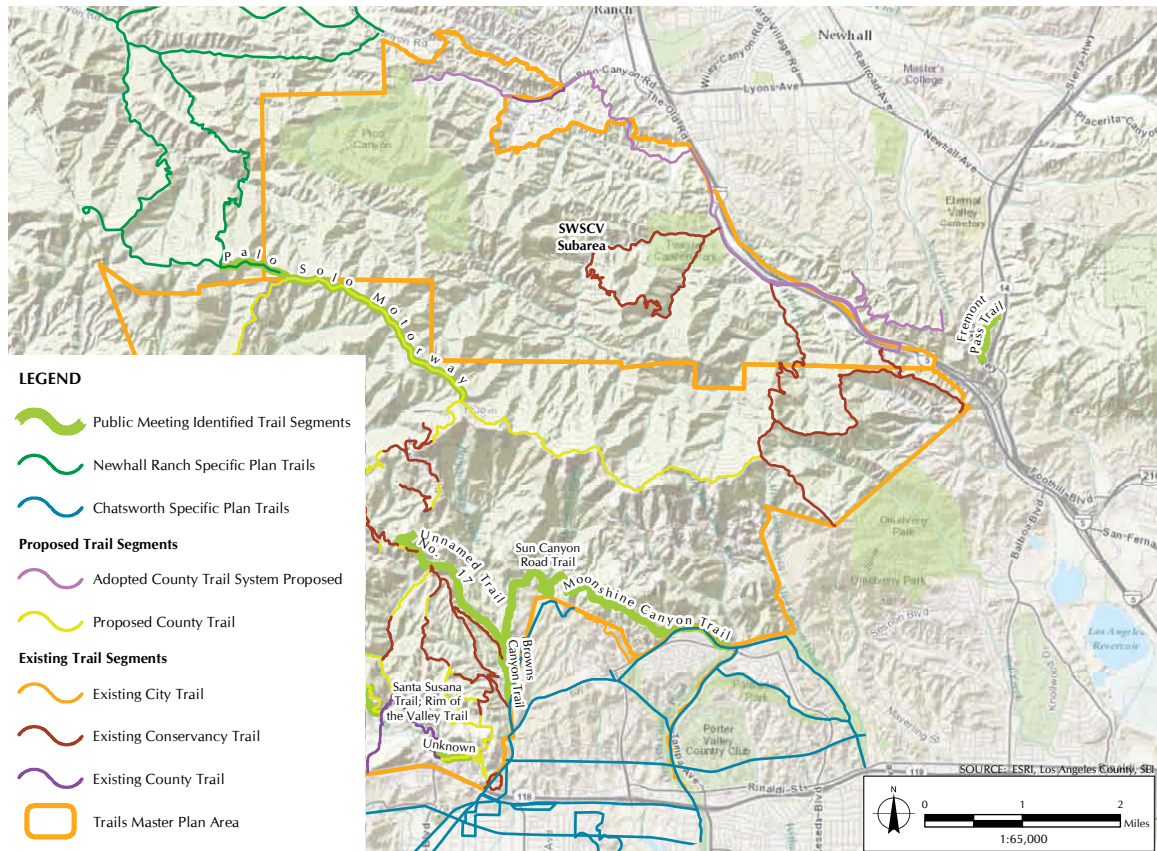
- Identify logical connections between single and dual-use City of Los Angeles trails and County of Los Angeles multi-use trails.
- Support the initiation of construction of new trails.
- Design trails that are protective of sensitive environmental resources to the maximum extent practicable.
- Ensure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

Relevant Trails Proposed

- Simi to the Sea Trail (3.5 miles west of Phase II.b)
- Juan Bautista de Anza National Historic Trail (1 mile south of Phase II.b)
- Rim of the Valley Trail (passes through the northern portion of Phase II.b and is 1/2 mile south of Phase II.a)
- Sunshine Canyon Motorway
- Weldon Canyon Motorway (southeastern Phase II.a)
- Towsley Canyon Trail (within Phase II.a)
- Unnamed Trails #1 and #2 (within and adjacent to Phase II.a)
- Pico Canyon Trail (within Phase II.a)
- Rice Canyon Trail (within Phase II.a)

¹ Los Angeles County Department of Parks and Recreation. Adopted May 2015. 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>

Figure 3-8: Santa Susana Mountains Trails Master Plan Phase I Proposed Trails



Active Transportation Strategic Plan (2016) - Los Angeles County Metropolitan Transportation Authority (Metro)²

Applicable Goals or Objectives

- Establish active transportation modes as integral elements of the countywide transportation system.
- Improve public health through traffic safety, reduced exposure to pollutants, & design & 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 &

greenhouse gas emissions, & improve air quality.

Relevant Trails Proposed

- Priority active transportation corridors are identified, which are comprised of both on- and off-street bicycle facilities.
- The Old Road and the Santa Clara River, are both identified in the Phase II.a area and follow the eastern and northern boundaries of that area.
- Valley Circle Boulevard and Lake Manor Drive, in the easternmost portion of Phase II.b, are part of the Plummer-Valley Circle Corridor.

² 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/>

**County of Los Angeles General Plan
2035 (2015) - County of Los Angeles
Department of Regional Planning³**

Applicable Goals or Objectives

- Goal M 2: Interconnected and safe bicycle- and pedestrian-friendly streets, sidewalks, paths and trails that promote active transportation and transit use.
- Policy M 2.7: 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 2.8: 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 5.3: Maintain transportation right-of-way corridors for future transportation uses, including bikeways, or new passenger rail or bus services.
- Goal P/R 1: Enhanced active and passive park and recreation opportunities for all users.
- Goal P/R 2: Enhanced multi-agency collaboration to leverage resources.
- Policy P/R 2.1: Develop joint-use agreements with other public agencies to expand recreation services.
- P/R 2.2: Establish new revenue generating mechanisms to leverage County resources to enhance existing recreational facilities and programs.
- Goal P/R 4: Improved accessibility and connectivity to a comprehensive trail

system including rivers, greenways, and community linkages.

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

Relevant Trails Proposed

Trails mapped in the General Plan that fall within the Phase II.a area include:

- Oat Canyon Mountainway
- Palo Sola Fire Truck Trail
- Palo Sola Truck Road
- Pico Canyon Trail
- Weldon Canyon Motorway
- 18 unnamed trail segments
- There are no proposed trails in the Phase II.b area

³ Los Angeles County Department of Regional Planning. Adopted October 2015. General Plan 2035. Available online at <http://planning.lacounty.gov/generalplan/generalplan>

County of Los Angeles Trails Manual (Revised 2013) - County of Los Angeles Department of Parks and Recreation⁴

Applicable Goals or Objectives

- Guidelines for the construction of safe and sustainable trails for the three primary trail user groups (hiking, mountain biking, equestrian).

Relevant Trails Proposed

- No specific trails were identified in this plan.
- The design standards and trail types defined in the County Trails Manual apply to all proposed trails in the SSMTMP-P.II.

Los Angeles Countywide Comprehensive Parks & Recreation Needs Assessment (2016) - County of Los Angeles Department of Parks and Recreation⁵

Applicable Goals or Objectives

- Consideration of parks as key infrastructure needed to maintain and improve the quality of life for all county residents.

Relevant Trails Proposed

- No specific trails were identified in this plan; need defined at the census tract level.

⁴ County of Los Angeles Department of Parks and Recreation. Adopted May 2011, Revised June 2013. County of Los Angeles Trails Manual. Available online at <https://trails.lacounty.gov/Files/Documents/121/LA%20County%20Trails%20Manual%20%28Revised%2006-2013%29%20RS%202016.pdf>

⁵ Los Angeles County Department of Parks and Recreation. May 2016. Los Angeles Countywide Comprehensive Parks & Recreation Needs Assessment. Available online at <http://lacountyparkneeds.org/final-report/>

Castaic Area Multi-Use Trails Plan (2016) - County of Los Angeles Department of Parks and Recreation⁶

Applicable Goals or Objectives

- Accommodate a wide range of trail user types and abilities.
- Connect to desirable destinations, features, and settings.
- Provide safe and sustainable trails.
- Avoid or minimize environmental impacts.

Relevant Trails Proposed

- The proposed Castaic Creek Trail meets the Santa Clara River approximately 800' outside of the SSMTMP-P.II area. Connections are made to planned Newhall Ranch trails, which then connect into the SSMTMP-P.II area.

Newhall Ranch Specific Plan (2003) - County of Los Angeles Department of Regional Planning⁷

Applicable Goals or Objectives

- Goals and policies are consistent with LA County General Plan Goals (pp. 2-2 - 2-4, and Appendix - 7.2 Consistency Analysis: Los Angeles County General Plan).

Relevant Trails Proposed

- Potential connections to the City of Santa Clarita, SSMTMP-Phase II, SSMFTMP, and Ventura County. Proposed Regional River Trail (Santa Clara River: northern boundary of Phase II.a).

⁶ 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>

⁷ County of Los Angeles Department of Regional Planning. Adopted May 27, 2003. Newhall Ranch Specific Plan. Available online at http://planning.lacounty.gov/assets/upl/data/pd_sp_newhall-ranch.pdf

**Selected Alternative: Santa Monica Mountains National Recreation Area
Boundary Adjustment with Cooperative Conservation Emphasis**
Rim of the Valley Corridor Special Resource Study



10 City of Santa Clarita. June 2011. City of Santa Clarita General Plan. Available online at <http://www.codepublishing.com/CA/SantaClarita/html/SantaClaritaGP/SantaClaritaGP.html>



Figure 3-11: Equestrian trails often include riding arenas and other facilities

- Objective LU 3.2: Promote walkable neighborhoods that provide safe access to community services and essential services.

Relevant Trails Proposed

- Trails are mapped in the Santa Clarita Valley Area Plan Exhibit CO-9 but are not otherwise identified by corridor or project. The Santa Ana River Trail and Pico Canyon Trail appear on the map and are classified as part of the Backbone Trail System.

Santa Clarita Valley Area Plan (One Valley One Vision) (2012) - County of Los Angeles Department of Regional Planning in Partnership with the City of Santa Clarita¹¹

Applicable Goals or Objectives

- Objective C-1.1: Provide multi-modal circulation systems that move people and goods efficiently while protecting environmental resources and quality of life.

- Objective C-6.1: Adopt and implement a coordinated master plan for bikeways for the Valley, including both City and County areas, to make bicycling an attractive and feasible mode of transportation.

Relevant Trails Proposed

- Trail corridors are identified in the Santa Clarita Valley Area Plan Exhibit CO-9 but are not identified by corridor or project. The Santa Ana River Trail and Pico Canyon Trail appear on the map and are classified as part of the Adopted County Trail System.

Major Equestrian and Hiking Trails (1968) - City of Los Angeles Department of City Planning and Department of Recreation and Parks¹²

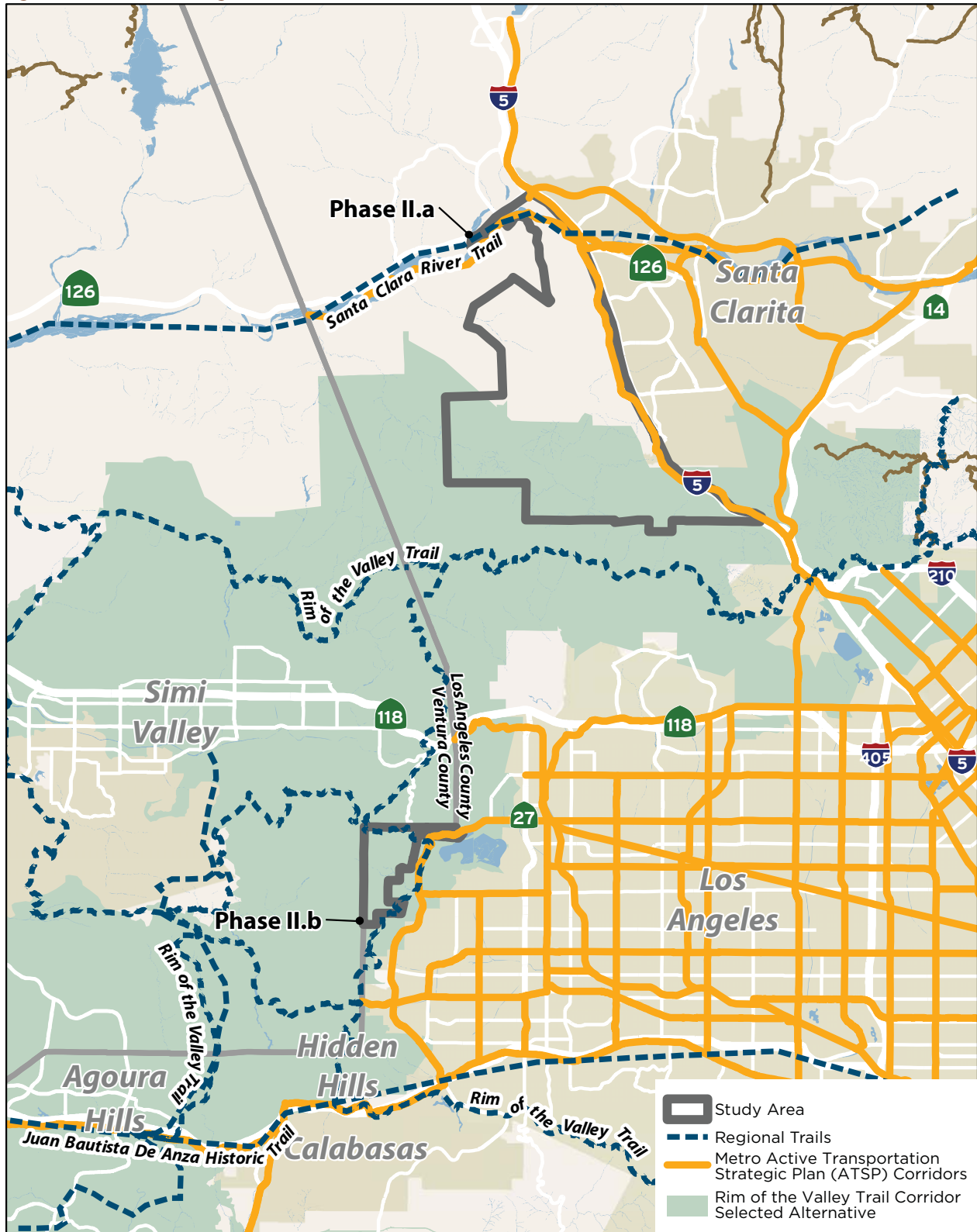
Applicable Goals or Objectives

- Goals and policies are consistent with LA County General Plan Goals (pp. 2-2 - 2-4, and Appendix - 7.2 Consistency Analysis: Los Angeles County General Plan)

¹¹ Los Angeles County Department of Regional Planning. Adopted November 2012. 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>

¹² City of Los Angeles Department of City Planning and Department of Recreation and Parks. 1968. Major Equestrian and Hiking Trails Plan. Available online at <http://www.laparks.org/sites/default/files/equine/pdf/majorTrailsPlan.pdf>

Figure 3-12: Planned Regional Trails

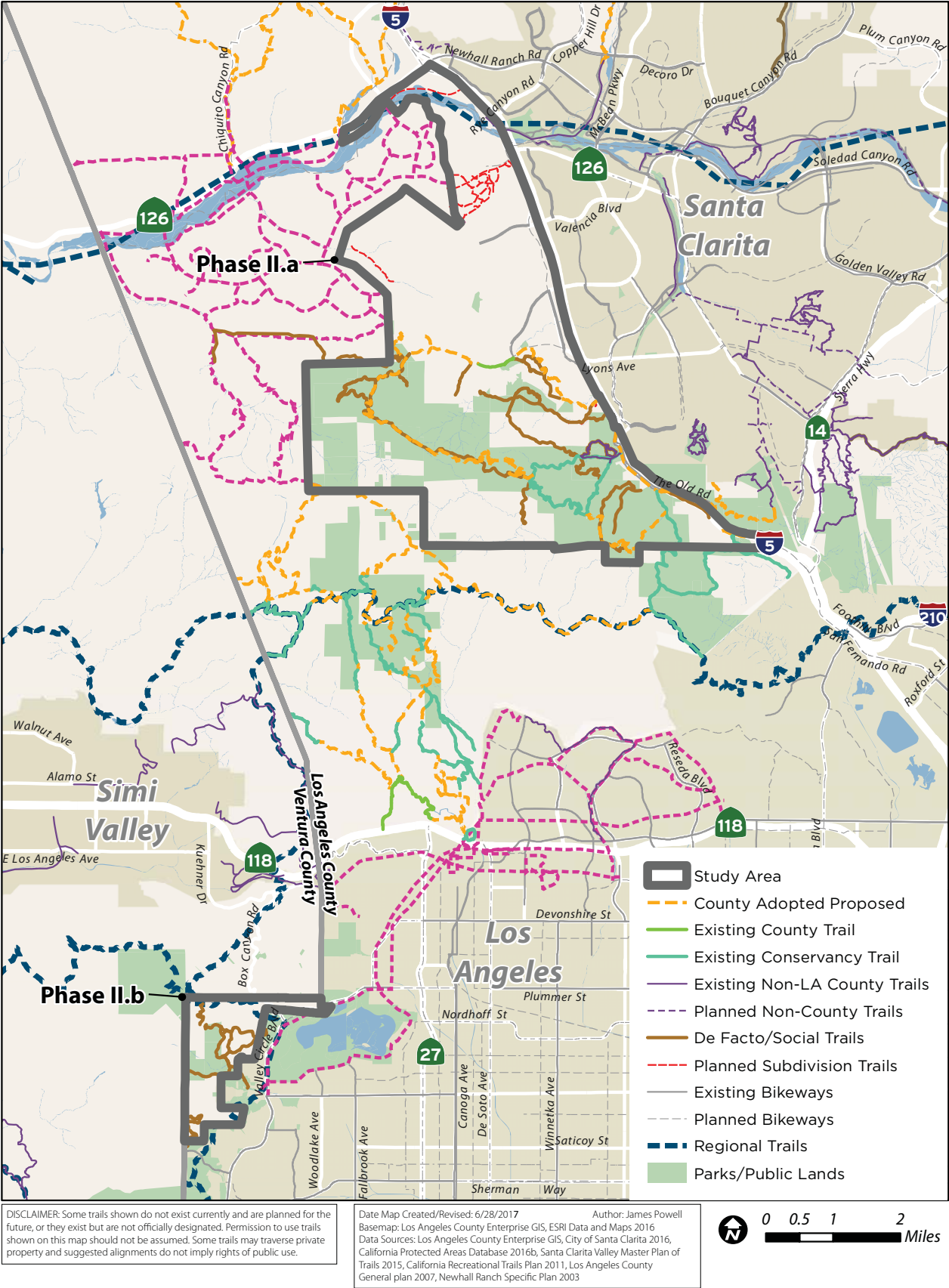


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Date Map Created/Revised: 6/28/2017 Author: James Powell
 Basemap: Los Angeles County Enterprise GIS, ESRI Data and Maps 2016
 Data Sources: Los Angeles County Enterprise GIS, Los Angeles Metropolitan Transportation Authority Active Transportation Strategic Plan 2016, USFS National Trails 2016, Rim of the Valley Corridor Special Resource Study Final Summary 2016, California Recreational Trails Plan 2002

0 0.75 1.5 3 Miles

Figure 3-13: Planned Local Trails



Relevant Trails Proposed

- Potential connections to the City of Santa Clarita, SSMTMP-Phase II, SSMTMP, and Ventura County. Proposed Regional River Trail (Santa Clara River: northern boundary of Phase II.a).

3.3 Planned Trails from Relevant Documents

Regional Trails

As discussed in the previous section, multiple regional trails are proposed in the California Regional Trails Plan, Rim of the Valley Trail Corridor, Metro's Active Transportation Strategic Plan, and the Santa Monica Mountains National Recreation Area. The Santa Clara River Trail, mentioned in several studies, forms part of the northern border of the study area. The proposed Rim of the Valley Trail corridor passes through the Phase II.b area. These proposed trails can be seen in Figure 3-12: Planned Regional Trails.

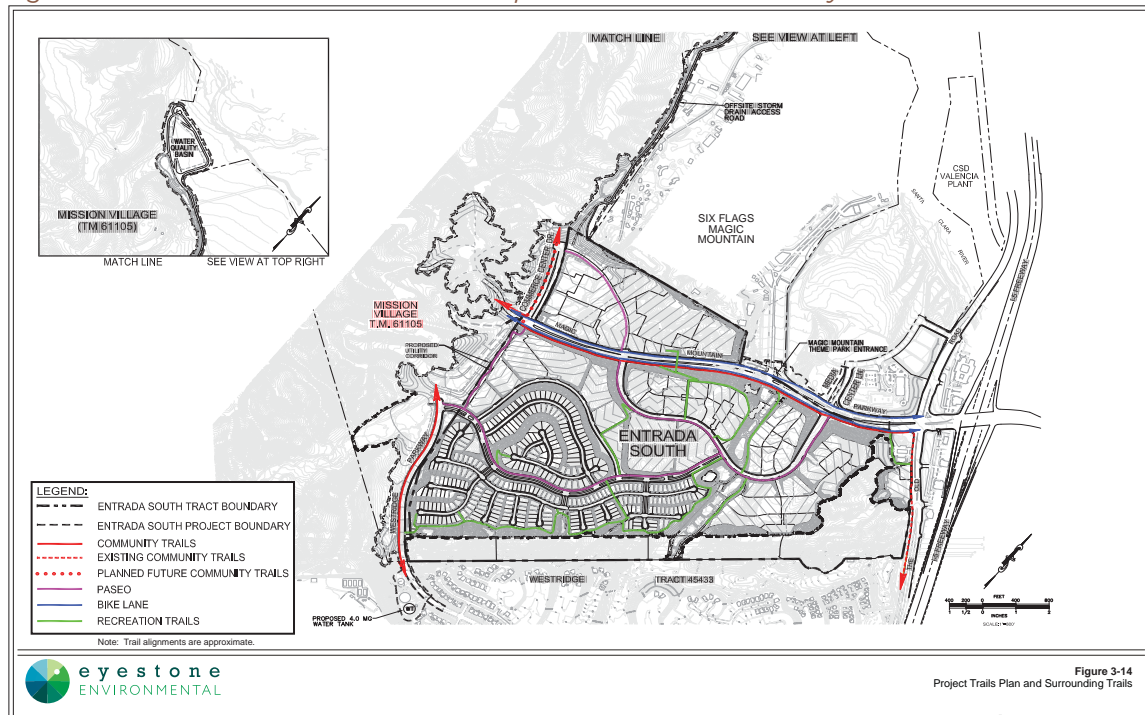
Local Trails

Several proposed and existing trails are located within or adjacent to the SSMTMP-P II study area. These include Los Angeles County Adopted Proposed Trails from the Los Angeles County General Plan 2007; the updated 2015 County of Los Angeles General Plan 2035; the Santa Susana Mountains Final Trails Master Plan, 2015; and the Castaic Area Multi-Use Trails Plan, 2016. Other local trails include those from the Santa Clarita Valley Plan, 2011, and City of Santa Clarita adopted proposed trails (Santa Clarita Valley Master Plan of Trails, 2015). A map of these trails is shown in Figure 3-13: Planned Local Trails.

3.4 Subdivision Activity

A total of eight approved or pending subdivisions currently exist within the study area, ranging in size from 2.5 to 1,758 acres (see Table 3-5a: Subdivisions near Phase II.a and Table 3-5b: Subdivisions near Phase

Figure 3-14: Entrada South subdivision trail plans in the Phase II.a study area



Source: CDRP, Phases, 2017; Alliance Land Planning & Engineering, 2015; Eyestone Environmental, 2015.

II.b). Several of these subdivisions include multi-use trails designated for county use. The County currently holds two easements within the study area, comprising 2.3 acres south of Pico Canyon Road. These easements fall along the county adopted alignment for the Pico Canyon Trail, and provide a connection between Pico Canyon Road and the Santa Susana Mountains SEA approximately one mile south of the road. The easements begin across Pico Canyon Road from Jake Kuredjian Park and the existing Pico Canyon Trail. Additional trails will be conditioned in with these new subdivisions. Proposed trails for the local subdivisions can be seen in Figure 3-15: Subdivision Activity.

Table 3-5a: Subdivisions near Phase II.a

Subdivision Map/Name	APNs	Acres	Trails Conditioned	Description
PM060734	2826-005-054, 2826-005-056, 2826-005-065, 2826-005-066, 2826-005-067	11.43	No.	Already built
TR53653: Warner Ranch / Lyons Canyon	2826-022-026, 2826-022-027, 2826-022-034, 2826-022-035, 2826-023-014	231.42	County maintained "Gavin Canyon Trail" along historic Lyons Ranch Road	Residential development with single-family homes and senior condominiums, as well as a fire station and privately maintained recreational facilities.
TR061996: Legacy (Stevenson Ranch - Phase V)	2826-009-050, 2826-009-052, 2826-009-053, 2826-009-086, 2826-009-104, 2826-009-105, 2826-070-019, 2826-116-023, 2826-116-025	1757.71	Trail along Long Canyon Drainage canal, and Segment of Pico Canyon Trail from eastern and western extents of tract on Pico Canyon Road	A mixed-use development including single and multi-family residential, commercial, an assisted living facility and open space and a park and some trails and walking paths.

Table 3-5a: Subdivisions near Phase II.a (cont.)

Subdivision Map/Name	APNs	Acres	Trails Conditioned	Description
TR071377	2866-003-009, 2866-003-010	2.55	Mixed-use trail on north side of the Santa Clara River	A mixed-use master planned community with residential and commercial uses, as well as recreational, and open spaces that will have a phase on both the north and south sides of the Santa Clara River.
TR52796: Pico Canyon	2826-020-020, 2826-020-021, 2826-020-022, 2826-020-023, 2826-020-024, 2826-020-030, 2826-020-031, 2826-020-032, 2826-020-033, 2826-097-003	228.75	Segment of Pico Canyon Trail from eastern and western extents of tract on Pico Canyon Road	A residential community on Pico Canyon Road with 100 homes on 21 acres, with 165 acres of undeveloped natural area to be preserved.
TR53295: Magic Mountain Entertainment / Entrada	2826-004-019, 2826-004-020, 2826-004-028, 2826-004-030, 2826-004-033, 2826-004-041, 2826-004-042, 2826-004-043, 2826-005-007, 2826-005-008, 2826-005-009, 2826-005-010, 2826-005-012, 2826-005-013, 2826-006-008, 2826-006-009, 2826-008-034, 2826-008-040, 2826-008-042, 2826-009-078, 2826-009-081, 2826-134-033	662.74	Paseos, Recreational Trails, Community Trails	Entrada South will be a large residential and commercial development with single and multi-family homes, with shopping centers, parks, schools, libraries and open spaces. The project has a significant network of paseos, recreational trails, and community trails.

Figure 3-15: Subdivision Activity

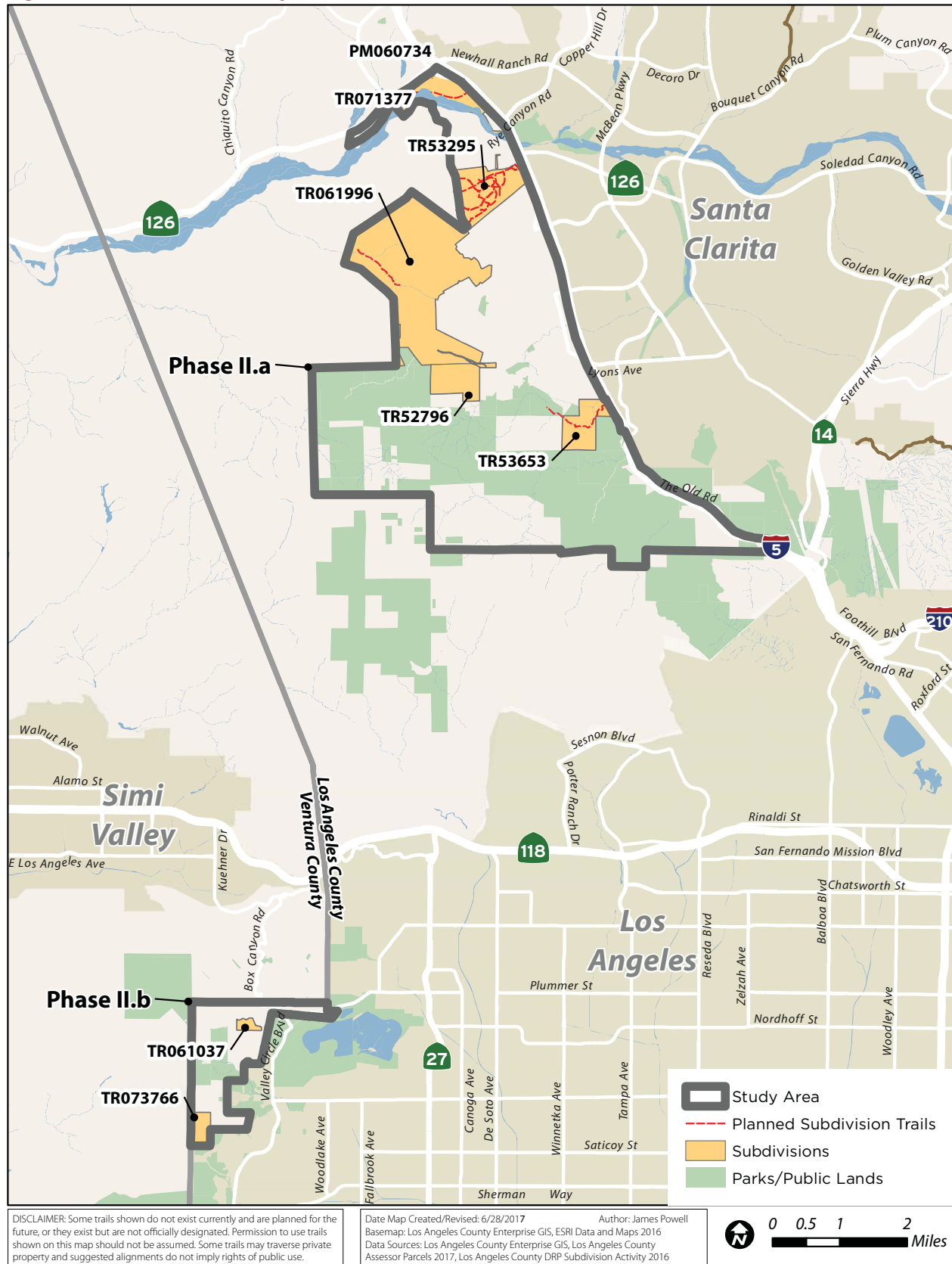


Table 3-5b: Subdivisions near Phase II.b

Subdivision Map/Name	APN's	Acres	Trails Conditioned	Description
TR061037	2017-005-900	30.88	No	A small residential community on Woolsey Canyon Road with just over 10 homes. Parcel data indicates the land has now been purchased and is controlled by MRCA.
TR073766	2017-012-012, 2017-012-013, 2017-012-014, 2017-013-011, 2017-013-012	91.47	No	A small residential community with 46 homes.

3.5 Trail User Profile and Needs

Designing successful multi-use trails requires an understanding of the specific needs, tendencies, and limitations of each user type. The following sections summarize these considerations as context for the conflict avoidance/reduction recommendations that follow. Additional information on user profiles and needs can be found in the public comments summary found in Appendix A.

Mountain Bike

Mountain bicycling is a common activity in the SSMTMP-II study area, appealing to users across all ages. Around the study areas the most active group of mountain bikers is the Santa Clarita Valley Trail Users (SCVTU) who are affiliated with the Concerned Off-Road Bicyclists Association (CORBA). A list of federal, state, and local specifications and design publications that were evaluated for inclusion in the Los Angeles County Trails Manual can be found in its introduction, Section 1.4. Most notably for mountain bicyclists were guidelines adapted from publications of the International Mountain Biking Association (IMBA), that are intended to provide trail alignments that help control

mountain bike speed to reduce trail use conflict. Mountain bikers often desire challenging trail experiences including narrow “single track” trails, rough or loose surfaces, turns, and relatively steep grades, aided by ever-advancing technology for light weight, power transfer, traction, and suspension. Mountain bikers can attain high rates of speed, particularly on wide trails with good sight lines, flat or downhill grades, and few obstacles. Most existing mountain biking in the study areas is unsanctioned on challenging steep sections of terrain. While DPR policy is that all trails will be multi-use whenever feasible, the multi-use trail system is not intended to provide for fast, highly technical, or “adventure” riding for mountain bicyclists. The Plan may include a bike skills area to accommodate these more adventurous and athletic pursuits.

Equestrian

The SSMTMP-II features few stables, both private stables and private stables open to the public, namely Sadie Spring Stables, and Summerland Farms in the Phase II.a study area. Additionally, within a mile of the study area is the Bell Canyon Equestrian center near Phase II.b and the

Oak Canyon Equestrian Center in Phase II.a. Though there is a long tradition of equestrians in and around the study areas, equestrian trail users have reported a diminishing presence of equestrians and stables and services for them. Where equestrians are accommodated, the following design guidelines should be followed:

- Minimum inside turn radius of five feet.
- If the trail is used by pack stock, the minimum inside turn radius should be six feet.
- The grade of the upper and lower leg of the turn should not exceed 14 percent, unless the parent material is durable enough to support a steeper grade.

The inherent characteristics of horses are important to understand when planning and designing trails accommodating equestrians and informing other trail users. For instance, horses are herd animals and have the instinct to run when frightened. The U.S. Forest Service (USFS) Equestrian Design Guidebook for Trails, Trailheads, and Campgrounds clarifies that horses and mules are prey animals, and flight is their primary defense.¹³ They become nervous when escape routes are narrow or blocked and can startle when spooked when something comes by them unexpectedly and/or quickly. Any new element that is unfamiliar to the horse, such as a mountain biker, dog, or even a hiker, can trigger this startle instinct, particularly when they appear suddenly. This can lead to a horse running, jumping, turning quickly, kicking, or biting. Because of the height at which equestrians ride, they can be seriously injured if they fall from a horse. Given these characteristics of horses, other users using equestrian trails must yield the right-of-way. All equestrian trails should have signs that explain right-of-way protocols. When

approaching a horse, other users should make themselves as visible as possible, not approach too rapidly, and speak in a low and friendly voice to ensure recognition. Other users should select a wide spot in the trail or an area with a gentle side slope and step off to the downhill side of the trail. Most equestrians prefer to have the uphill side of the trail during an encounter in case the horse bolts. When the horse approaches, other users should not make any sudden movements and should maintain their conversation. The hiker or biker should not step back on the trail until the horse is a full body length down the trail. Equestrians also have responsibilities to comply with appropriate multi-use trail etiquette. A horse that is inexperienced with encountering other types of trail users, especially in combination with an inexperienced rider, can be a hazard to other trail users, even if other users comply with trail use rules and guidelines.

Hiker/Pedestrian

Hikers are a prominent user group in the SSMTMP-II study area. While there are many independent hikers using the existing trails, there are also a number of hiking groups including the Santa Susana Mountain Park Association. Hikers are the most flexible trail users and are easiest to accommodate in trail designs. Traveling by foot allows hikers to adjust to varying trail conditions, traveling over trails that are extremely steep or barely evident. Hiking trails generally traverse all types of environments, grades, and surfaces. While hikers can impact the trail and surrounding resources, upgrading or adding structures to manage impacts of a hiking-designated trail is less problematic than for equestrian or mountain bike uses. The majority of the participants at the project's community meetings stated that they hike or walk, even if they identified themselves as primarily mountain bikers or equestrians.

¹³ United States Department of Agriculture: Forest Service. Equestrian Design Guidebook for Trails, Trailheads and Campgrounds. Available online at https://www.fhwa.dot.gov/environment/recreational_trails/publications/fs_publications/07232816/

Additional Users

Beyond the three main trail user groups, the County and this plan will seek to accommodate other groups of trail users, such as those requiring ADA access, runners, dog walkers, and, where feasible, providing connections and amenities for road bicyclists. The County's trail standards related to ADA accessibility are provided in the following section. Generally, runners will be able to use the same facilities as hikers but may be more susceptible to unstable and/or uneven surfaces. Dog walkers and road bicyclists can both benefit from amenities at trail access points and trailheads, such as bike racks, bike fix-it stations, waste receptacles, and dog waste bag dispensers.

3.6 Trail Planning and Design Policies and Standards

The County Trails Manual will be used to guide trail recommendations within the SSMTMP-P II. The following sections provide relevant details on this manual, as well as information on adjacent stakeholder guidelines and recommendations. The manual contains more information than what is presented here, with the emphasis being placed on relevance to the SSMTMP-P II area. Supplemental design guidelines for this plan have been provided in the appendix, those which are recommended which do not comply with those guidelines may be considered as an update to the County Trails Manual and can be found in: Appendix D: Additional Design Standards.

County of Los Angeles Trails Manual

The County Trails Manual was updated in 2013 and includes a substantial amount of information related to the development and maintenance of multiple types of recreational and transportation oriented pathways.

The applicability of the Manual for the SSMTMP-P II is paramount to development of a consistent, cohesive trail system.

Trails Defined in the County Trails Manual

Pedestrian

Pedestrian pathways generally are comprised of asphalt, crusher fines, or decomposed granite. These trails cannot be road based or contain toxic chemicals. The width of these paths is generally 10-11 feet and is less than five percent or eight percent for less than 100 feet with rail. These paths have an outslope of 2%.

Recreational Pathway

Recreational pathways as defined in the County Trails Manual contain a natural surface. The width is between eight to ten feet wide and a slope of between two and four percent. The trail grade varies from less than five percent to eight percent for less than one-hundred feet or twelve percent for less than fifty feet.

Natural Trail

Natural trails are classified in different categories depending on the width of the trail. Trails can range from two to ten feet, with slopes of two to five percent. As slope increases from two to five percent, the width of the pathway narrows in the various classifications. The trail grade follows a guideline of less than five percent at a minimum but ranges up to fifteen percent for less than twenty feet.

Other Trail Standards and References

Santa Clarity Valley Area Plan and City of Santa Clarita Bikeway Plans

The Santa Clarity Valley Area Plan provides for conceptualized regional planning and standardization of various types of paths. This plan provides classifications for Class I Bikeways, Pedestrian and Hiking Facilities, and other trails and recreational amenities.

The City of Santa Clarita adopted a Multi-use Corridor System plan as part of its circulation element in 1997. This provides for a series of pathways that are readily available for residents and visitors in the planning area. The plan includes many paths that connect neighborhoods, transit stations, and communities. The City takes a similar approach to classifying facilities of that in the Santa Clarita Valley Area Plan.

Trail and Roadway Crossings

Wherever feasible, trails and roadways should avoid crossing. This encourages a more natural feel to trails and provides users with the most safe, comfortable experience. This is noted in Section 4.3.7 of the County Trails Manual in the discussion of road crossing design. Improved user experience is only one reason for avoiding vehicular infrastructure. The high costs of installation of signs and sidewalk modifications will increase project costs and could be a barrier to installing trails.

Two typical crossings are found in the County Trails Manual, at-grade crossings or under the road through a culvert. Bridges are also an option when at-grade crossings are unsafe or not feasible. The manual states that the design of all road crossings be consistent with the requirements of the applicable regulatory oversight body: "The County of Los Angeles Department of

Public Works, Division of Traffic and Lighting is the regulatory oversight body in the unincorporated territory of the County. Road crossings on roadways under federal, state, or local jurisdiction must be coordinated with the appropriate authority, and plans and guidelines for the road crossing must be submitted for plan check and approval."¹⁴

Emergency Access and Response

Providing for emergency services along trails is a difficult task, as vehicular crossings are often avoided to provide for a higher quality user experience. Thus, it is important to identify which entity is responsible for the emergency access and response in case of emergencies. Section 5.1.5 of the County Trails manual dictates that: "Emergency response to County trails will be provided by various agencies, depending on the location. In many cases, the closest public safety agency will respond, which may include County sheriffs, local police, or national forest personnel."¹⁵

Accessibility

The County Trails Manual provides a more relaxed set of standards for the design of recreational trails than the requirements for urban transportation routes or routes that connect developed facilities within a site. The Federal Register published revised final regulations for ADA Guidelines, known as the Final Rule 26, which made it easier to exempt an entire trail from the ADA Guidelines. Importantly, the ADA Guidelines do not apply to shared use trails that accommodate horses or bicycles – only hiking/pedestrian trails – but the County Trails Manual has

¹⁴ Los Angeles County Department of Parks and Recreation. County of Los Angeles Trails Manual. Page 4-26. Available online at <https://trails.lacounty.gov/Files/Documents/121/LA%20County%20Trails%20Manual%20%28Revised%2006-20-13%29%20RS%202016.pdf>

¹⁵ Ibid. Page 5-3

specifically adopted them as guidelines for the County's multi-use trail system.

The County Trails Manual, Section 2.4.1.1.1, addresses accessible trails and states that trail planning must take into account users' various needs and conditions. "In areas where it is feasible, trails should be located adjacent to already accessible trailheads and or accessible recreational elements, such as parks. It is also important to locate accessible trails that reach highly used destination areas such as waterfalls, scenic vistas, or other points of interest. Trail alignments should be located in areas where grade and obstacles will not be a problem with accessible trails." Ideally, grades are below eight percent and widths at least 36 inches, with few protruding objects and tread obstacles below two inches in height with a reasonably firm surface. Section 4.3.1.1 of the County Trails Manual discusses ADA Compliance. It states that outdoor facilities such as trails are not covered in the Americans with Disabilities Act Guidelines of 2002. On September 15, 2010, the Federal Register published revised the Final Rule.

DPR System Accessibility Goal and Objectives

DPR's 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 DPR will:

- Provide fully accessible trails satisfying 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.

3.7 Property Rights Analysis

For regional trail planning, it is necessary to understand the mosaic of property ownership in which the planning will take place. As can be seen in Figure 3-16: Property Ownership Comparison and Figure 3-18: Property Ownership Map. In the SSMTMP-II Study Area, the majority of land is privately held. The other major landholders in the study areas are conservancies and planned subdivisions. The remaining land mostly public, held by the county, the state, the federal government, schools, and utilities. The Phase II.a study area is somewhat split from the north to south, with most of the land south of Pico Canyon Road zoned as agricultural or open space, while north from there is primarily commercial and residential. The Phase II.b study area,

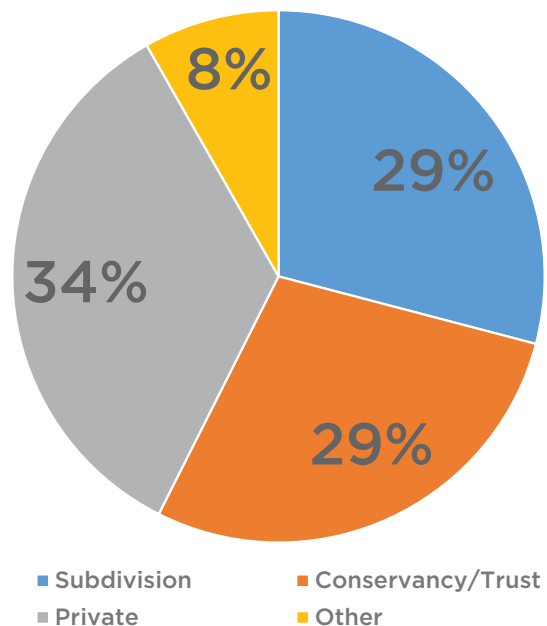


Figure 3-16: Property Ownership Comparison (by acres)

Figure 3-17: Zoning

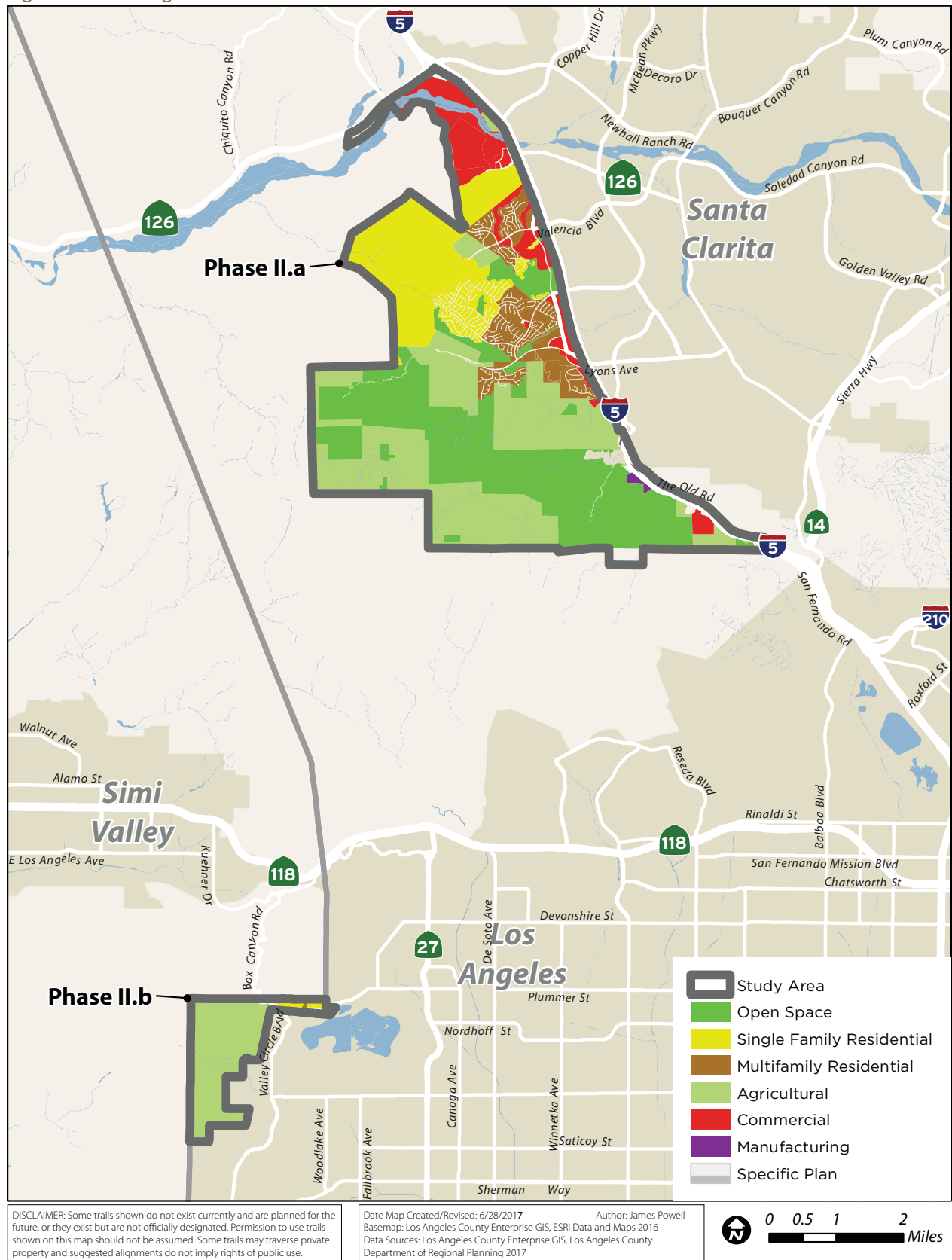
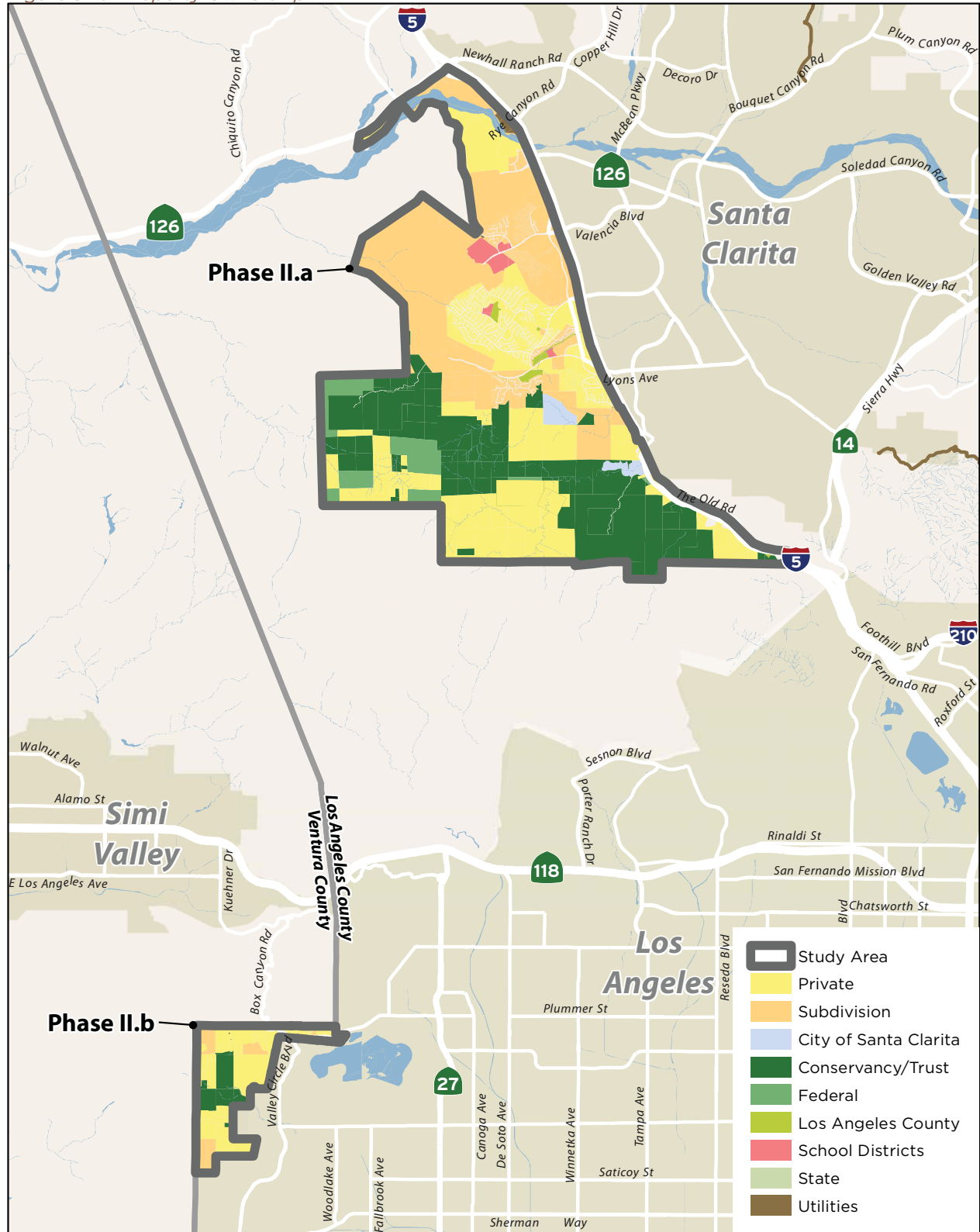


Figure 3-18: Property Ownership



DISCLAIMER: Some trails shown do not exist currently and are planned for the future, or they exist but are not officially designated. Permission to use trails shown on this map should not be assumed. Some trails may traverse private property and suggested alignments do not imply rights of public use.

Date Map Created/Revised: 6/28/2017 Author: James Powell
 Basemap: Los Angeles County Enterprise GIS, ESRI Data and Maps 2016
 Data Sources: Los Angeles County Enterprise GIS, Los Angeles County Assessor Parcels 2017, Los Angeles County DRP Subdivision Activity 2016

0 0.5 1 2 Miles

on the other hand, is primarily agricultural with only a small portion which has already been developed around Chatsworth Lake Manor zoned for residential (see Figure 3-17: Zoning). Many of the subdivisions planned in the study areas include trails in their planning documents, some of which are planned as future County trails, specifically the Pico Canyon Trail, and the Gavin Canyon Trail in Lyons Ranch. While these planned trails are important future connections for proposed trails, the planned subdivision developments limit new trail planning through their subdivided tracts. Currently, the subdivision of properties for residential development is quite frequent within and around the study areas. As such, part of this planning process will be to propose trails through privately held properties with the intention of guiding trail development should these parcels be subdivided in the future. Alternatively, in some cases, current property owners may grant easements to County for trails to pass through their parcels.

3.8 Opportunities and Constraints

The SSMTMP-P II area features many acres of protected open space, primarily under conservancy ownership and management, with accompanying trails. These provide the greatest opportunity for the expansion

of a County-managed trail network, where connections to and between these existing trails can be made. However, a variety of other factors will determine where trails will be proposed, for that reason, an analysis of topography, hydrology, zoning, slope, destinations, and constructed barriers are presented in the following section. A summary of these opportunities and constraints are presented in Figure 3-25: Opportunities and Constraints Map.

Topography and Slope

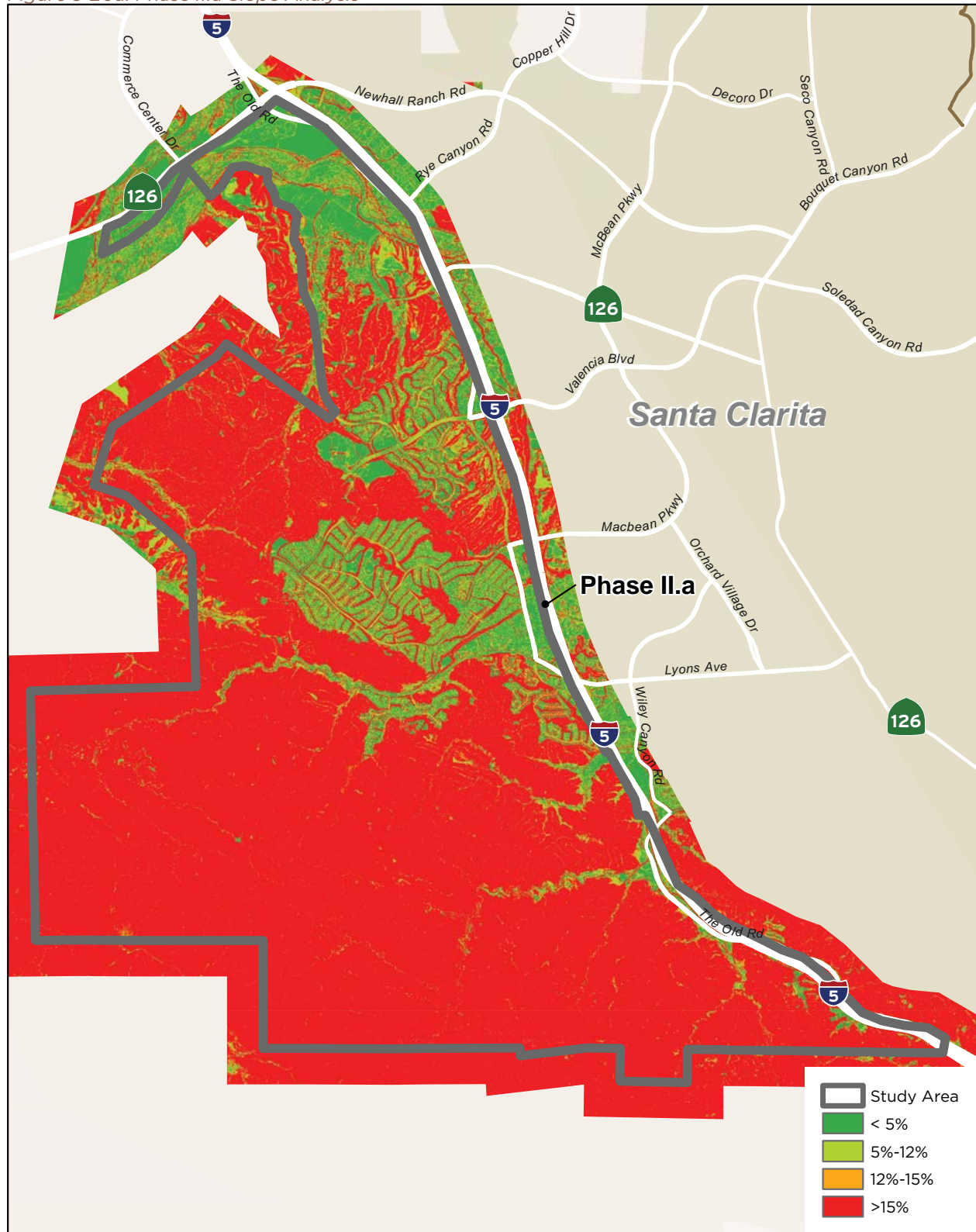
Mountains and Ridges

The Santa Susana Mountains are a transverse range rising from the Oxnard Plains in the west on towards the Newhall pass, which divides them from the San Gabriel Mountains to the east. The Phase II.a study area comprises the northeastern portion of the Santa Susana Mountains and is characterized by east to west ridgelines descending steeply down towards northern foothills and the Santa Clarita Valley and Santa Clara River. Situated some seven miles to the south, the Phase II.b study area sits squarely within the Simi Hills, another transverse range on the northwestern edge of the San Fernando Valley. The Simi Hills are divided from the Santa Susana Mountains by the Santa Susana



Figure 19: The steep ridges of the Santa Susana mountains as they descend towards the Santa Clarita Valley

Figure 3-20a: Phase II.a Slope Analysis

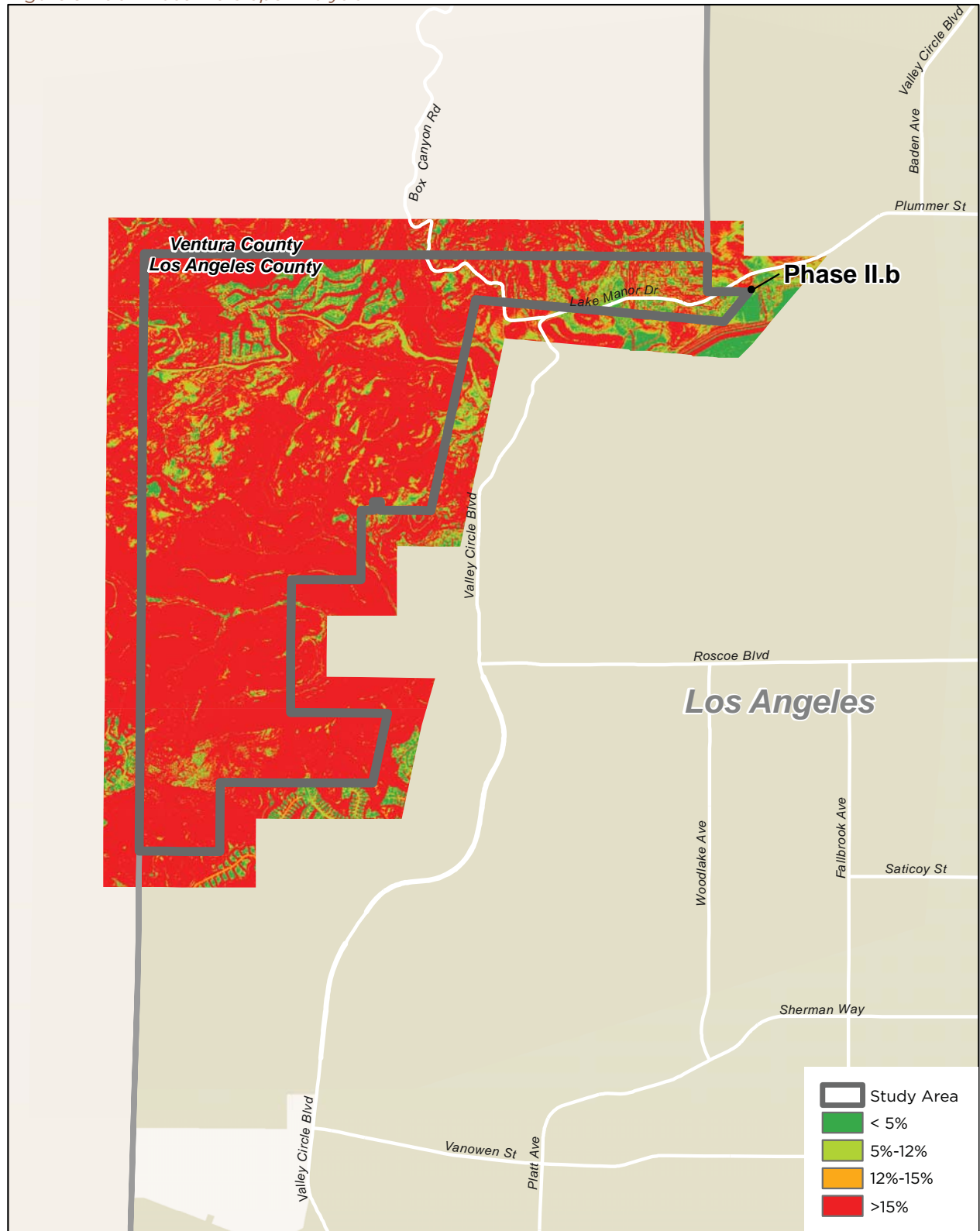


DISCLAIMER: Some trails shown do not exist currently and are planned for the future, or they exist but are not officially designated. Permission to use trails shown on this map should not be assumed. Some trails may traverse private property and suggested alignments do not imply rights of public use.

Date Map Created/Revised: 10/6/2017 Author: James Powell
 Basemap: Los Angeles County Enterprise GIS, ESRI Data and Maps 2016
 Sources: Los Angeles County LARIAC DEM

0 0.5 1 Miles

Figure 3-20b: Phase II.b Slope Analysis



DISCLAIMER: Some trails shown do not exist currently and are planned for the future, or they exist but are not officially designated. Permission to use trails shown on this map should not be assumed. Some trails may traverse private property and suggested alignments do not imply rights of public use.

Date Map Created/Revised: 10/6/2017 Author: James Powell
 Basemap: Los Angeles County Enterprise GIS, ESRI Data and Maps 2016
 Sources: Los Angeles County LARIAC DEM

0 0.25 0.5 Miles

Pass to the north and are predominantly characterized by the sandstone rock formations which litter the hills and ridgelines. The steep terrain which provides for such dramatic views also increases the challenge of developing sustainable trails which can navigate the steep slopes. An overview of the study area's topography can be seen in Figure 3-21: Topography and Hydrology Map. Slope is depicted across the study area in Figure 3-20: Slope Analysis, where slopes are depicted by <5% (ADA compliant without limits on length of runs), 5-12% (ADA compliant as a ramp, and with limited runs), 12-15% (beyond ADA compliance but within the limits of a sustainable slope for a trail) and >15% (beyond the standard for trails that will drain well and resist erosion).

Phase II.a

Sand Rock Peak is the only summit identified in the Phase II.a study area by the USGS. The 2,411-foot peak is on the northern edge of the Santa Susana Mountains as it descends towards the foothills. South of Sand Rock Peak are two ridgelines of increasing elevation, the lower ridge, the Pico Anticline, with an elevation of nearly 2,900 feet and the higher Oat Mountain Ridgeline, the summit of the Santa Susana Mountains, with a maximum elevation of 3,734 feet. Descending from the steep ridges of the Phase II.b study areas are deep canyons with geologic features like the Pico Anticline and the Towsley Gorge as well as densely vegetated riparian areas.

The Phase II.a study area includes eight significant ridgelines, as identified in the Santa Clarita Valley Area Plan. These ridgelines provide panoramic views of the area and are protected by the Los Angeles County Code of Ordinances Community Standards Districts which were developed to protect the ridgelines and to limit work within specific radii of them. Though the study area is not part of a Community Standards District the protection of these ridgelines increases the scenic potential

of the study area, and are important considerations for trail development.

Phase II.b

The Phase II.b study area is strongly characterized by the transverse range it sits within. The study area has many east to west ridgelines throughout obstructing easy travel from the north to the south. There are some north-south oriented drainages, including Roscoe Canyon which connects Woolsey Canyon to Dayton Canyon.

Hydrology

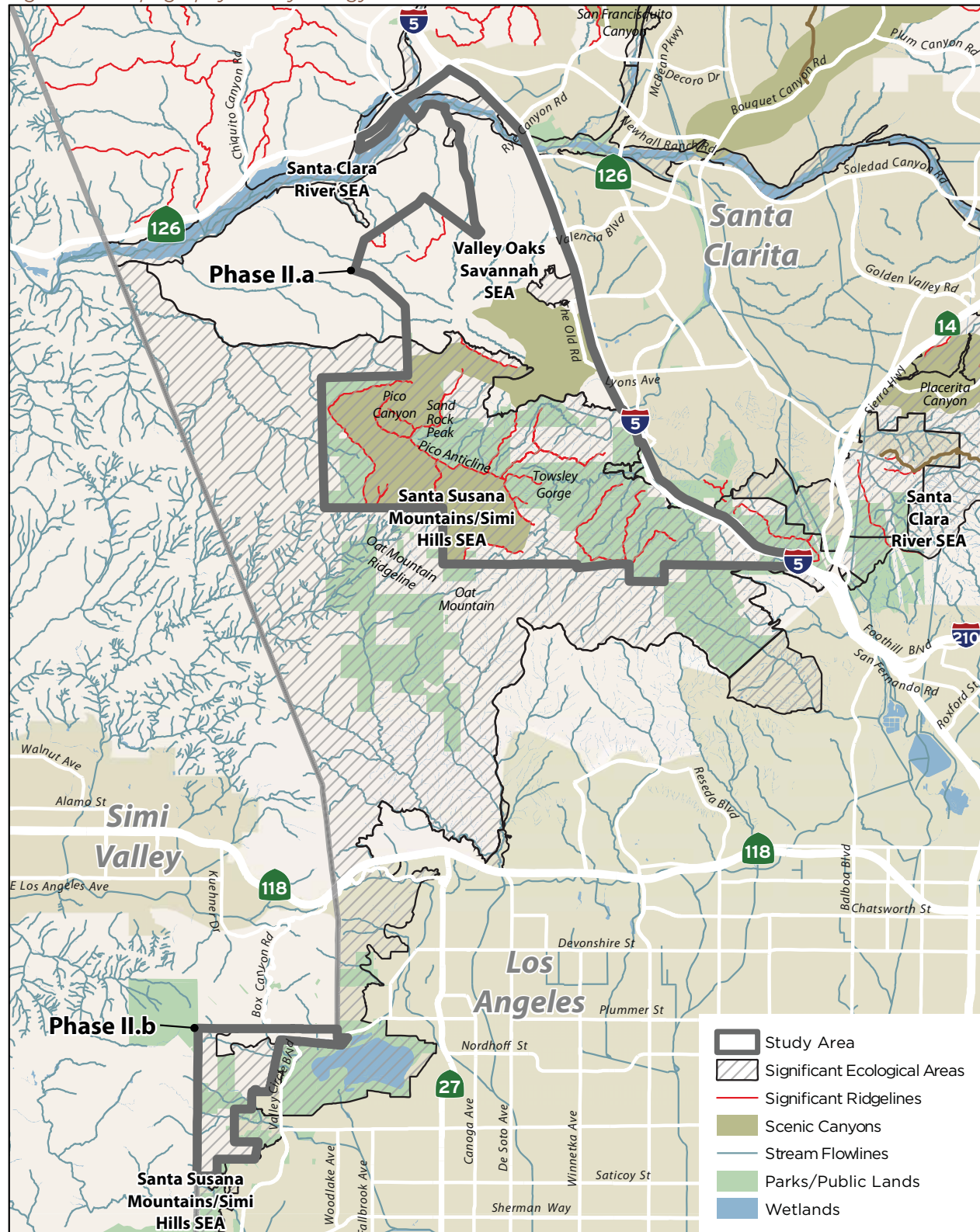
Streams

The study area includes over 56 miles of USGS blue line streams, including four named streams (as can be seen in Figure 8: Topography and Hydrology Map : the Santa Clara River running west at the northern extents of the Phase II.a study area, Castaic Creek, which runs north-south through the northern edge of the Phase II.a study area, the South Fork Santa Clara River on the southeastern age of Phase II.a, and Dayton Creek in the Phase II.b study area. The blue line designation limits development within the immediate area, including disturbances to native vegetation and riparian habitat. Trails constructed adjacent to the established centerline of these streams will need to avoid grading or native vegetation removal. These development restrictions often remove competition for other uses in these areas, leaving large areas of land available for trail use. Streams are mapped in Figure 12: Topography and Hydrology Map.

Santa Clara River As Opportunity And Obstruction

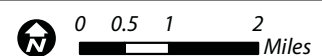
The Santa Clara River is a rich ecological and scenic resource at the northernmost portion of the Phase II.a study area. A proposed county trail along the river has

Figure 3-21: Topography and Hydrology



DISCLAIMER: Some trails shown do not exist currently and are planned for the future, or they exist but are not officially designated. Permission to use trails shown on this map should not be assumed. Some trails may traverse private property and suggested alignments do not imply rights of public use.

Date Map Created/Revised: 6/28/2017
 Basemap: Los Angeles County Enterprise GIS, ESRI Data and Maps 2016
 Data Sources: Los Angeles County Enterprise GIS, California Protected Areas Database 2016b, USFWS National Wetlands Inventory 2016, USGS National Hydrology Dataset 2016



yet to be defined, however, a connection to the river from the south through the Phase II.a study area would be an important linkage in a regional trail network. However, if the future river trail is along the northern side of the river, a new crossing would be necessary to connect trail users to that trail.

Constructed Barriers

The built environment around the study areas creates obstacles for trail connectivity which limit some trail connections and prioritizes trails which can overcome these barriers.

Freeways

Phase II.a

The Interstate 5 freeway runs along a portion of the eastern boundary of the Phase II.a study area. Though there are five roadway overpasses, three roadway undercrossings and one trail undercrossing beneath the freeway, and one creek drainage channels the freeway presents a significant barrier for the residents from the communities to the east of the I-5 to access the study area.

Shopping Center

Phase II.a

Pico Canyon drains eastward towards the I-5 Freeway and Santa Clarita. A community trail

alongside the Pico Canyon drainage connects The Old Road and the Valencia Marketplace with Pico Canyon Trail. From the east, this drainage connects Vista Valencia Golf Course under the I-5 freeway. The Valencia Marketplace shopping center divides the two open drainages from The Old Road to Vista Valencia Golf Course. At the shopping center, the drainage is channeled under the parking lot and becomes inaccessible.

Significant Ecological Areas

Santa Clara River SEA

The Santa Clara River passes along the northern portion of the Phase II.a study area. This SEA designation allows an additional level of environmental review upon any development in the immediate area of the river, but would not create additional restrictions on trail activities beyond those imposed by USGS blue line designation.

Santa Susana Mountains/Simi Hills SEA

The Santa Susana Mountains/Simi Hills SEA stretches from the southern boundary of the Phase II.b study area north through the Santa Susana Pass State Historic Park, the SSMTMP-I study area through to the Phase II.a study area about to the edge of Stevenson Ranch. The designation should not impact trail activities within the study area but will put limitations and additional review upon any other future development.



Figure 3-22: A drainage channel flowing from Pico Canyon is one of the few points which crosses beneath the Interstate 5 Freeway which runs along the eastern boundary of the Phase II.a study area

Valley Oaks Savannah SEA

The Valley Oaks Savannah SEA is located in the northeastern portion of the Phase II.a study area along the old road adjacent to Stevenson Ranch. The SEA is part of a larger parcel which has been subdivided for residential and a golf course. The additional environmental review may have limited development in this SEA and it may be an ideal location for a trail easement within the property.

Cultural Resources

In both the Phase II.a and Phase II.b study areas, records searches and tribal consultation efforts by Sapphos Environmental, Inc. have identified a variety of historic and prehistoric cultural and archaeological sites. For the purpose of trail development and planning these sites will not be mapped. Many of the cultural sites are sacred or delicate and will not support frequent visitation. As such buffers will be created around cultural sites and proposed trails will be planned to move outside of that buffer.



Figure 3-23: An oil seep in Towsley Canyon

Existing Trails and Recreational Facilities

LA County Trails

Pico Canyon Trail

DPR currently operates only one trail within the study area. The 0.6 mile Pico Canyon Trail in Phase II.a runs along a residential community on Pico Canyon Road and through Pico Canyon Park. The park has restrooms, picnic areas, and ample parking and provides a staging area for the trail. The trail does not currently loop or provide major connections, however, the county has adopted trail extensions that would connect the trail to the Santa Clarita Woodlands Park near Mentryville to the west, and East Canyon via The Old Road, to the east. The trail extension will connect to the Pico Canyon drainage trail which runs along the drainage channel from Jake Kuredjian County Park to The Old Road, and the Pico Canyon - The Old Road Commercial District. Though the existing and proposed trails are in an urban/developed setting which is less appealing to hikers, mountain bikers, and equestrian, they can play an important role in connecting the surrounding developed communities with the open spaces at the Santa Clarita Woodlands Park.

Other Trails

Conservancy Trails

The Santa Clarita Woodlands Park, which makes up a significant portion of the Phase II.a study area and is managed by the MRCA contains a number of mapped and unmapped trails which provide hikers, mountain bikers, and equestrians access to the park from The Old Road and Pico Canyon Road.

Mapped Trails

The MRCA has mapped a number of the main trails which they maintain within the



Figure 3-24: The Twelve Apostles rock formation towers over the Chatsworth Lake Manor residential community just outside the Phase II.b study area

park. Users are provided access to trails from three trailheads along The Old Road, at Towsley Canyon and East Canyon, and from Weldon Canyon Motorway off Coltrane Ave. From these trailheads, users gain access to Towsley Canyon Loop Trail, East Canyon Trail, Rice Canyon Trail, and the Weldon Canyon Motorway. From Pico Canyon Road users can park at Mentryville and travel along the Pico Canyon Service Road to Johnson Park picnic area and further into the backcountry above the Pico Anticline, with opportunities to view historic oil infrastructure along the way.

Unmapped Trails

A number of other trails weave their way through the Santa Clarita Woodlands Park that are unmapped. These trails have been identified using aerial analysis, via Google Maps, or by users who have provided mapping data for trails they have been on, primarily for mountain biking. In the East and Rice Canyon area, there are a number of user-provided trails which navigate the canyons via smaller trails around the main trail. Towards the end of the canyons, these trails make their way up to the ridges above. From East Canyon, they wind their way up to the Weldon Canyon Motorway, while from Rice they tend to switchback their way up the steep slopes of the Pico Anticline. Additionally, these user-provided trails continue south out of the Phase II.a study area towards

Orcutt Ranch, the Palo Sola Truck Route, and the Sunshine Canyon Motorway.

City of Santa Clarita Trails

Rivendale Open Space

At the mouth of Towsley Canyon, the city of Santa Clarita manages the Rivendale Open Space which has a short loop trail and spur into the eastern foothills along The Old Road.

South Fork River Trail

This multi-use trail of the City of Santa Clarita connects the northern extents of the Phase II.a study area with the city of Santa Clarita to the south and east and will connect to the future Santa Clara River Bike Path.

Proposed Trails

In addition to the many existing county, city, conservancy, and user trails which exist in both study areas, there are a number of proposed trails which will also provide important connections within and around both Phase II.a and Phase II.b.

Phase II.a

In the northern Phase II.a study area, in addition to the Pico Canyon Trail extension, the County of LA has proposed a Santa Clara River Trail which will travel from east to west across the county along the Santa Clara River. Additionally, the county, in the

SSMTMP-I document has proposed trails along the Palo Sola Fire Truck Road, and Oat Mountain Motorway that would provide important connections from the Phase II.a study area with the planning area to the south. The many planned subdivisions within and around the Phase II.a study area demand thousands of acres of open land, however a number of them have specifically proposed trails and paseos that can play a role in planned connections through the study area, and some of which will be managed and maintained by DPR.

Phase II.b

The southern Phase II.b study area has seen significantly less trail planning; however, the proposed Rim of the Valley Trail corridor travels through the northern reaches of the study area. This 200-mile regional trail will travel around the San Fernando Valley, reaching places as far as Griffith Park and the Los Angeles River, to Agoura Hills, providing regional connection to the Phase II.b study area of hundreds of miles. On a much smaller scale, a new subdivision just outside the study area through Dayton Canyon has partnered with the MRCA to build a short trail from Valley Circle to the mouth of Roscoe Canyon, which can play an important role as an entrance to the study area.

Significant Destinations

Within and around the study area are a variety of types of destinations that will be important to consider during trail planning and development. These destinations include places of worship, commercial districts, recreation and entertainment sites, parks, natural features, and schools.

Phase II.a

Along The Old Road, which forms the border to the south eastern open spaces of the Santa Clarita Woodlands park,

the Newhall Church of the Nazarene, the Oak Tree Gun Club, and the Pico Canyon Rd – The Old Road Commercial District, are existing major destinations that new trail development should consider and make an effort to connect with.

The many natural features of the Santa Clarita Woodlands Park are of high interest and many are currently disconnected from each other by trail. Connecting the canyons and peaks of the Santa Clarita Woodlands Park and surrounding areas of Salt Canyon and Oat Mountain is a great opportunity to give users trail connectivity through many points of high interest.

The parks of Pico Canyon, including Mentryville, Pico Canyon Park, and Jake Kuredjian Park, are all in close proximity with the proposed extension of the Pico Canyon Trail could act as integral hubs in a west to east trail corridor through the study area.

Phase II.b

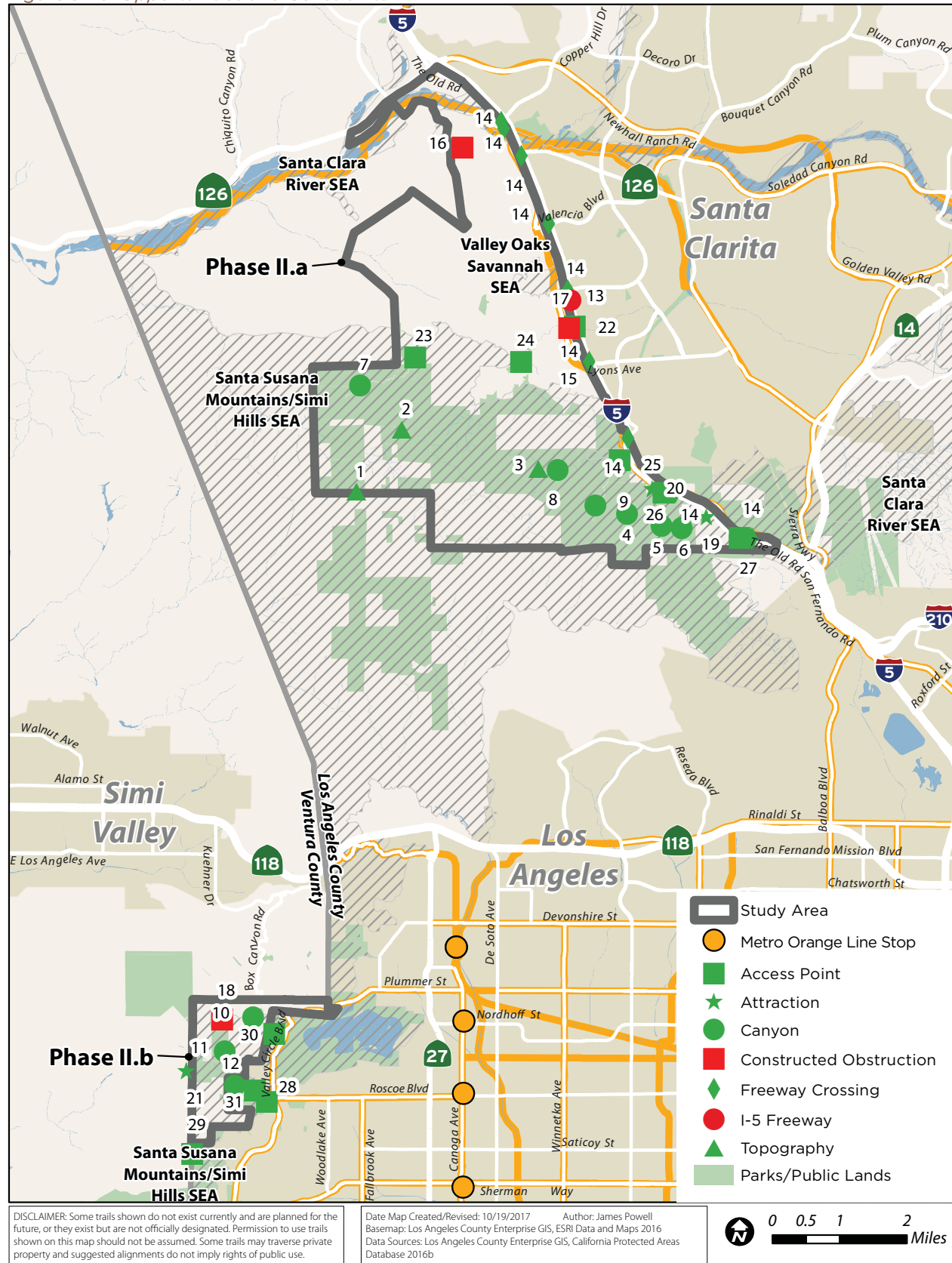
On the edge of the developed areas of West Hills and Chatsworth, the southern Phase II.b study area has a number of important natural features which connect the open space of the study area with the residential communities to the south and east. The canyons of Woolsey, Roscoe, and Dayton, will be important linkages to existing open space areas like Sage Ranch to the west, and the Upper Las Virgenes Canyon Open Space Preserve to the south. Additionally, these canyons provide scenic views and rich natural interest, with diverse native vegetation and geology.

Immediately to the west of Phase II.b, the newly announced conservation area on the Santa Susana Field Laboratory implies future opportunities to connect with that open space following a major clean-up.

Table 3-6: Opportunities and Constraints

Number	Opportunity/Constraint Description	Type	Phase	Category
1	Oat Mountain Ridge	Opportunity	Phase II.a	Topography
2	Pico Anticline	Opportunity	Phase II.a	Topography
3	Towsley Gorge	Opportunity	Phase II.a	Topography
4	Leaming Canyon	Opportunity	Phase II.a	Canyon
5	Rice Canyon	Opportunity	Phase II.a	Canyon
6	East Canyon	Opportunity	Phase II.a	Canyon
7	Pico Canyon	Opportunity	Phase II.a	Canyon
8	Towsley Canyon	Opportunity	Phase II.a	Canyon
9	Wiley Canyon	Opportunity	Phase II.a	Canyon
10	Woolsey Canyon	Opportunity	Phase II.b	Canyon
11	Roscoe Canyon	Opportunity	Phase II.b	Canyon
12	Dayton Canyon	Opportunity	Phase II.b	Canyon
13	I-5 Freeway	Constraint	Phase II.a	I-5 Freeway
14	I-5 undercrossing	Opportunity	Phase II.a	Fwy Crossing
15	Pico Canyon - The Old Road Commercial District	Opportunity	Phase II.a	Attraction
16	Six Flags Magic Mountain	Constraint	Phase II.a	Constructed Obstruction
17	Parking Lot Obstruction	Constraint	Phase II.a	Constructed Obstruction
18	Residential Mobile Home Park	Constraint	Phase II.b	Constructed Obstruction
19	Oak Tree Gun Club	Opportunity	Phase II.a	Attraction
20	Church of the Nazarene	Opportunity	Phase II.a	Attraction
21	Santa Susana Field Lab Conservation area	Opportunity	Phase II.b	Attraction
22	Drainage Channel under I-5	Opportunity	Phase II.a	Access Point
23	Access-point Pico Canyon	Opportunity	Phase II.a	Access Point
24	Access Point- Pico Canyon Park	Opportunity	Phase II.a	Access Point
25	Access Point- Towsley Canyon, Wiley Canyon, Rivendale Open Space	Opportunity	Phase II.a	Access Point
26	Access Point - East Canyon and Rice Canyon	Opportunity	Phase II.a	Access Point
27	Access Point- Weldon Canyon Motorway	Opportunity	Phase II.a	Access Point
28	Access Point- Roscoe Canyon	Opportunity	Phase II.a	Access Point
29	Access Point- Gated Fire Road	Opportunity	Phase II.b	Access Point
30	Access Point Woolsey Canyon	Opportunity	Phase II.b	Access Point
31	Access Point - Roscoe Valley Circle Park	Opportunity	Phase II.b	Access Point

Figure 3-25: Opportunities and Constraints



3.9 Public Transit and Bikeway Connections

Connections to public transit via on-street bicycle and pedestrian corridors greatly increase the number of people who can access the trails and areas in this plan. Large portions of the population in Los Angeles County belong to households without access to a personal vehicle, or are otherwise unable to drive. During the public outreach meetings conducted in April and May 2017, community members expressed interest in potential connections between proposed trails, bikeway connections, and public transit. The Phase II.b study area is adjacent to Valley Circle Boulevard, Roscoe Boulevard, and Plummer Street, all of which have been recommended for dedicated protected bikeways in Metro's Active Transportation Strategic Plan (2015) and the LA City Mobility Plan 2035 (2016). These bikeways would provide access to bus stops for the Metro 152, 164, 166, 169, and 245 lines (approximately 2 miles to the east of Phase II.b), as well as the Chatsworth, Nordhoff, and Roscoe Metro Orange Line stations (2.5 miles from Phase II.b). In the Phase II.a study area there is transit access via Santa Clarita Transit bus routes 1, 2, 3, 5, 6, and 7, which have stops along The Old Road, a proposed bikeway in the ATSP and a proposed trail corridor in the LA County General Plan. Routes 5 and 6 have stops at the existing trail along Pico Canyon Channel.

3.10 Public Feedback

Attendees at community meetings brought attention to many recreational destinations in the study areas (see Figure 27). These included caves in the southern parts of the Phase II.b study area, as well as the nearby 12 apostles, Chatsworth Park, and Santa Susana State Historic Park.

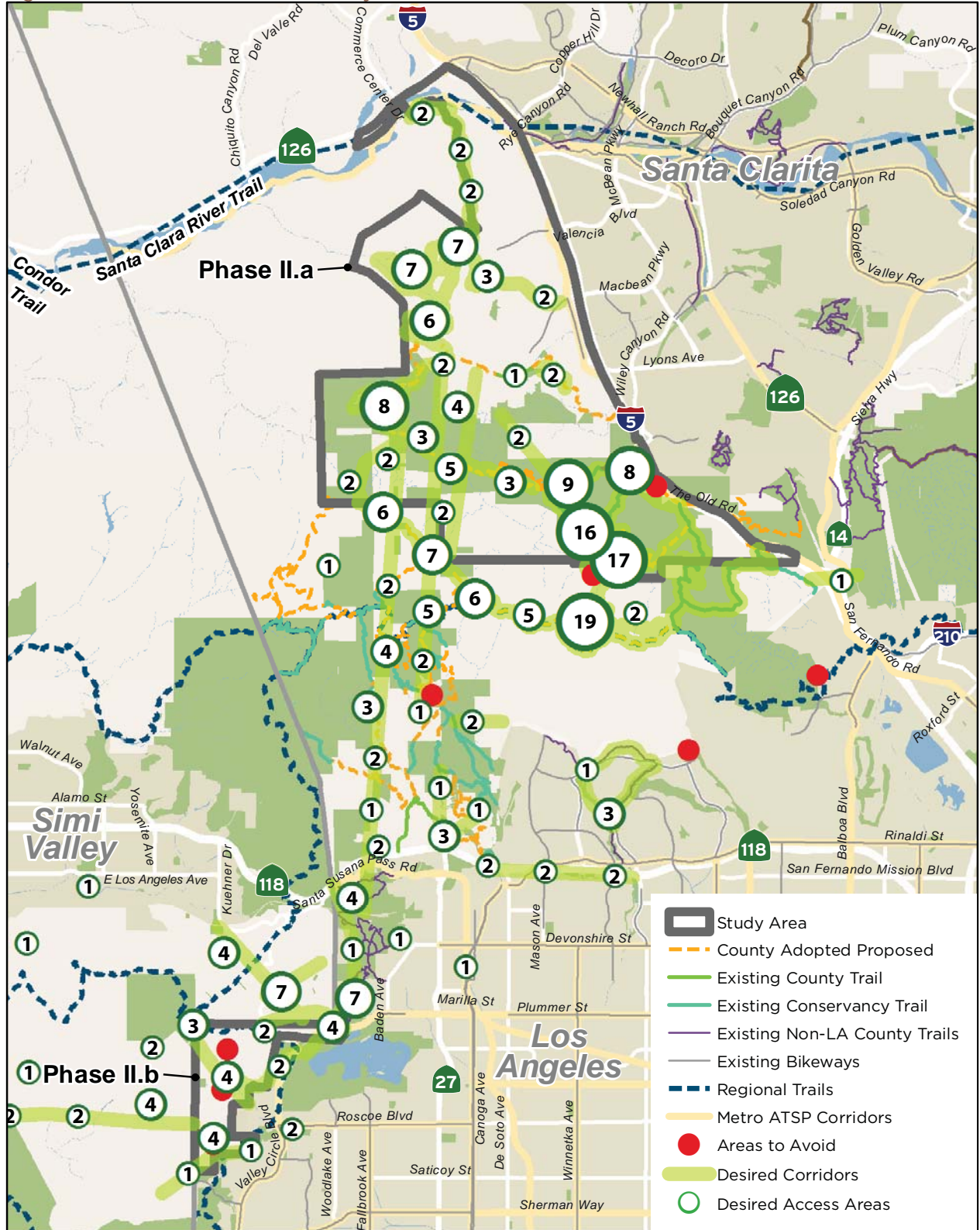
In the Phase II.a study area they wanted to emphasize existing unmapped de facto and social trails around Rice and East Canyons, as well as the recreational opportunities of the surrounding areas including the SSMTMP-I study area and the Gateway Ranch Open Space. Historic Nike missile sites, the Santa Susana Field lab, and historic oil wells and extraction infrastructure were mentioned as important historic features. Many attendees suggested important linkages that could be made including: Santa Susana State Historic Park to Phase II.b, East Canyon to the Sunshine Canyon Motorway and/or Palo Sola Truck Road, and a connection from the Santa Clarita Woodlands Park, through Phase II.b, and on to Malibu and coast of the Pacific Ocean.

Attendees also identified a number of constraints that should be considered in trail planning. One common theme was the topography of the study area. The steep nature of the mountains provides for difficulty in trail design. Additionally, their east to west orientation makes for difficulty in developing a north to south corridor. Another point that was consistently brought up is the challenge of navigating private land when on trails, and concerns about the subdividing and development of existing open spaces.



Figure 3-26: Example Community Meeting Feedback Map

Figure 3-27: Public Comments Summary



DISCLAIMER: Some trails shown do not exist currently and are planned for the future, or they exist but are not officially designated. Permission to use trails shown on this map should not be assumed. Some trails may traverse private property and suggested alignments do not imply rights of public use.

Date Map Created/Revised: 6/28/2017 Author: James Powell
 Basemap: Los Angeles County Enterprise GIS, ESRI Data and Maps 2016
 Data Sources: Los Angeles County Enterprise GIS, California Protected Areas Database 2016b

0 0.5 1 2 Miles



Trails Master Plan

SECTION 4.0

4.1 Planning and Design Objectives and Measures

As discussed in Section Two of this document, the SSMTMP-II seeks to address the goals of connecting growing populations around the study area to trails and recreational opportunities within the study area and its surrounding open spaces, for hiking, mountain biking, and equestrian users. As such, the following trails have been proposed and measured on their ability to address the previously stated goals. To reiterate, these proposed trails were selected for their potential to:

Accommodate a wide range of trail user types and abilities, consistent with the County's multi-use trails policy

Trails and corridors were considered and selected to provide a range of experience, with opportunities for ADA accessible trail segments, as well as areas through steep and challenging terrain. Trails were planned with the ability to accommodate hiking, mountain biking, and equestrian users.

Connect to desirable destinations, features, and settings

Important natural, cultural, and recreational destinations were identified and used to guide connections made by planned trail corridors.

Provide safe and sustainable trails

Existing safe and sustainable trails were identified throughout the study area and leveraged where possible in proposed corridors. All proposed new trails are to conform to the adopted trails standards of the County of Los Angeles Trails Manual (2013).

Avoid or minimize environmental impacts

In order to reduce environmental impact in new areas, proposed trails follow existing unpaved roads, de facto/social trails, and existing improved trails. This

helps minimize new trail construction and maintains existing use patterns. As trail development moves beyond the planning phase, social trails adjacent to the proposed trail corridors should be decommissioned.

Be implemented and maintained

Trails and corridors, where possible, were designed to make best use of existing public land, either municipal, county, conservancy, or federal to allow for simpler implementation and agency partnerships.

Close gaps in existing trail networks and provide regional connectivity

The proposed trail corridors connect vast areas of currently inaccessible open space creating new regional connectivity and many loop trails.

4.2 Overview: Gaps and Barriers in Existing Trail Routes

There are gaps and barriers in the existing trail network that cause a lack of connectivity between existing trails and to regional and local destinations. These gaps and barriers to regional multi-use trail development are shown in Figure 4-1: Trail Network Gaps and Barriers and are described below.

Trail Network Gaps

1. Phase II.b to Santa Susana State Historic Park

Santa Susana Pass State Historic Park is located approximately two miles northwest of the Phase II.b study area. The open space park, which features scenic views and notable geologic formations, is an important regional destination for recreation. Between the State Historic Park and the Phase II.b study area is Chatsworth Oaks Park, portions of Chatsworth Reservoir Nature Preserve, and privately held open spaces

Figure 4-1: Trail Network Gaps and Barriers



which contain natural features such as the 12 Apostles rock formation in Ventura County.

To the northeast, the State Historic Park connects with Rocky Peak Park, home to the proposed Rim of the Valley Trail, and connects to a number of the proposed trails of the SSMTMP-PI. The Chatsworth Lake Manor community provides a physical barrier to off-street trails through this area, due to its relatively close spacing of homes, though many user-generated trails exist around the community's periphery. A connection could be made from the State Historic Park, to Chatsworth Oaks Park, Chatsworth Reservoir, and the Phase II.b study area.

2. Dayton Canyon to Sage Ranch

The residential communities of West Hills abut much of the Phase II.b study area. One major point of connection is the entrance to Dayton Canyon, at the intersection of Valley Circle Boulevard and Roscoe Boulevard within the City of Los Angeles. Within a few blocks of the intersection are a shopping center and three parks: Lazy J. Ranch Park, Orcutt Ranch Horticultural Center Park, and Roscoe Valley Circle Park. Providing trail connection to this intersection would provide close access to these recreational and commercial destinations. The connection westward to the hilltop open space park and group camping area at Sage Ranch, would create an important linkage between the urban and natural lands of the Simi Hills.

The area between Dayton Canyon and Sage Ranch is primarily open space, much of which is currently owned by MRCA. A new residential development at the mouth of Dayton Canyon has a trail easement along a riparian area, which would provide access to Roscoe Canyon and the Phase II.b study area. Sage Ranch, in Ventura County, is bordered by the Santa Susana Field Laboratory, which owns most of the western edge of the study area. The Laboratory's

ongoing efforts to dedicate portions of their property to land conservation could present an opportunity for future trail easements.

3. Wiley Canyon to East Canyon

In the Santa Clarita Woodlands Park, Wiley Canyon connects to the northwest over the its western ridgeline to Towsley Canyon for the Towsley Canyon Loop Trail. To the South of Wiley Canyon are Leaming, Rice and East Canyons. Each canyon has a trail close to the drainage bottom which leads to the east and The Old Road. While Rice and East Canyons are accessible from the same trailhead, Leaming has limited access due to private property along The Old Road. These official MRCA trails should be linked via trails along the rim of each canyon. Existing de facto/social trails have been identified by users which connect Wiley Canyon to Rice Canyon, and Rice Canyon to the East Canyon Motorway near its junction with the Weldon Canyon Motorway. Along the Weldon Canyon Motorway to the south, there is access to the proposed SSMFTMP Oat Mountain Motorway. Formalizing the de facto/social trails would provide an east to west corridor along the Pico Anticline connecting the major canyons of eastern Santa Clarita Woodlands Park to each other, and to the SSMTMP-I to the south, providing opportunities for new loops within the Santa Clarita Woodlands Park and greater regional connectivity.

4. Towsley Canyon to the Palo Sola Fire Truck Trail

Towsley Canyon winds through the Santa Clarita Woodlands Park from the base of the Oat Mountain Ridgeline to The Old Road in the Phase II.a study area. A previously unmapped trail begins where the Towsley Canyon Loop Trail leads south to Wiley Canyon. This trail climbs the canyon to the Towsley Waterfall. Extending this trail to the top of the Oat Mountain

Ridgeline and the Palo Sola Truck Road would provide opportunities for new loop trails and greater regional connectivity. No existing trail has been observed from the waterfall to the top of the ridge. New trail construction could be challenging due to steep slopes and narrow canyons.

5. Pico Canyon to the Palo Sola Fire Truck Trail

The Palo Sola Fire Truck Trail enters the Phase II.a study area at the southwestern corner, the location of the headwaters for Salt Canyon, which drain northeast out of the study area towards the Santa Clara River. From the existing Pico Canyon Service Road, a trail should be extended to connect with the Fire Truck Trail. This would create a regional connection and link the Phase II.a study area with the trails proposed in the SSMTMP-PI. Limited existing trails have been observed from the Pico Canyon Service Road to the top of the ridge. New trail construction could be challenging due to steep slopes and narrow canyons.

6. South Rim Wiley Canyon To Pico Canyon.

Within the Phase II.a study area, westward from the south rim of Wiley Canyon is Towsley Canyon. On this southern side of the Pico Anticline is a series of long canyons that could connect back up the Pico Anticline to the Pico Canyon Service Road. This connection would provide access to an unseen portion of the Phase II.a study area and create regional connections from Pico Canyon to the eastern portion of the Phase II.a study

area, and to the SSMTMP-PI. No existing trails have been observed in this area, and new trail construction could be challenging due to steep slopes and narrow canyons.

7. Pico Canyon Service Road to Palo Sola Fire Truck Road

At the end of the Pico Canyon Service Road in the Phase II.a study area along the Pico Anticline at the western edge of the Towsley Canyon watershed, a ridgeline rises southward towards the Palo Sola Fire Truck Trail. Connecting these two roads would create regional connectivity

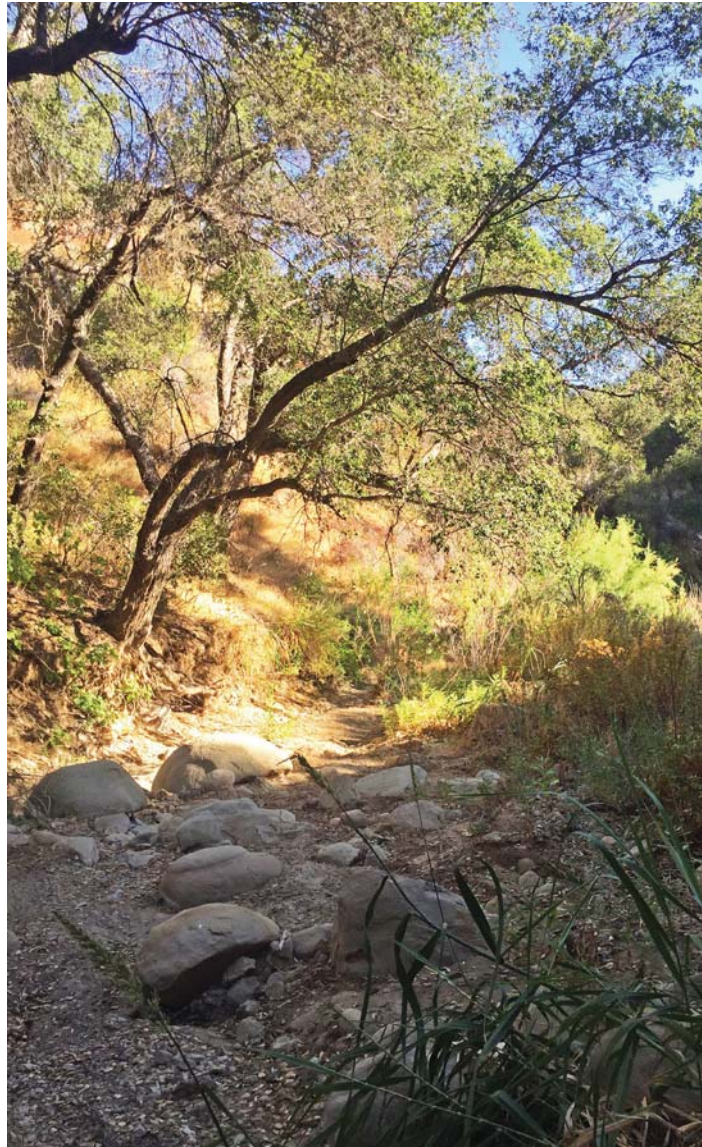


Figure 4-2: Pico Canyon narrows into steep shaded drainages

from Pico Canyon and offer users access to currently unseen areas. An existing de facto/social trail has been observed using aerial imagery creating this connection.

8. Towsley Canyon to Pico Canyon Service Road

The western portions of the Santa Clarita Woodlands Park near Pico Canyon, in the Phase II.a study area, are currently inaccessible from the eastern areas of the park around Towsley Canyon. A connection could be made from just east of the Towsley Canyon switchbacks, westward up the ridge of the Pico Anticline, to the end of Pico Canyon Service Road. An existing trail has been observed using aerial imagery and could be developed to connect Pico Canyon with Towsley Canyon. The completion of this connection would create a large loop trail offering additional access into the backcountry of the Santa Clarita Woodlands Park, as well as opportunities for long views of the Santa Clarita Valley from the steep slopes of the Pico Anticline.

9. Towsley Canyon Road to Lyons Ranch Along Lower Foothills

West of the narrows on the Towsley Canyon Loop Trail, there is a drainage that could connect over the foothills to Lyons Ranch Road in the Phase II.a study area. This connection could create a new shorter loop trail with Lyons Ranch Road and Towsley Canyon Road, and the future Pico Canyon Trail. Parts of the connection through Lyons Ranch have existing roadways and de facto/social trails that could be used. There are multiple alignments out of Towsley Canyon that could be used, one that seems to have an existing trail and another without.

10. Santa Clara River to Santa Clarita Woodlands

Current open space between the Santa Clara River and the Santa Clarita Woodlands Park is set to be developed into subdivisions. Plans have already been made for most of these subdivisions and associated trails within the Newhall Ranch Specific Plan Area and the Phase II.a study area. Still, utilizing any remaining undeveloped open space, a trail would link the northern extents of the study area to the southern open spaces, providing an important regional connection as well as trails and recreational opportunities for the planned communities.

11. West from the Old Road Paseo

Along The Old Road south of TPC Valencia Golf Course in the Phase II.a study area is the Savannah Oaks SEA. This area has special ecological value, making it an ideal location to provide trails and recreation with consideration made to avoid/protect sensitive habitats. Providing access from this area to the west, to a future north-south trail corridor would be an important regional connection and potential loop opportunity. Portions of this corridor have no existing trails, and construction of sustainable trails may be difficult due to steep slopes and narrow ridges.

12. The Old Road West Utility Corridor

North of the Valencia Boulevard residential community in the Phase II.a study area is a utility corridor that travels southwest. The proposed community has trails along and to the corridor. This corridor could be an important connection to a future north-south corridor along the western edge of the study area. The connection could provide important regional travel, as well as help to create a new loop trail.

13. Pico Canyon Drainage

An existing trail along the Pico Canyon drainage channel east of the Phase II.a study area runs eastward from the Jake Kuredjian County Park. The trail ends at The Old Road, where the drainage is forced into a culvert underneath a parking lot. Emerging east of the I-5 freeway, the drainage flows through Vista Valencia Golf Course before being channelized again on to the south fork of the Santa Clara River. After the golf course, the multi-use trail begins again until it meets with the South Fork River Trail. Closing this gap between the golf course and The Old Road could provide for a major regional connection.

14. Rice to East Canyon

Existing trails through both Rice Canyon and East Canyon in the Santa Clarita Woodlands Park in the Phase II.a study area begin at the same trailhead along The Old Road. Currently, the Rice Canyon Trail ends at the back of the canyon, with social/de facto trails climbing

up the steep hillsides to the north and south. The East Canyon Motorway continues up through East Canyon and winds its way up the northern side of the canyon to the ridge above, continuing along that north-south ridgeline before connecting with the Weldon Mountain Motorway in the Michael D. Antonovich Open Space. These two trails should connect atop the ridgeline that divides the canyon, so as to create a complete loop trail that explores two canyons, climbs a ridgeline, and returns to the same location as it began. Closing this gap would create another front-country loop near The Old Road, with the potential to draw more people to East and Rice Canyons who are currently using the Towsley Canyon Loop Trail.

15. South Rim of Wiley Canyon to Palo Sola Truck Road

Along the south rim of Wiley Canyon in the Santa Clarita Woodlands Park within and south of the Phase II.a study area, existing social/de facto trails connect Rice Canyon



Figure 4-3: Pico Canyon becomes lush and shady as the trail travels west from The Old Road

with the Towsley Canyon Loop Trail to the west. South from the Wiley Canyon south rim is the Palo Sola Truck Road, which is the proposed route for the Rim of the Valley Trail, and part of the SSMTMP-PI. Connecting these two areas via a north to south trail would provide regional connectivity and the opportunity to utilize the Santa Clarita Woodlands Park as a starting point for a longer regional trip along the Rim of the Valley Trail. Existing trails have been observed connecting this gap by way of Orcutt Ranch.

16. East Canyon Trailhead to Weldon Motorway Trailhead west of I-5

Proposed trails along The Old Road in the Phase II.a study area would connect the major entrances to the Santa Clarita Woodlands Park at Towsley Canyon and at East and Rice Canyons. Farther south, the Weldon Canyon Motorway is accessed from Coltrane Avenue, which can mainly be accessed by automobile. Connecting The Old Road to Coltrane Avenue and providing trails along both roads would allow for users to make any of the connecting trails in the Santa Clarita Woodlands Park into complete loops. The gap should be addressed on the southwest side of the I-5 freeway, to allow for users to stay in the open space areas within and adjacent to the Santa Clarita Woodlands Park. Existing service and utility roads in Caltrans right of way could be possible opportunities for trail alignments. Closing the gap would also give access to the Oak Tree Gun Club, Sadie Springs Stables, and destinations within the Phase II.a study area.

Barriers

17. Residential Communities

Many connections throughout both study areas are constrained by residential communities. New trail development

through these communities will require easements or the use of utility corridors or public rights-of way. Typically public rights-of-way in these communities are streets, and any on-street facilities will fall into LA County Public Works jurisdiction. Open space easements may also be pursued for communities with homeowners associations.

18. Valencia Marketplace

The Valencia Marketplace obstructs the continuation of the existing Pico Canyon Channel trail. Currently the channel goes under the shopping center and parking lot. Potential exists for a path to be delineated through the parking lot, to the channel east of the shopping center, which provides a connection under I-5 to the Vista Valencia Golf Course

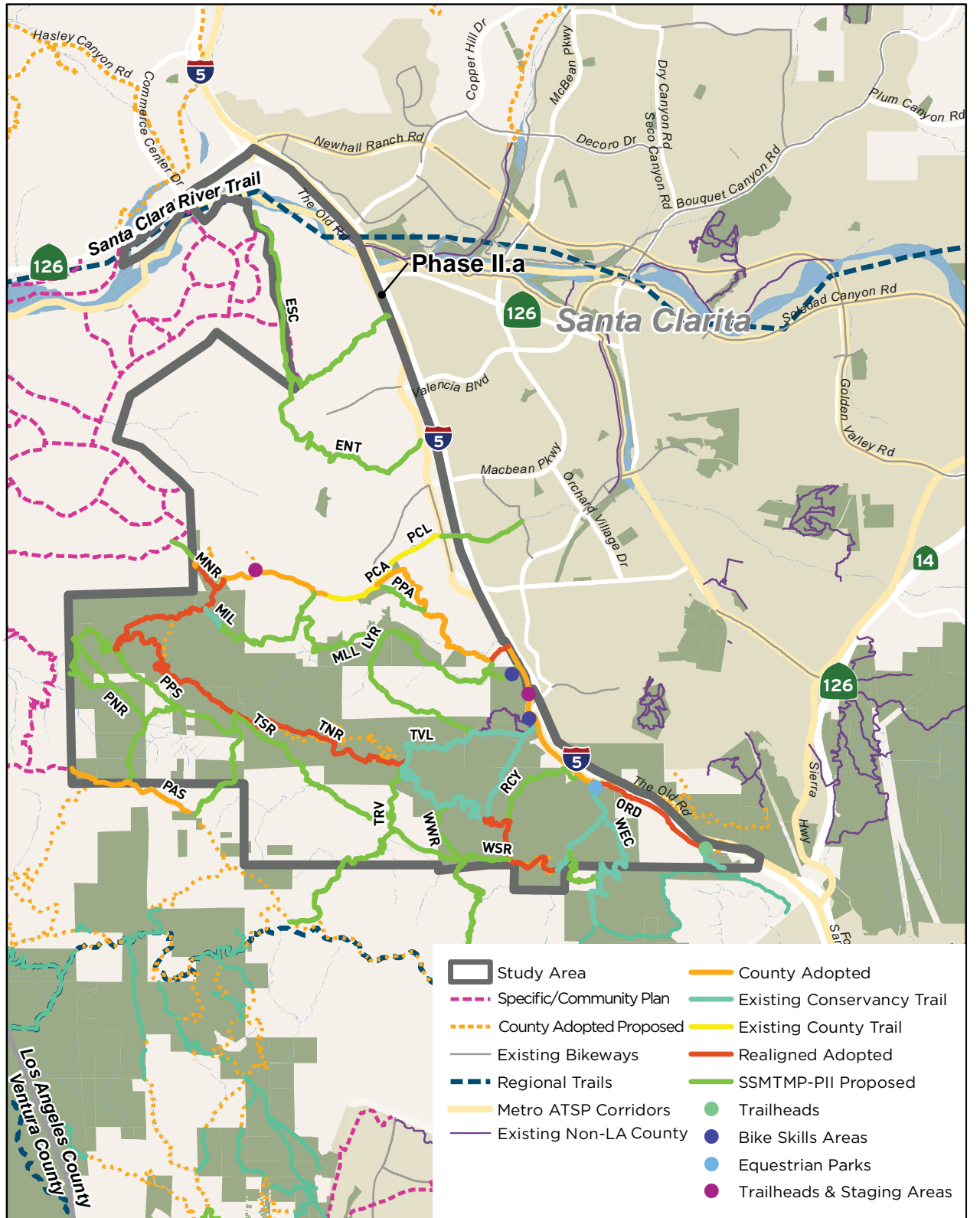
19. Vista Valencia Golf Course

The Pico Canyon Channel ends where the golf course meets I-5, and becomes a soft-bottom stream through the golf course. The stream flows east toward Tournament Road, where it enters another section of the County-maintained Pico Canyon Channel. Were access through the golf course to be secured, a connection along the County-owned Pico Canyon Channel could be continued into Santa Clarita, and the city's South Fork River Trail, which begins at the eastern end of the Pico Canyon Channel.

20. Steep East to West Ridges in Phase II.b

The southern portion of the Phase II.b study area features steep lateral ridges. These provide topographical challenges in connecting the northern and southern parts of the area.

Figure 4-4: Phase II.a Proposed Trails Overview



DISCLAIMER: Some trails shown do not exist currently and are planned for the future, or they exist but are not officially designated. Permission to use trails shown on this map should not be assumed. Some trails may traverse private property and suggested alignments do not imply rights of public use.

Date Map Created/Revised: 6/28/2017 Author: James Powell
 Basemap: Los Angeles County Enterprise GIS, ESRI Data and Maps 2016
 Data Sources: Los Angeles County Enterprise GIS, California Protected Areas Database 2016b

0 0.5 1 2 Miles

21. Interstate 5 Freeway

The I-5 Freeway divides the Phase II.a study area from Santa Clarita to the east. Access over or under the freeway is limited, preventing open access between Santa Clarita and the study area. Existing underpasses can be used for on-street connections between Santa Clarita and the study area. Constructing off-street connections under the freeway faces complex permitting and constrained rights-of-way.

4.3 Proposed Trails

In total, 81.3 miles of trails are proposed in the SSMTMP-II. Of these, 9.5 miles are existing County or conservancy trails, and 22.1 miles are included from previous planning efforts. These trails have a variety of segments and spurs, and have been organized into general corridors that make up distinct route opportunities, but connect to create a dynamic network of trail options throughout the study areas. In each study area, corridors are outlined, providing a brief geographic and experiential description for the proposed trail corridors based on field visits and aerial analysis of the proposed trails.

Overview maps of these corridors appears in Figure 4-4 and Figure 4-21, followed by key maps with detailed maps following each of the Phase II.a and Phase II.b sections, in Figures 4-8 through 4-20, and Figures 4-24 through 4-27.

Within each corridor, trails are broken into segments which represent more specific site conditions within the corridor. Segments have been classified according to existing guidelines in the County Trails Manual, described in more detail in Section 4.6. These classifications include Natural Surface Trail (NAT), Urban Pedestrian Trail (UPT), Recreational Pathway (REC), and existing trails (EXS). Specific notes for each trail segment, as well as these

classifications, appear in Table 4-1: Phase II.a Proposed Trails Overview.

Phase II.a

Entrada

The Entrada (ENT) Trail corridor (see Figures 4-8 through 4-11) would create a 4.3-mile natural surface trail through both public and private land to connect to The Old Road at points both north and south of Valencia Blvd. Primarily using existing trail, this proposed corridor would travel, at its southern terminus, west from The Old Road through the Savannah Oaks nature preserve before heading north along 1-mile of new trail through the foothills to the east of Stevenson Ranch. Wrapping around Rancho Pico Junior High School, the trail would cross Valencia Boulevard, and follow the ridgeline above West Ranch High School north. North of the high school the trail would head back east towards The Old Road along a Southern California Edison utility corridor. This corridor would create important recreational opportunities for the proposed and existing residential areas around Valencia Boulevard. Additionally, the trail would connect with the proposed Entrada to Santa Clara River Trail, as well as trails proposed by the Entrada subdivision, which would be built just north of the utility corridor. Combined with the existing paseo along The Old Road, this trail would create a diverse loop trail in a residential area with very few existing trail opportunities.

Entrada to Santa Clara River

The Entrada to Santa Clara River (ESC) Trail (see Figures 4-8 and 4-10) would travel 1.8-miles north to south on the western edge of the northern Phase II.b study area. The new natural surface trail would be on private land, and connect the Entrada Trail

with the Santa Clara River and its proposed trails, as well as Newhall planned trails. Linking the Santa Clara River south to the residential communities would provide important regional connections for trail users and create an opportunity for a recreational corridor extending from the Savannah Oaks SEA to the Santa Clara River SEA.

Mentryville to Newhall Ranch

The Mentryville to Newhall Ranch (MNR) Trail (see Figures 4-10, 4-12, and 4-13) would create a 0.9-mile spur trail from Pico Canyon north to Newhall Ranch. The natural surface trail, on both conservancy and private land would utilize mostly existing trail to climb a south-facing slope behind Mentryville. The trail would connect to future Newhall Ranch preserved open space and potentially trails which link further northward, providing a longer regional connection along the western edge of Los Angeles County.

Lyons Ranch

The 4.2-mile Lyons Ranch (LYR) Trail corridor (see Figures 4-14 and 4-15) would link The Old Road at Lyons Ranch Road with Towsley Canyon through primarily conservancy, and a proposed subdivision trail easement. Though primarily made up of existing natural surface trails and surface roads, a planned development at Lyons Ranch would include a proposed county trail that would follow the existing Lyons Ranch Road south and west through the residential community and into the open space. This corridor would extend this trail into the low foothills and rise up to the northeastern ridge of Towsley Canyon. Following that ridgeline back to the east, the corridor would connect back with Towsley Canyon and the Rivendale Open Space via a new 1.4 miles of trail and offering a connection back to The Old Road and the opportunity for loop routes.

Minnie-Lotta

The Minnie-Lotta (MIL) Trail corridor (see Figure 4-13) is a 2.1-mile natural surface trail that would connect Pico Canyon with Wickham Canyon to the east through conservancy and private land. The trail would use a 1/2-mile of the existing Minnie-Lotta Trail which heads east along a creek from the Pico Canyon Service Road. From the end of the existing trail the proposed trail would climb new switchbacks along an exposed west facing slope to the top of the ridge. Descending the ridge, the trail would follow a small vegetated canyon with potential creek crossings, before connecting with an existing service road through Wickham Canyon. A proposed subdivision at the mouth of Wickham Canyon could require an easement through the residential community, or access to the trail at the edge of the southern edge of the community.

Minnie-Lotta to Lyons

The Minnie-Lotta to Lyons (MLL) Trail corridor (see Figure 4-14) would be a new 1.4-mile natural surface trail segment connecting the proposed Minnie Lotta Trail at Wickham Canyon, with proposed with the Lyons Ranch Trail. The trail would travel through private land along exposed north facing hillsides above Stevenson Ranch through currently inaccessible open space areas. The trail has potential to create an important linkage from The Old Road west to Pico Canyon along the northern foothills of the Santa Susana Mountains.

Pico Channel

The Pico Channel (PCL) Trail corridor (see Figure 4-14 and 4-15) is a 1.8-mile route which would travel through public and private property to connect the proposed Pico Canyon Trail at Jake Kuredjian County Park west to the South Fork Trail. The proposed

trail would use an existing decomposed granite trail which runs along the Pico Channel west to The Old Road. From The Old Road, the new trail would need to travel through the Valencia Marketplace parking area, before descending under the I-5 Freeway, to continue on through the Vista Valencia Golf Course. The trail would continue along the channel until it meets with the South Fork Trail at Orchard Village Rd. Connecting Pico Canyon with the South Fork Trail would create a long regional corridor which connects the wild spaces of the Santa Clarita Woodlands Park with urban Santa Clarita, and ultimately to the Santa Clara River to the north.

Pico Park

The Pico Park (PPA) Trail corridor (see Figure 4-14) would connect an existing trail through Pico Canyon Park with the Pico Canyon Trail to make a 1-mile loop trail which creates an alternative to the Pico Canyon Trail for exploring the northern foothills above Pico Canyon Road. Using existing service roads and social trails, this trail would travel through public and private land through the large Oaks of Pico Canyon Park, up to the more exposed hillsides to the south.

Pico to Newhall Ranch

The Pico to Newhall Ranch (PNR) Trail corridor (see Figure 4-12) would be made of a series of natural surface trails totaling 3.1 miles on the western extent of the Phase II.a study area. Traveling through primarily public, but also private land, from the Pico Canyon Service Road, this corridor would head south and west through small canyons, then switchback up to the ridgeline above along 0.6 miles of existing trail. The remaining 2.5 miles of trail would be all new segments, beginning with an exposed ascent

north to the ridgeline separating Pico and Salt Canyons. The trail would then either descend a northern fork of Salt Canyon down to the drainage below, or stay atop the ridge, heading southeast overlooking Salt Canyon. While the first trail option would connect with proposed Newhall Open Space trails, the second follows the ridge to meet with the Pico to Palo Sola trail corridor, providing an opportunity for a loop route back towards Pico Canyon Service Road, or for regional connections to either Palo Sola Truck Road and beyond to the south, or to Towsley Canyon to the northeast.

Pico to Palo Sola Truck Road

The Pico to Palo Sola Trail (PPS) corridor (see Figures 4-12, 4-13, 4-16, and 4-17) would be made of a series of natural surface trails totaling 4.4 miles on both public and private land. The corridor would leave the Pico Canyon Service Road where the pavement ends and continues along 1.7 miles of new trail at the bottom of the Pico Canyon drainage, heading back to the southeastern



Figure 4-5: Multiple bridges cross the existing Minnie-Lotta Trail

edge of the canyon. From there, the trail would ascend north to meet back up with the Pico Canyon Service Road at Odeen #1, creating a canyon and ridge loop through Pico Canyon. Alternatively, the route could be modified by taking another new trail segment which travels 1.3 miles of new trail from the bottom of Pico Canyon south to a ridge that leads to the Palo Sola Truck Road and to other regional connections beyond. The final option would be to take an existing trail along another ridgeline from Odeen #1 southeast, which connects to the Palo Sola Truck Road further east near Sand Rock Peak. Connecting Pico Canyon To Palo Sola Truck Road would create long regional connections and individual trail segments would provide opportunities for loop routes and access to remote Santa Susana Mountains backcountry.

Pico Canyon

The Pico Canyon (PCA) Trail corridor (see Figures 4-10 through 4-15) would include proposed and existing county trails along Pico Canyon Road, which are street-adjacent bridle trails extending from Mentryville to west of Pico Canyon Park. The 8.9-mile trail which would have asphalt, decomposed granite, and asphalt portions, would travel

through both public and private land. At Mentryville, the trail would follow the existing Pico Canyon Service Road east where the pavement ends and the road climbs out of the canyon to the ridgeline above. From the back of Pico Canyon, there would be opportunities to connect to Towsley Canyon, the Palo Sola Truck Road, or the proposed Newhall Open Space on proposed trail corridors that lead towards each destination, creating loop trails and regional travel opportunities. To the east of Pico Canyon Park, the proposed trail segment would ascend a ridgeline behind Stevenson Ranch to connect with The Old Road near the entrance to Lyons Ranch. This trail would create a long corridor from east to west centrally in the Phase II.a study area, and expand an previously county adopted trail corridor.

Rice Canyon Trail

The Rice Canyon Trail (RCY) corridor (see Figure 4-19) would utilize the existing Rice Canyon Trail in the Santa Clarita Woodlands and connect to East Canyon Motorway, and the proposed Wiley South Rim Trail to the south. A northern spur from the Wiley South Rim Trail, also connects Rice Canyon to the Towsley View Loop Trail or follows



Figure 4-6: Pico Canyon becomes lush and shady as the trail travels west from The Old Road

the Leaming Canyon northern ridgeline northeast back to The Old Road. The 3.7 mile trail corridor would begin at the trailhead to East and Rice Canyons and follow the Rice Canyon drainage along the canyon bottom, meandering through riparian vegetation and large oaks. The trail corridor, which primarily takes advantage of existing natural surface trail, would include 1.6 miles of new trail as it travels through conservancy land. A small portion of the proposed trail along The Old Road would utilize private land. The existing trail has multiple small creek crossings before joining an existing mountain bike trail out of the canyon to the southeast towards the ridgeline above. The trail out of Rice Canyon features a few long switchbacks as it climbs a mostly exposed west-facing hillside. After reaching the ridgeline above, the trail would connect with the East Canyon Motorway, offering an opportunity to return to The Old Road via the East Canyon Motorway, creating a great loop trail, or to continue south to the Weldon Canyon Motorway. An additional segment of the Rice Canyon Trail would follow the ridgeline west of Leaming Canyon, beginning near the Field of Fire Paintball facility, up to the Wiley South Rim, where it would join the Wiley South Rim Trail to connect back down into Rice Canyon. In conjunction with the proposed trail along The Old Road, this would create a ridge and canyon loop trail.

The Old Road

The Old Road (ORD) Trail corridor (see Figures 4-15, 4-19, and 4-20) would run along the west side of The Old Road from Lyons Ranch and the Pico Canyon Trail Corridor south to the Weldon Canyon Motorway. This new 3.1-mile roadside trail would travel through both public and private land and include a portion of the proposed Pico Canyon Trail south the entrance to Rice and East Canyons. As The Old Road crosses under the I-5 Freeway, the proposed trail

would leave The Old Road to run along the south side of the freeway, utilizing existing service roads to connect with Coltrane Avenue at the entrance to the Oak Tree Gun Club. From here, it would continue alongside Coltrane Avenue until reaching the trailhead to the Motorway. This trail would create connections between any of the trailheads that head into the open space areas of the Santa Clarita Woodlands Park, providing regional connections and a variety of trail loops to be explored.

Towsley to North Ridge

The Towsley to North Ridge Trail (TNR) corridor (see Figures 4-13, 4-14, and 4-17) would head west from Towsley Canyon up to the ridges of the Pico Anticline. The 2.3 mile trail corridor would utilize existing trail to climb a side canyon from the Towsley View Loop Trail just south of the “Narrows.” The trail corridor which would be entirely on conservancy land, would wind its way through the drainage up to the steep ridge above. At the top of the ridgeline, the trail would follow the steep ridge west to connect with the Pico Canyon Service Road, part of the proposed Pico Canyon Trail, at the historic Odeen #1 oil well. The ridgeline provides scenic views to both the canyons in the south, including Salt Canyon, the Santa Clarita Valley to the north, and the Santa Clarita Woodlands Park to the east. The trail would play an important role linking Pico Canyon and Towsley Canyon.

Towsley to Rim of the Valley Trail

The Towsley to Rim of the Valley (TRV) Trail corridor (see Figures 4-17 and 4-18) would travel south from Towsley View Loop Trail along existing trail into Towsley Canyon and towards the Towsley Canyon Waterfall, at the junction of the proposed Towsley South Ridge Trail, and the proposed Wiley South Rim Trail. This 2.9-mile natural surface trail

corridor on would travel from conservancy land onto private land, ultimately climbing 2 miles of new trail up the Oat Mountain Ridgeline to connect with the Palo Sola Truck Road and the Oat Mountain Peak, where it would connect with the Rim of the Valley Trail. The proposed trail would create long regional connections to the open spaces to the south of the Phase II.a study area, including the proposed Rim of the Valley Trail, which utilizes the Truck Road in this section.

Towsley to South Ridge

The Towsley to South Ridge (TSR) Trail corridor (see Figures 4-13, 4-17 and 4-18) would connect Towsley View Loop Trail west along a new 2.2-mile natural surface trail through the southeastern fork of Towsley Canyon up to the Pico Anticline and the ridgeline to the north. The trail, which runs through conservancy and private land, would meet the ridgeline at Odeen #1, where it would junction with the Pico Canyon Trail, the Pico to Palo Sola Corridor, and the Towsley North Ridge Corridor. This canyon trail would create an important connection, offer opportunities for multiple loop routes, and provides a backcountry experience just miles from developed Santa Clarita Valley.

Wiley South Rim

The Wiley South Rim Trail (WSR) corridor (see Figures 4-18 and 4-19) would connect the existing Rice Canyon Trail in the Santa Clarita Woodlands Park with the proposed Wiley to Rim of the Valley Trail, south of the existing Towsley Canyon Loop Trail. The two mile corridor would consist primarily of existing trail, with a proposed 1/2 mile new trail segment. The natural surface trail, on conservancy property, would start in Rice Canyon in the southeastern portion of the Woodlands Park and follow existing mountain bike trails up a steep slope towards the south Wiley Rim to the west. The slope

and ridgeline are mostly exposed, but provide scenic views of Santa Clarita Valley to the north. The trail would follow the ridgeline towards the rim of Towsley Canyon, where it would descend the drainage of the southeastern fork of Towsley Canyon. This narrow canyon and steep drainage make for a challenging trail design through what appears to be dense vegetation and tree canopy. The trail would connect to the Towsley Waterfall at the terminus of the drainage where it connects with the proposed Wiley to Rim of the Valley Trail.

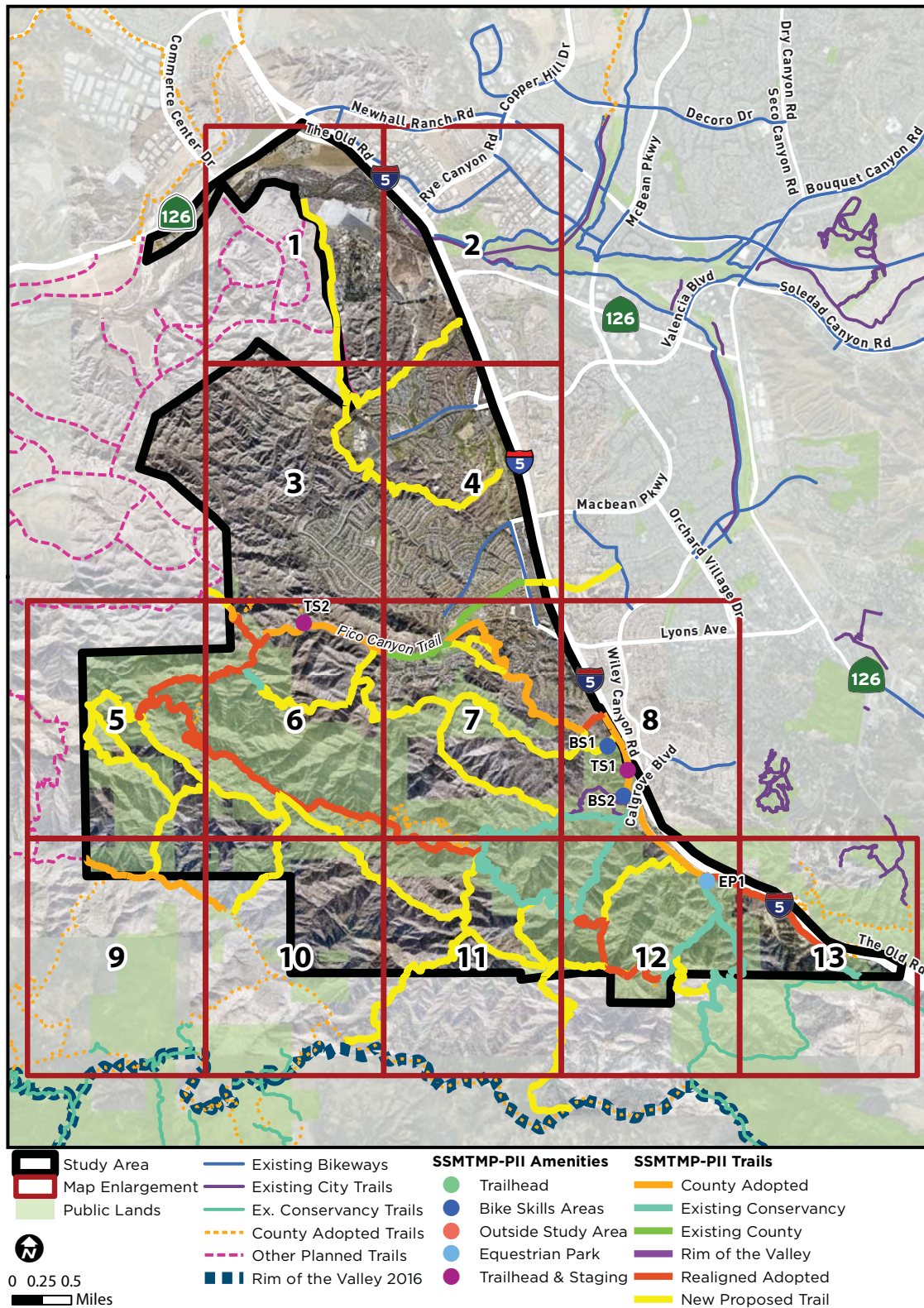
Wiley to Rim of the Valley

The short Wiley to Rim of the Valley (WRV) Trail corridor (see Figures 4-18 and 4-19) would be a 0.7-mile natural surface trail on both public and private land which uses existing trails to connect the Rim of the Valley Trail to Towsley Canyon. The trail would begin at the junction of the proposed Wiley West Rim Trail and the Wiley South Rim Trail. With Towsley Canyon being the major trailhead into the Santa Clarita Woodlands Park, creating this connection to the Palo Sola Truck Road and the Rim of the Valley trail would provide long regional travel opportunities.

Wiley West Rim

The short 0.8-mile Wiley West Rim (WWR) Trail corridor (see Figures 4-18 and 4-19) would connect the back of the Towsley View Loop Trail, along a ridgeline south to the proposed Wiley South Rim Trail corridor and Orcutt Ranch in the Michael D. Antonovich Open Space. This existing natural surface ridgeline trail would run through conservancy land to connect to the proposed Wiley to Rim of the Valley trail, which would lead it to multiple backcountry canyons, ridges, and proposed trails in the Phase II.a study area, and ultimately to the Palo Sola Truck Road, the Rim of the Valley Trail, and connecting trails to the south.

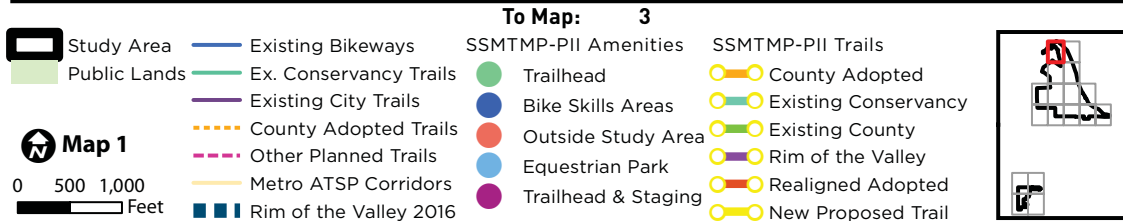
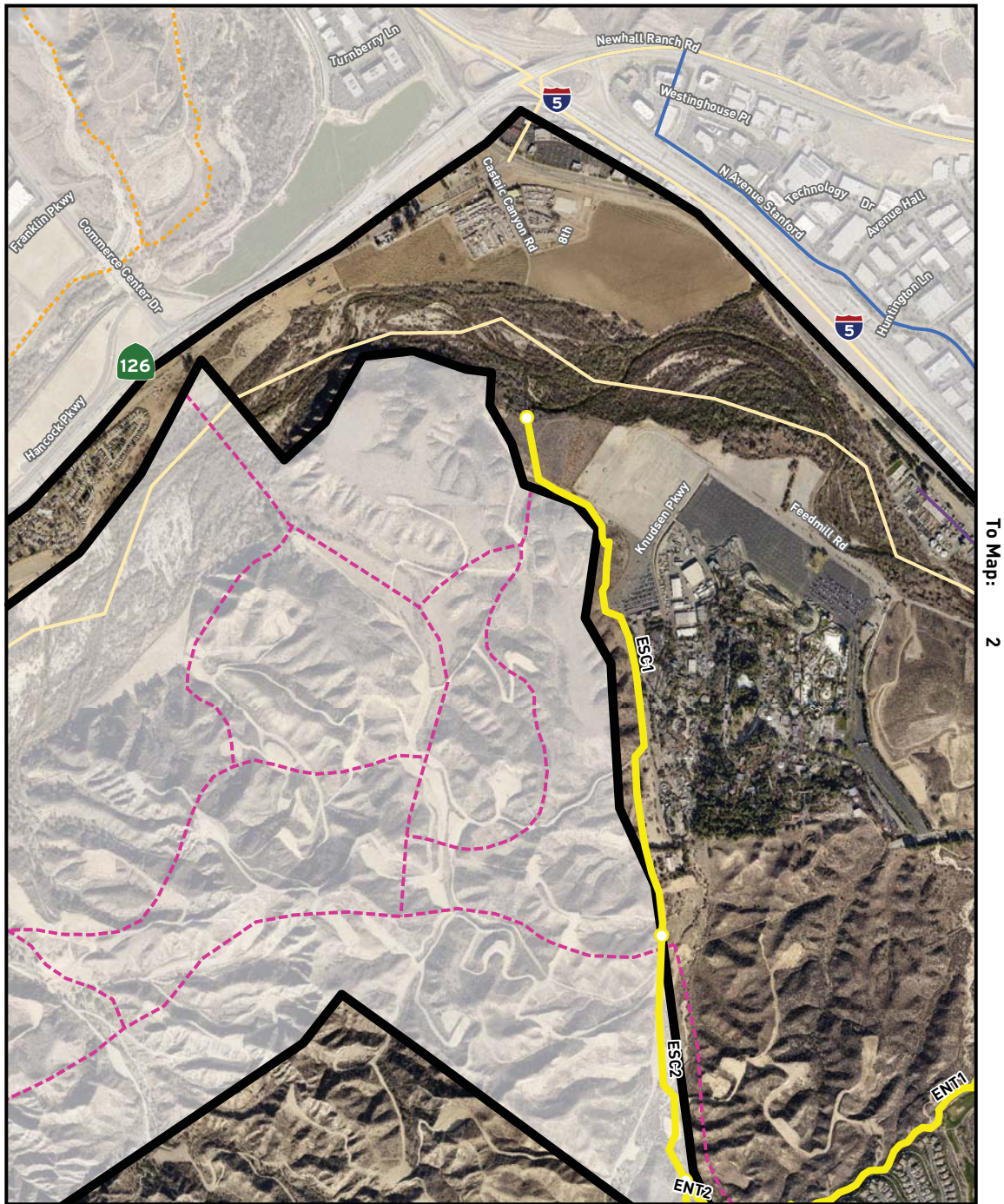
Figure 4-7: Phase II.a Key Map



DISCLAIMER: Some trails shown do not exist currently and are planned for the future, or they exist but are not officially designated. Permission to use trails shown on this map should not be assumed. Some trails may traverse private property and suggested alignments do not imply rights of public use.

SOURCES: Date Map Created/Revised: 10/24/2017 Author: James Powell
 Basemap: Los Angeles County Enterprise GIS, ESRI Data and Maps 2016
 Data Sources: Los Angeles County Enterprise GIS, California Protected Areas Database 2016b, Los Angeles County LAR-IAC4 Imagery 2014, Santa Susana Mountains Final Trails Master Plan 2015, Rim of the Valley Special Resource Study Final Summary 2016, Active Transportation Strategic Plan 2016, Castaic Area Trails Master Plan 2016, Newhall Ranch Specific Plan 2003

Figure 4-8: Phase II.a Strip Map #1



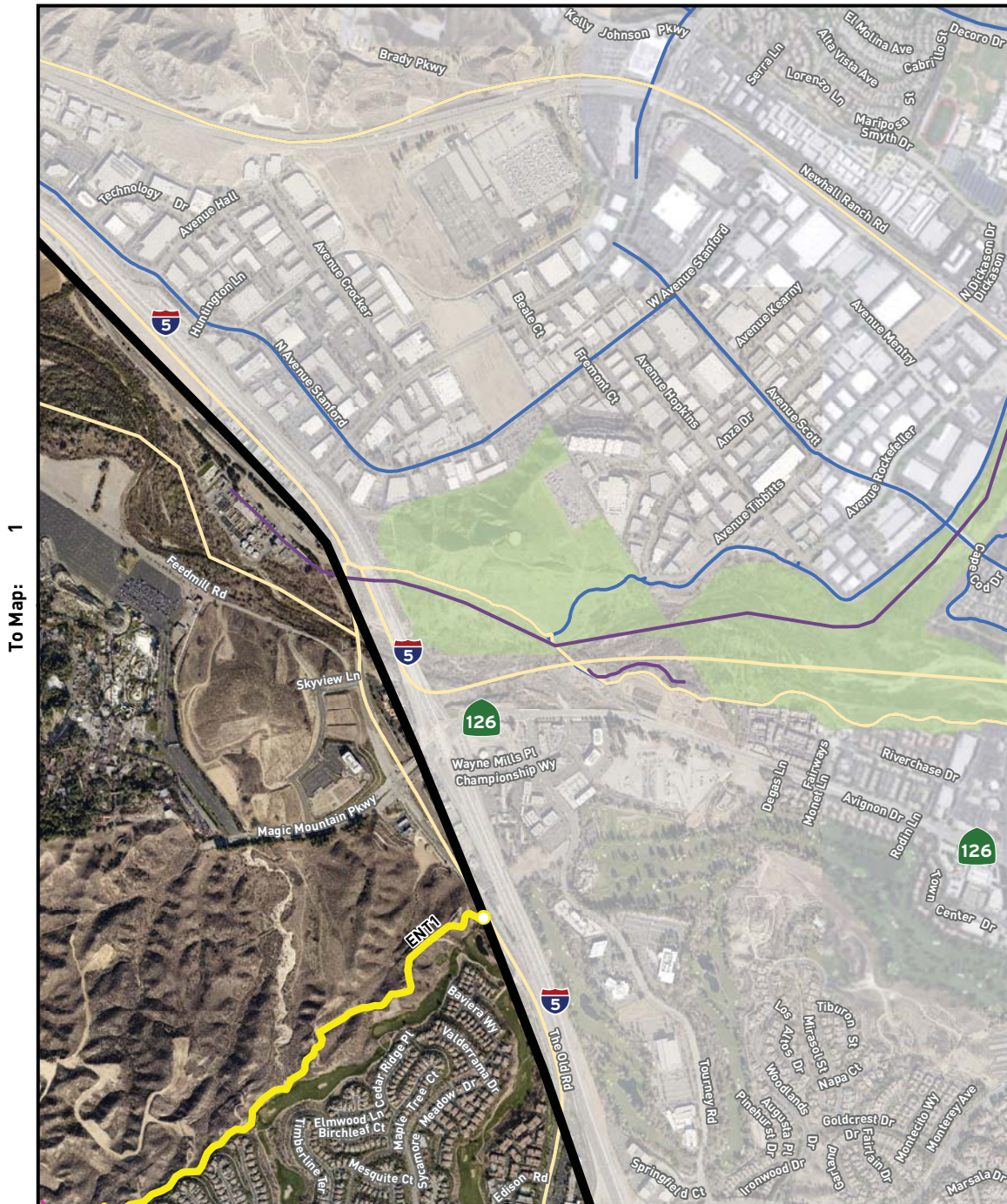
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Figure 4-9: Phase II.a Strip Map #2



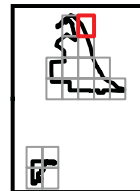
To Map: 1

To Map: 4

- | | | | |
|------------------------|------------------------|-----------------------|----------------------|
| Study Area | Existing Bikeways | SSMTMP-P-II Amenities | SSMTMP-P-II Trails |
| Public Lands | Ex. Conservancy Trails | Trailhead | County Adopted |
| Existing City Trails | County Adopted Trails | Bike Skills Areas | Existing Conservancy |
| Other Planned Trails | Metro ATSP Corridors | Outside Study Area | Existing County |
| Rim of the Valley 2016 | | Equestrian Park | Rim of the Valley |
| | | Trailhead & Staging | Realigned Adopted |
| | | | New Proposed Trail |

Map 2

0 500 1,000
Feet



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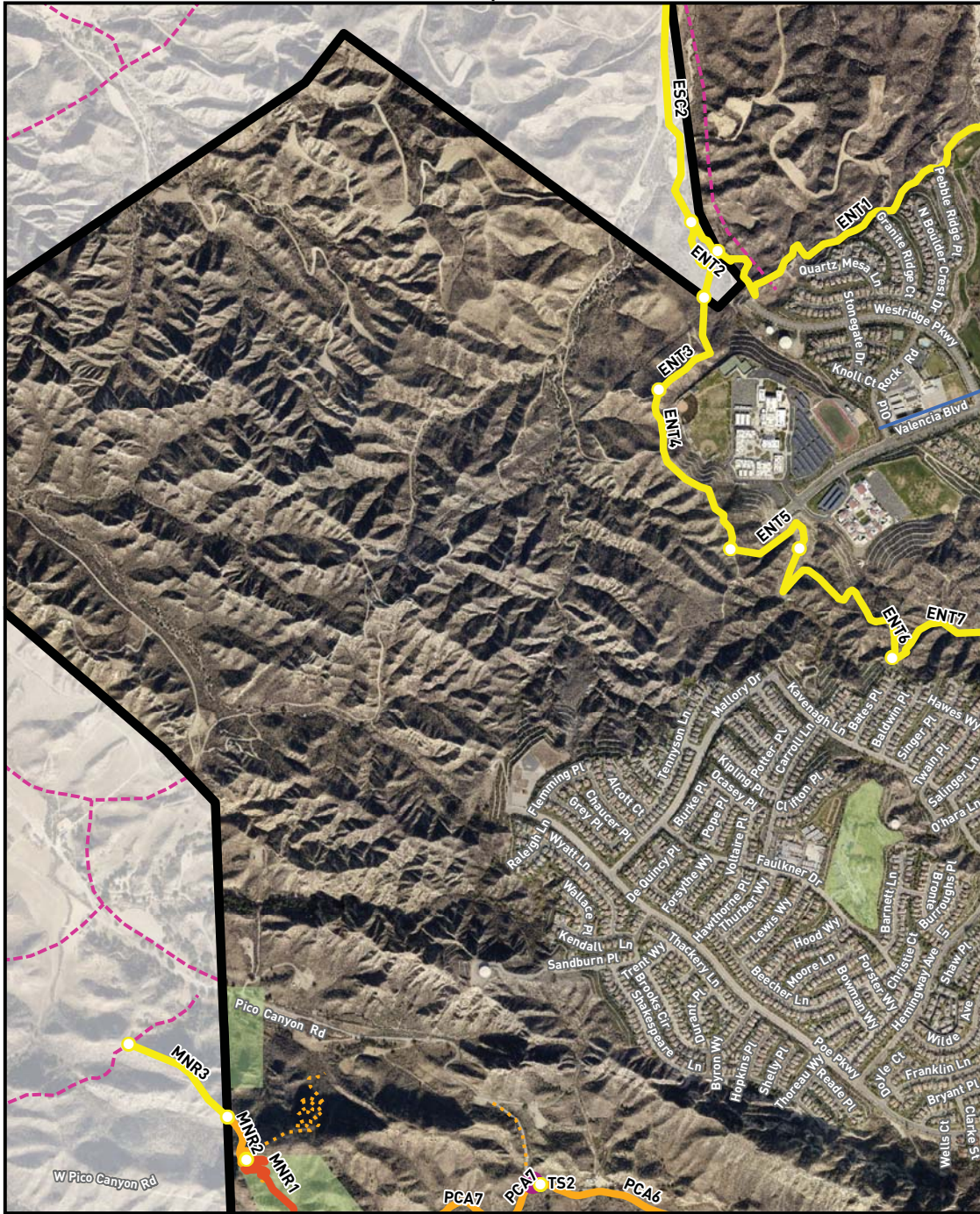
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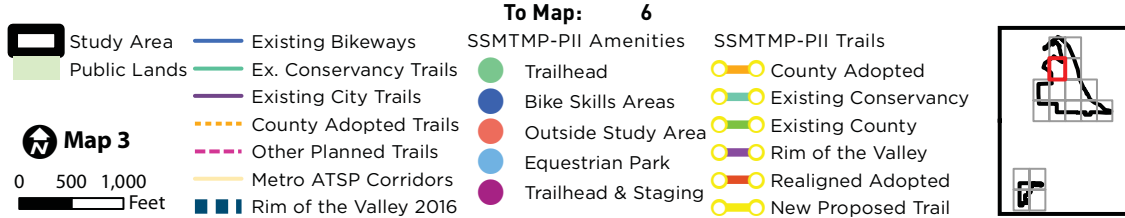
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Figure 4-10: Phase II.a Strip Map #3

To Map: 1



To Map: 4



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Figure 4-11: Phase II.a Strip Map #4

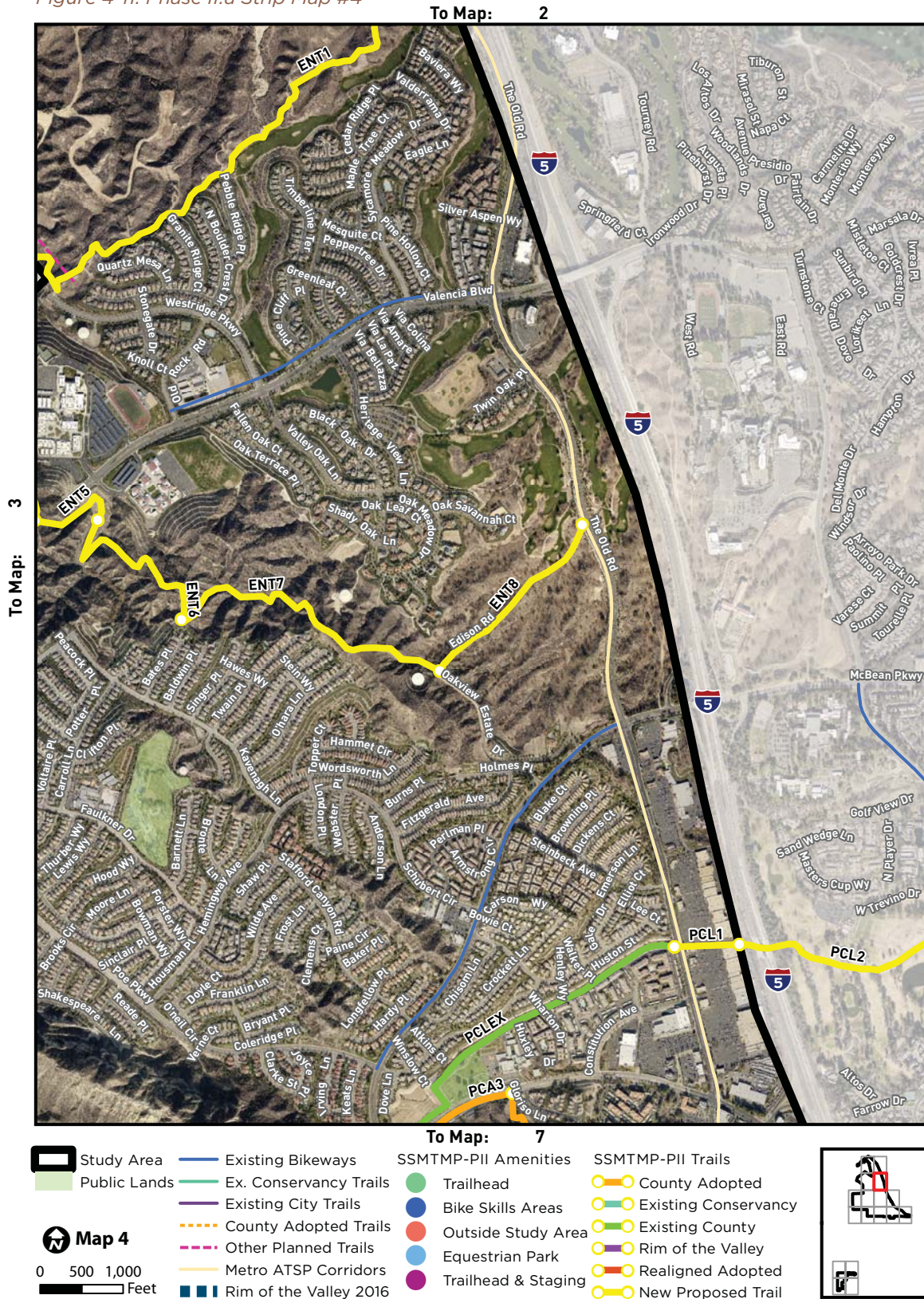
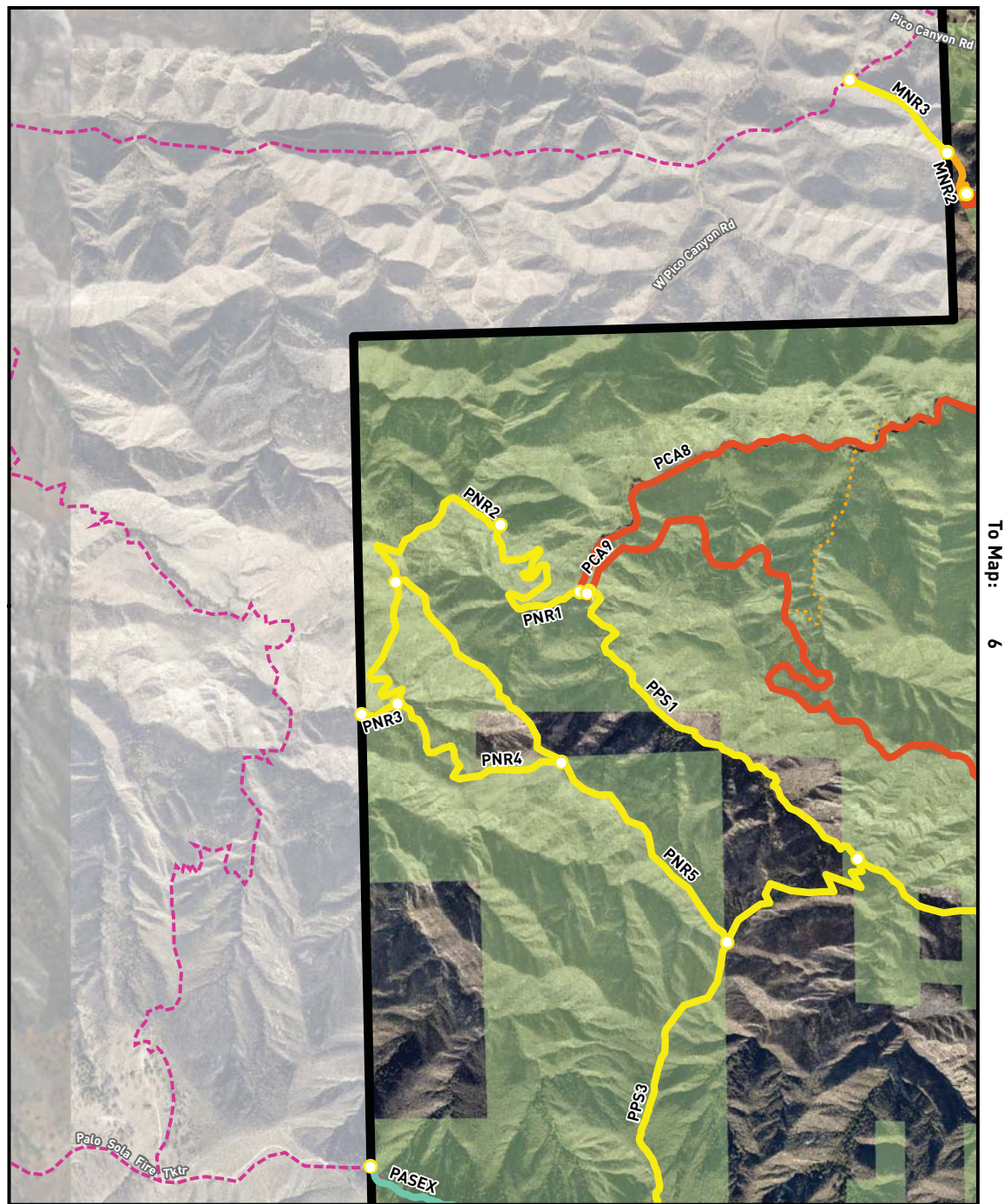
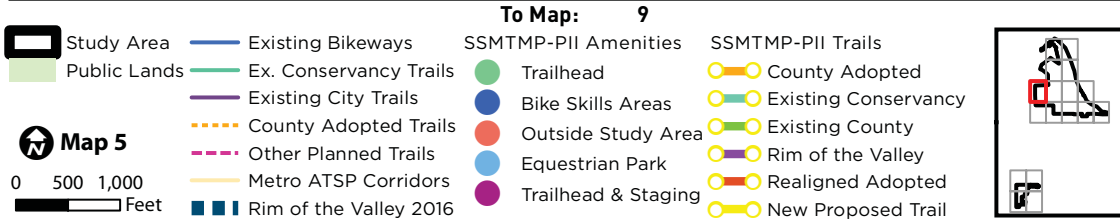


Figure 4-12: Phase II.a Strip Map #5



To Map: 6



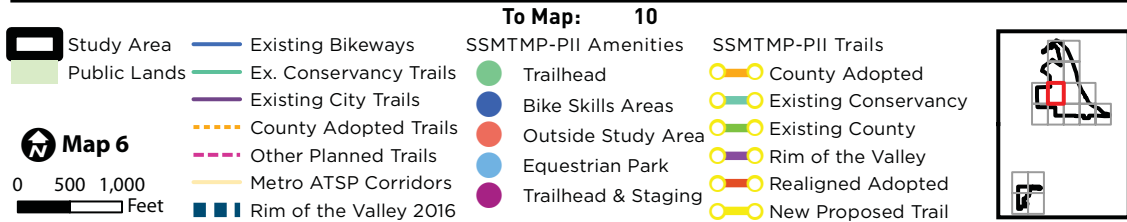
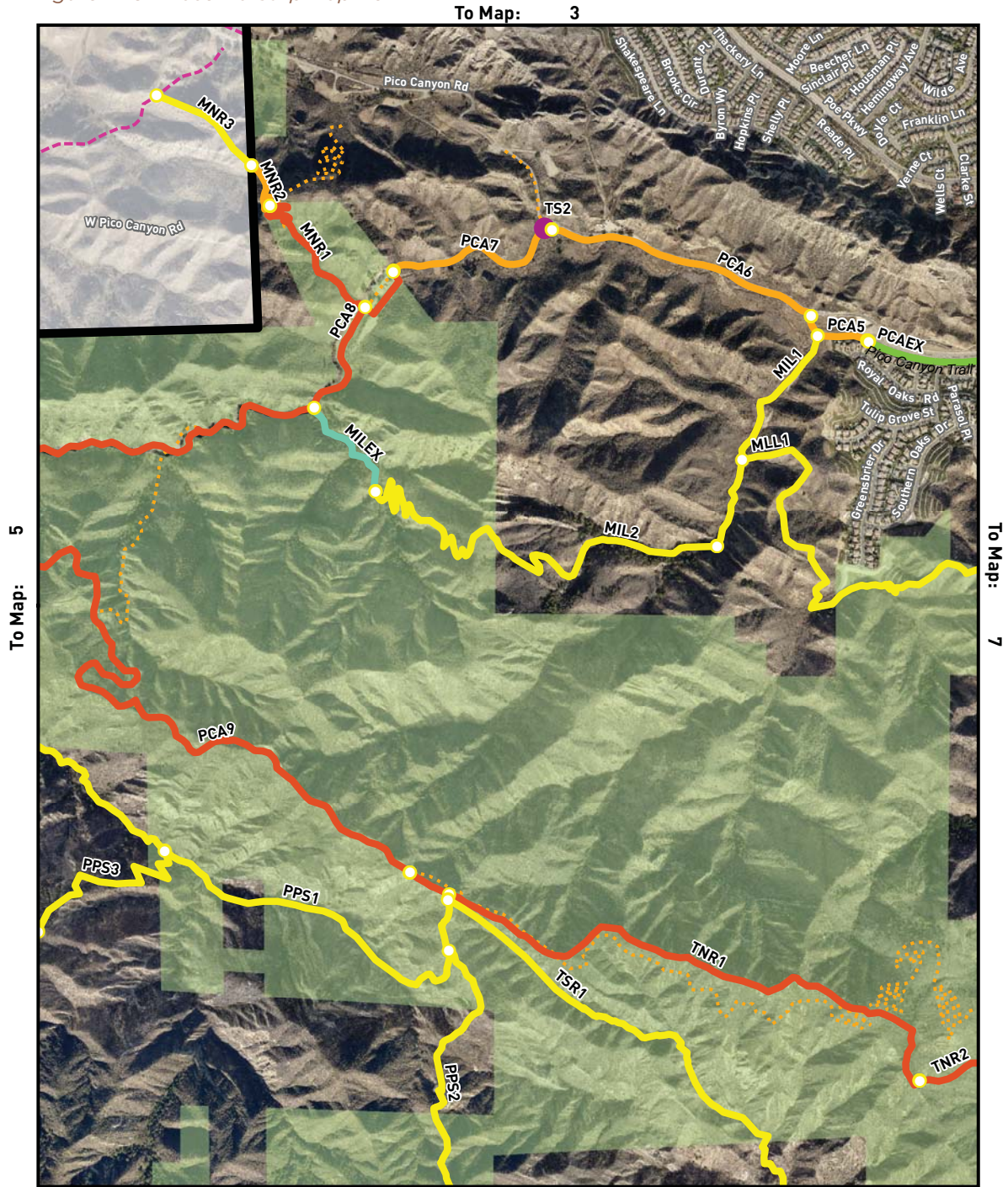
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Figure 4-13: Phase II.a Strip Map #6



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Figure 4-14: Phase II.a Strip Map #7

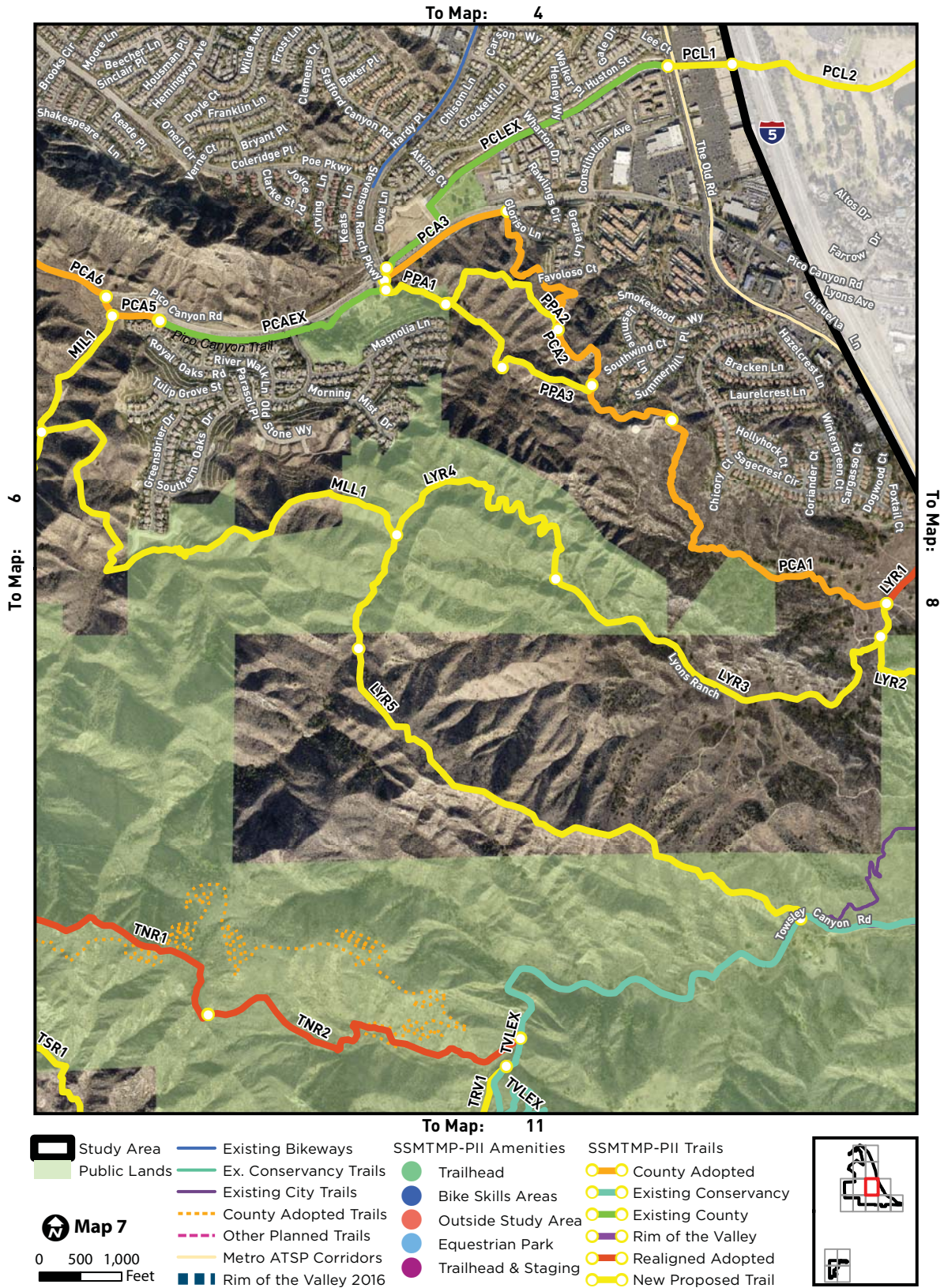
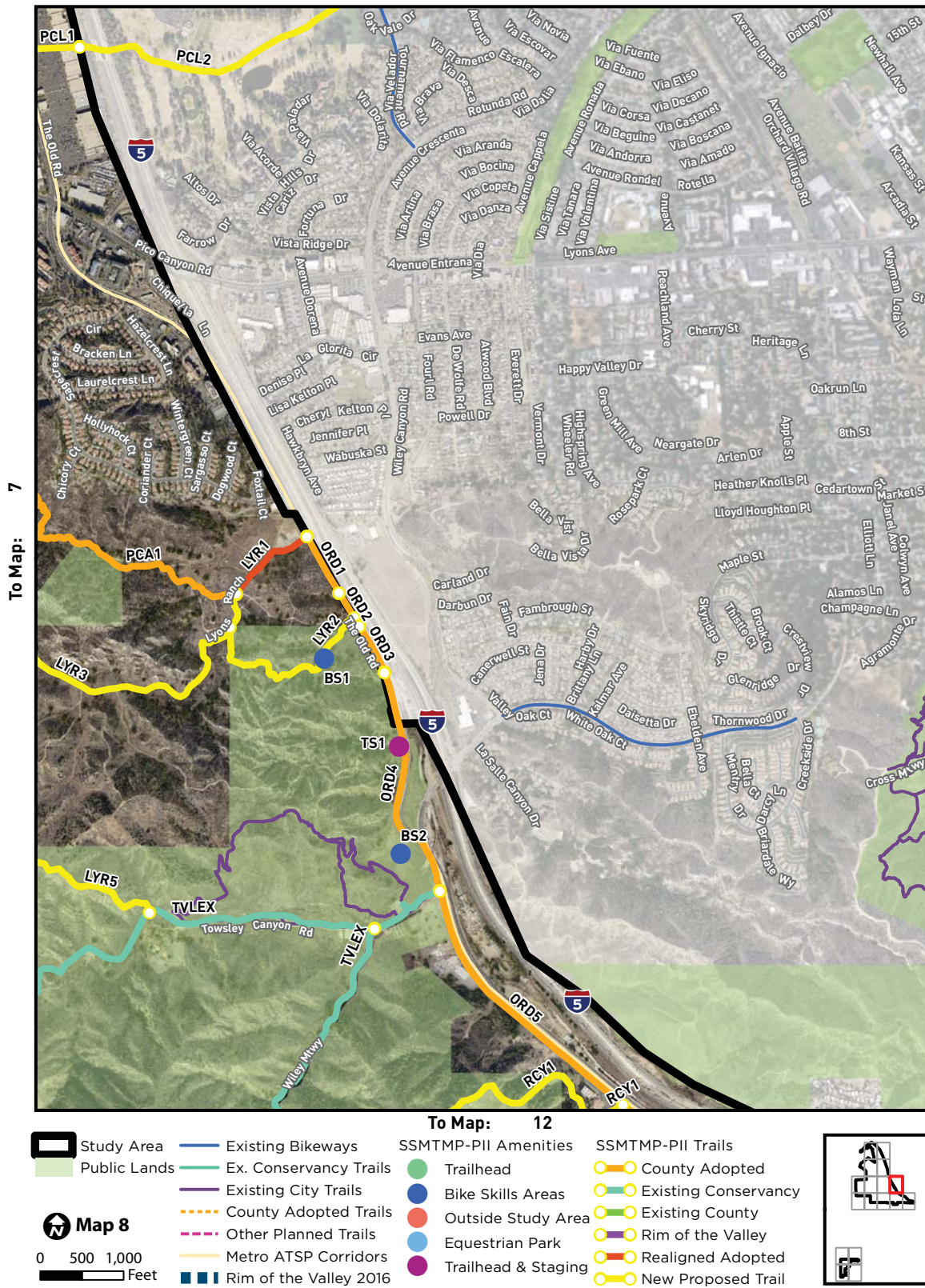


Figure 4-15: Phase II.a Strip Map #8



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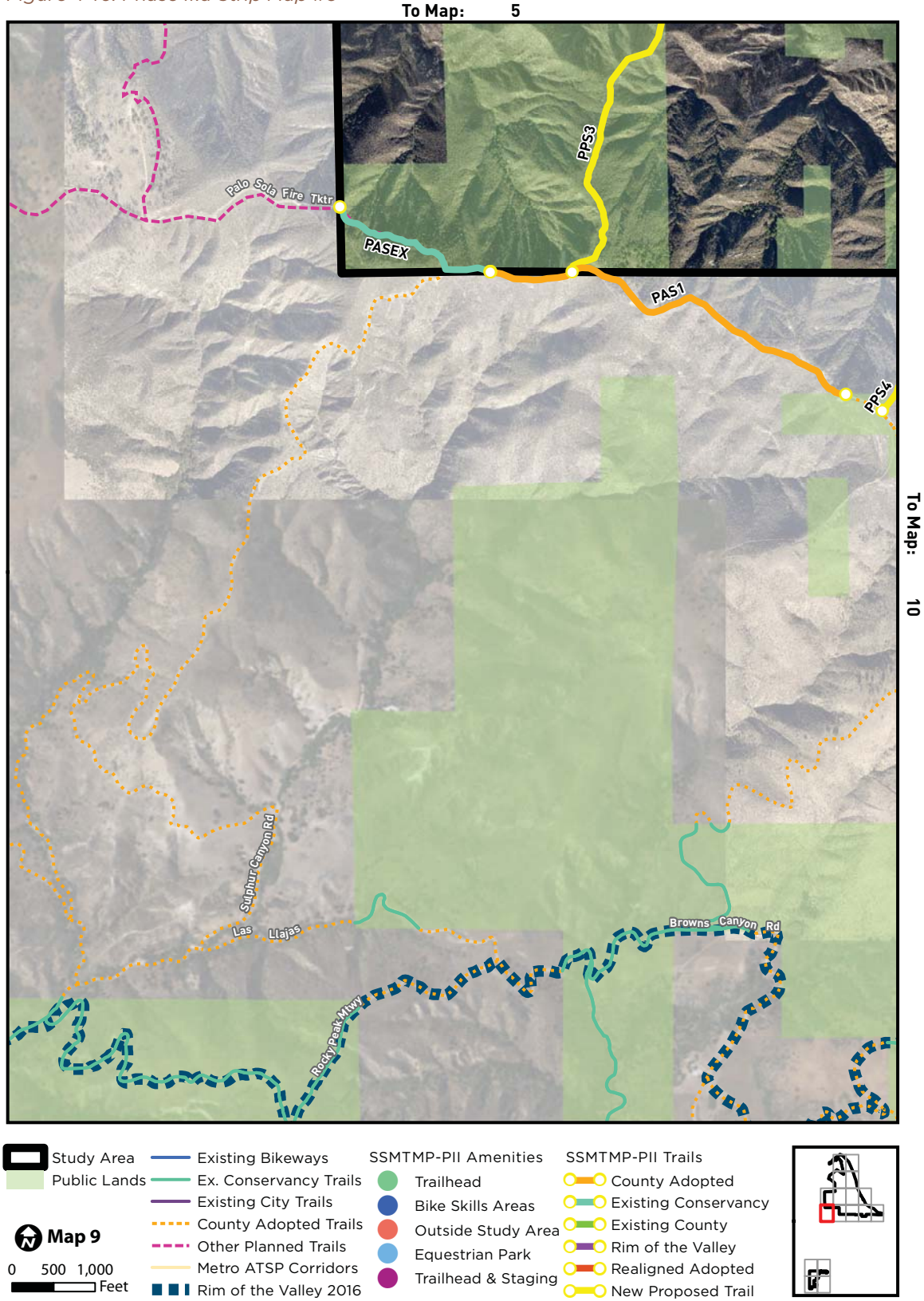
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Author: James Powell

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Figure 4-16: Phase II.a Strip Map #9



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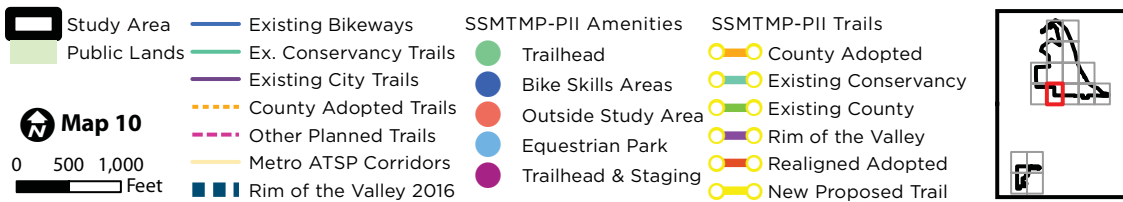
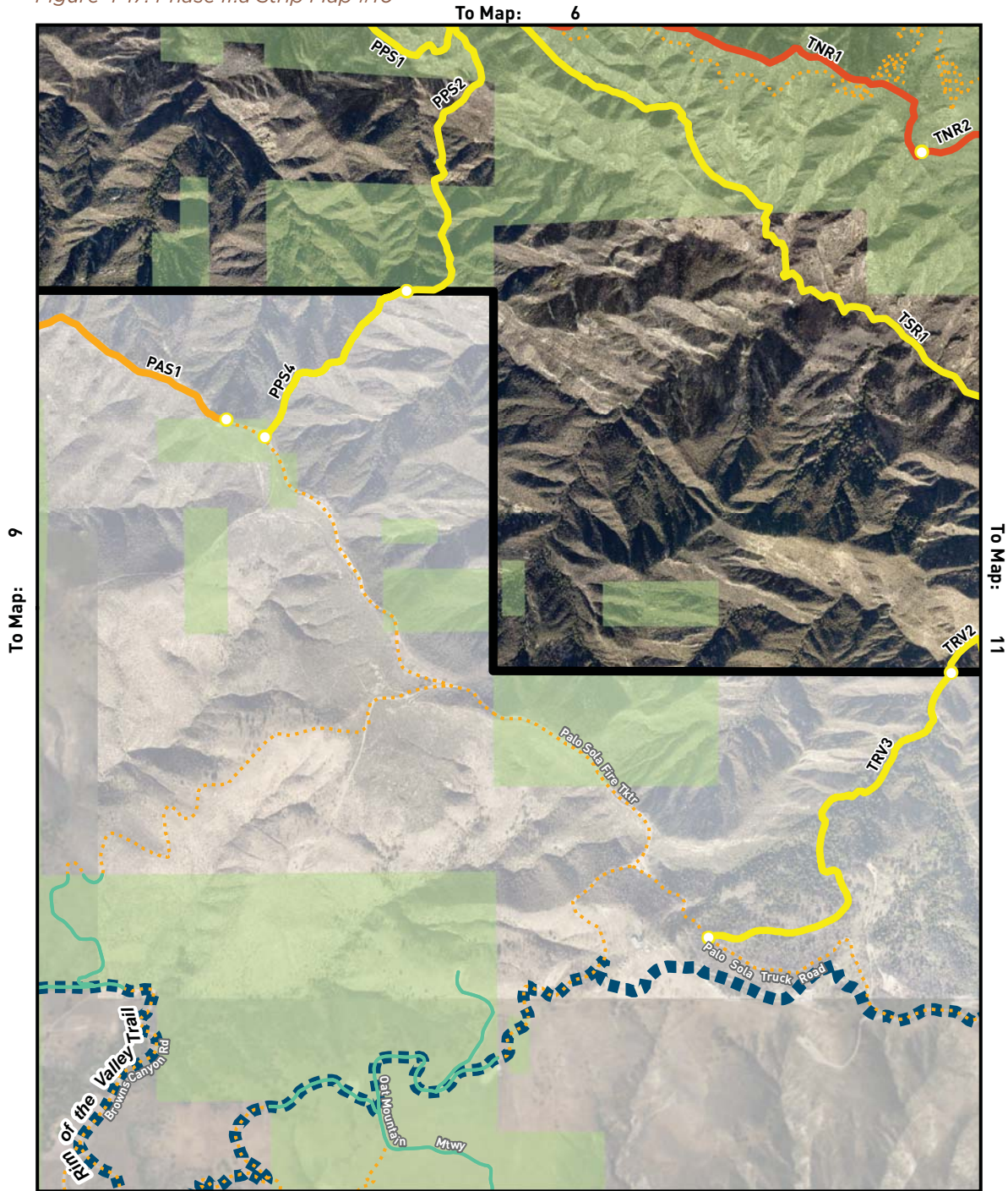
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Figure 4-17: Phase II.a Strip Map #10



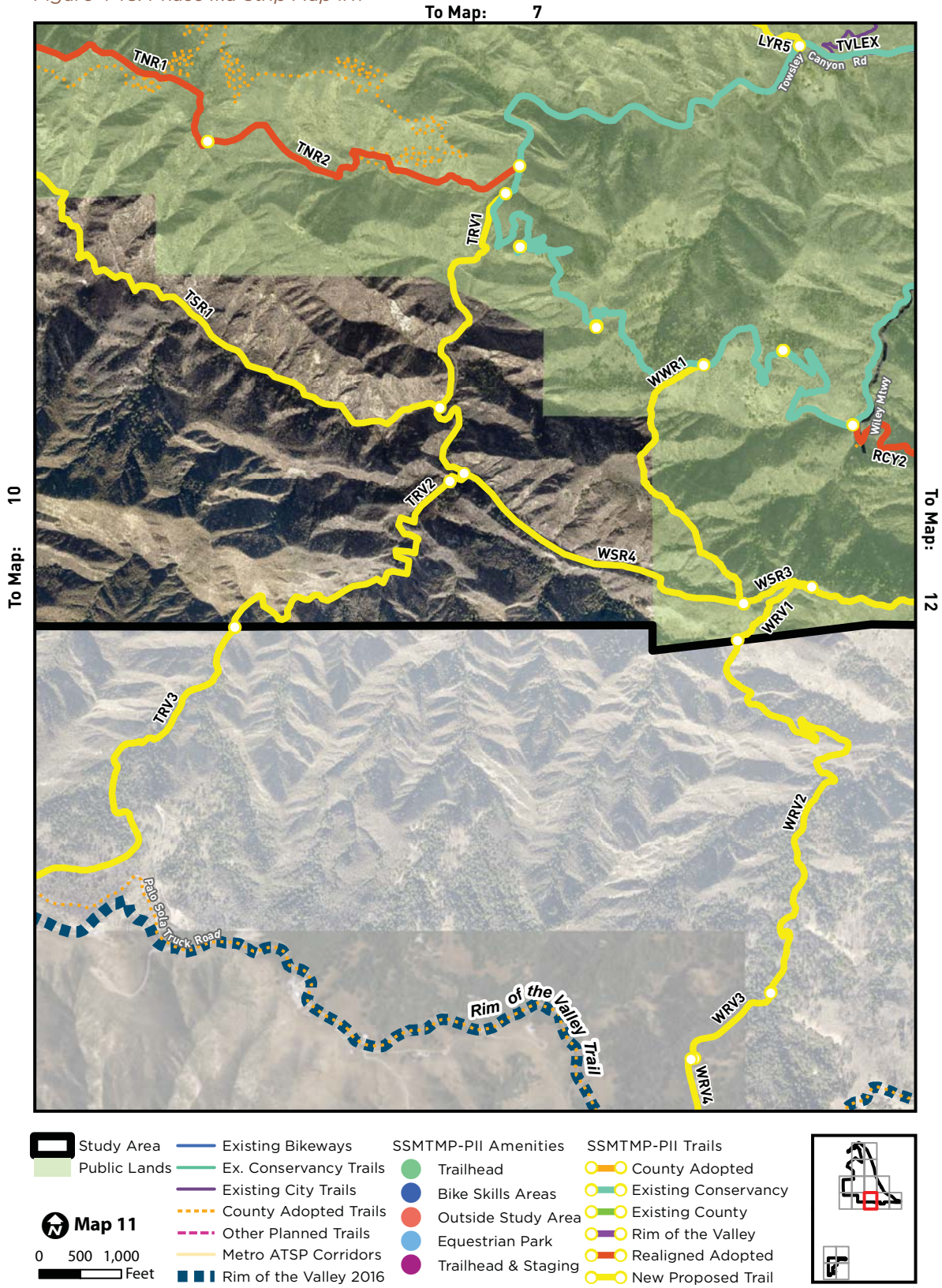
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Figure 4-18: Phase II.a Strip Map #11



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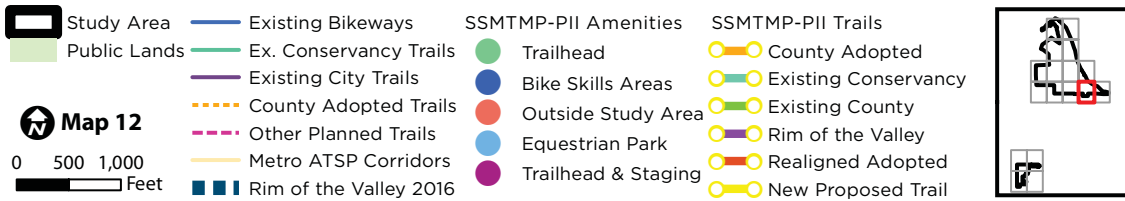
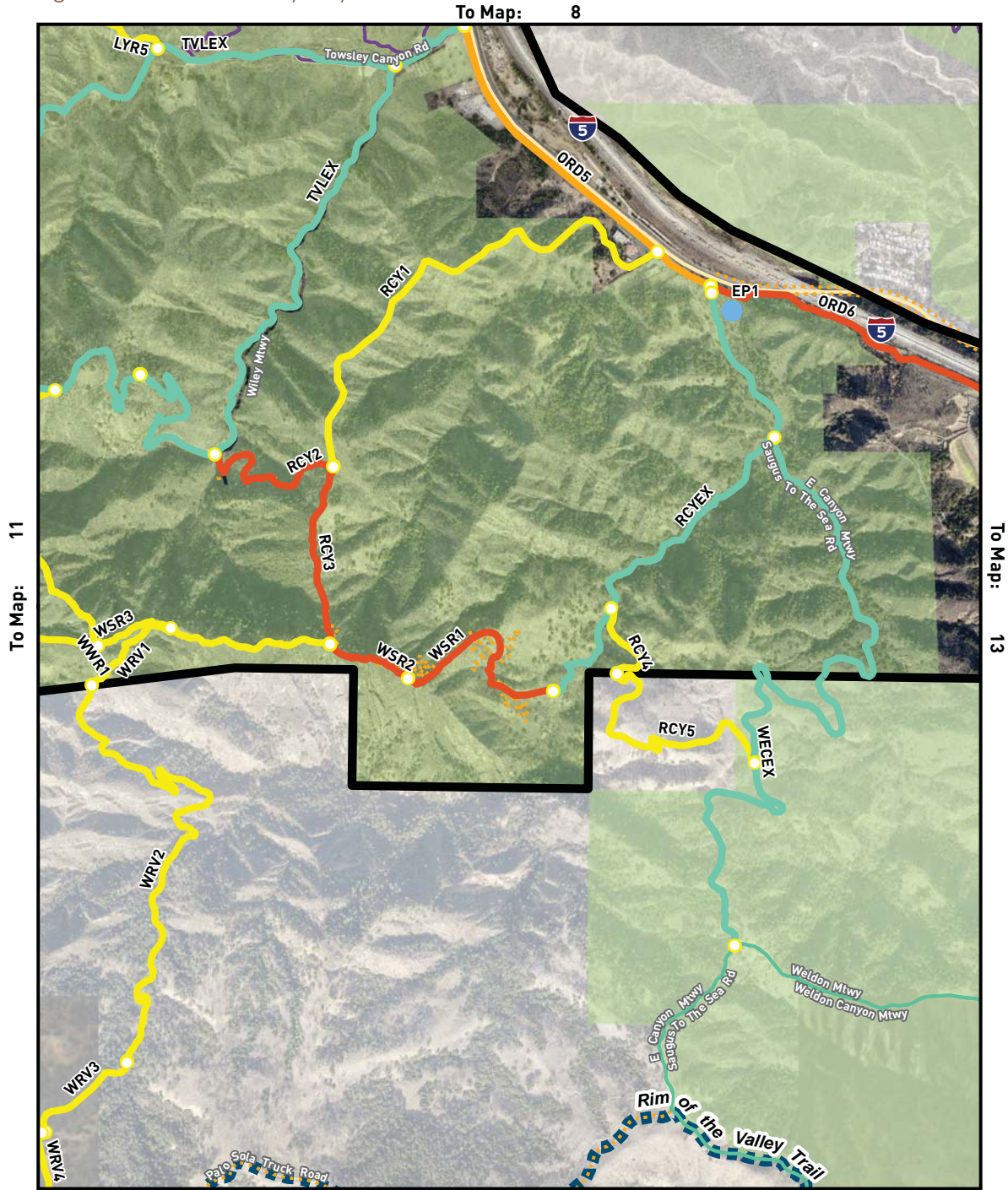
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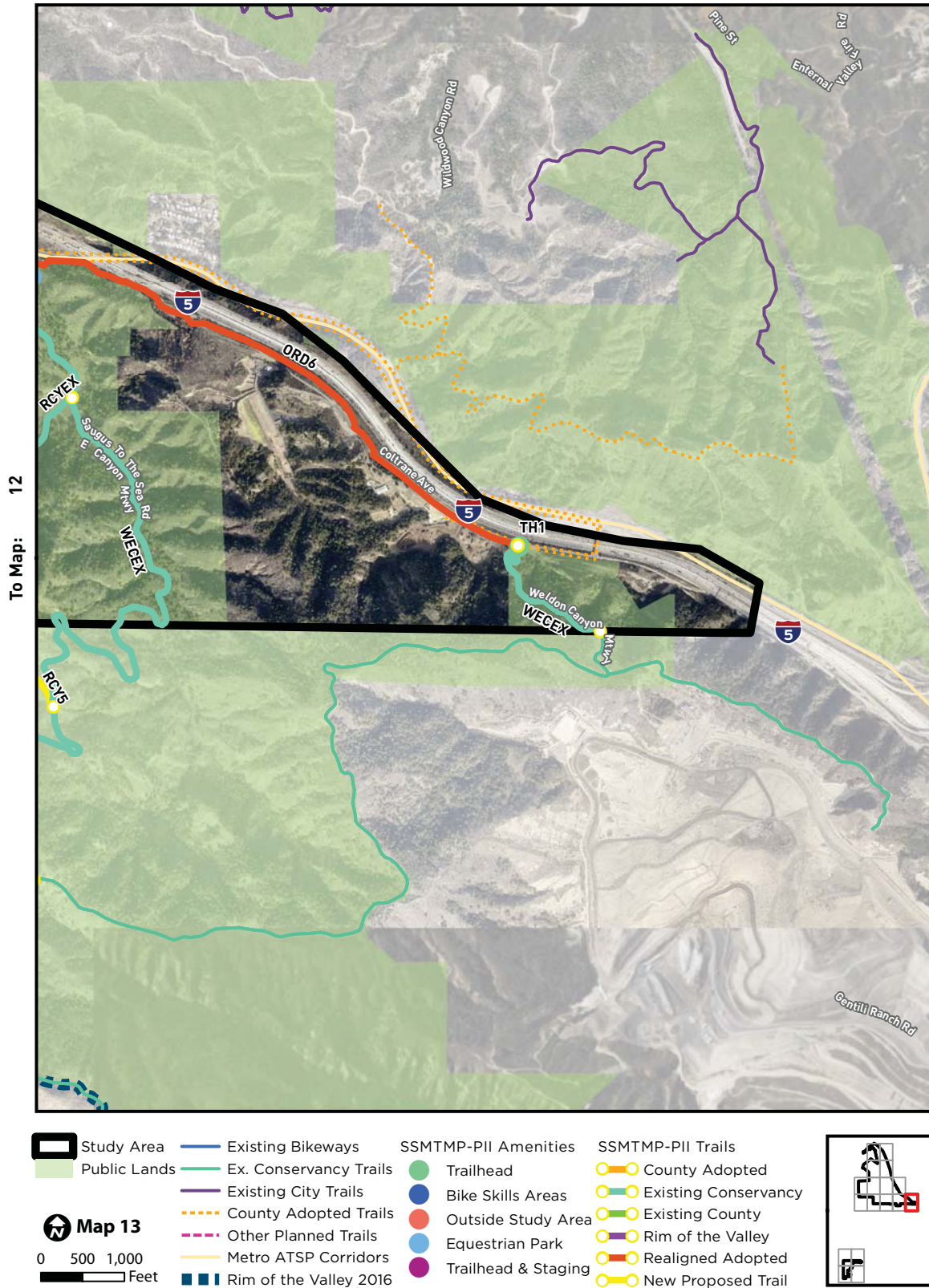
Figure 4-19: Phase II.a Strip Map #12



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Figure 4-20: Phase II.a Strip Map #13



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Table 4-1: Phase II.a Proposed Trails

Segment Code	Source	Trail Category	Length (Miles)	Physical Status	Permitting Agency
Entrada			4.3		
ENT1	SSMTMP-PII Proposed	REC	1.5	Existing	Private
*ENT2	SSMTMP-PII Proposed	NAT	0.3	None	Private
ENT3	SSMTMP-PII Proposed	NAT	0.3	Existing	Private
ENT4	SSMTMP-PII Proposed	NAT	0.4	Existing	Private
ENT5	SSMTMP-PII Proposed	NAT	0.2	None	Private
ENT6	SSMTMP-PII Proposed	NAT	0.5	Existing	Private
ENT7	SSMTMP-PII Proposed	NAT	0.7	None	Private
ENT8	SSMTMP-PII Proposed	REC	0.5	Existing	Private
Entrada to Santa Clara River			1.8		
ESC1	SSMTMP-PII Proposed	UPT	1.2	None	Private
*ESC2	SSMTMP-PII Proposed	UPT	0.5	None	Private
Lyons Ranch			4.2		
LYR1	Realigned Adopted	REC	0.2	Existing	Private
LYR2	SSMTMP-PII Proposed	REC	0.5	Partial	Private
LYR3	SSMTMP-PII Proposed	NAT	1.1	Existing	Private
LYR4	SSMTMP-PII Proposed	NAT	1.1	Existing	MRCA
LYR5	SSMTMP-PII Proposed	NAT	1.4	None	Private
Mentryville-Newhall Ranch			0.9		
MNR1	Realigned SSMTMP-PI	NAT	0.4	Partial	MRCA
MNR2	SSMTMP-PI	NAT	0.2	None	Private
*MNR3	SSMTMP-PII Proposed	NAT	0.3	None	Private
Minnie-Lotta			2.1		
MIL1	SSMTMP-PII Proposed	NAT	0.5	Existing	Private
MIL2	SSMTMP-PII Proposed	NAT	1.3	None	MRCA
MILEX	SSMTMP-PII Proposed	NAT	0.3	Existing	MRCA

Key: REC = Recreational Trail; NAT = Natural Surface Trail; UPT = Urban Pedestrian Trail

* Outside the jurisdiction of the county and planning area

Description
Existing utility road for power lines connects to The Old Road, running alongside residential community and golf course; south of proposed subdivision which would have trails linking to it
This new segment of trail is within a proposed subdivision
Existing exposed dirt service road along a ridgeline above west side of the high school sports fields
Existing dirt service road above high school, exposed along ridgeline. Subdivision plans show Valencia Blvd continuing through to the west here, the future trail alignment would need to cross Valencia Blvd
New trail segment descends from ridgeline through medium dense vegetation down just south of Valencia Blvd
Existing service road rises up ridgeline from Valencia Blvd to the south towards Stevenson Ranch
New trail segment would traverse ridgelines north of Stevenson Ranch towards the east to connect with The Old Road; slopes are somewhat steep with some low shrubs and trees
Existing service road runs southwest from The Old Road through the Savannah Oaks SEA along low ridge through small rolling hills; infrequent trees and low shrubs
New trail segment near existing service roads behind Six Flags Magic Mountain theme park; future subdivision plan this area for open space, new trail would connect Newhall trails in the north, and the Santa Clara River, with subdivisions in the south
This new segment of trail is part of a proposed subdivision
Existing Lyons Ranch Rd leads west from The Old Road
Existing trail from pull out on The Old Road to Lyons Ranch Rd
Existing dirt road Lyons Ranch Road; proposed subdivision calls for a county maintained trail alongside the road through the community heading west from The Old Road back into open space
Existing narrow trail from Lyons Ranch road winds its way alongside creek through drainage in area recently burned out in Sage Fire
New trail segment to connect Towsley Canyon with Lyons Ranch Road; following game trails on mostly exposed terrain
Alignment from SSMTMP-Phase I - slightly modified for terrain
Proposed trail from SSMTMP-Phase I-unchanged
Connection from previously proposed SSMTMP-Phase I trail to Newhall Ranch planned trails
Existing dirt road through Wickham Canyon. Portion closest to Pico Canyon Rd. to be developed by proposed future subdivision
New Trail segment connecting Wickham canyon to Minnie Lotta Trail and Pico Canyon; segment heads west through shady vegetated drainage and climbs exposed ridgeline to arrive at another canyon
Existing Minnie Lotta trail heads from Pico Canyon Service Road into the hills through dense riparian vegetation with shade and three creek crossings with bridges

Key: REC = Recreational Trail; NAT = Natural Surface Trail; UPT = Urban Pedestrian Trail

Table 4-1: Phase II.a Proposed Trails (cont.)

Segment Code	Source	Trail Category	Length (Miles)	Physical Status	Permitting Agency
Minnie-Lotta to Lyons			1.4		
MLL1	SSMTMP-PII Proposed	NAT	1.4	None	Private
Mentryville-Newhall Ranch			0.8		
MNR1	Realigned SSMTMP-PI	NAT	0.4	Partial	MRCA
MNR2	SSMTMP-PI	NAT	0.2	None	Private
*MNR3	SSMTMP-PII Proposed	NAT	0.3	None	Private
The Old Road			3.1		
ORD1	Adopted County Trail System Proposed	UPT	0.2	Existing	Los Angeles County
ORD2	Adopted County Trail System Proposed	UPT	0.1	Existing	Private
ORD3	Adopted County Trail System Proposed	UPT	0.1	Existing	Los Angeles County
ORD4	Adopted County Trail System Proposed	UPT	0.5	Existing	Los Angeles County
ORD5	Adopted County Trail System Proposed	UPT	0.8	Existing	MRCA
ORD6	Realigned Adopted	NAT	1.4	Partial	MRCA
Palo Sola			1.4		
PASEX	SSMTMP-PI	NAT	0.4	Existing	US Government
*PAS1	SSMTMP-PI	NAT	0.9	Existing	Private
Pico Canyon			8.9		
PCA1	Adopted County Trail System Proposed	NAT	0.9	Existing	US Government
PCA2	Adopted County Trail System Proposed	NAT	1.3	Existing	Private
PCA3	Adopted County Trail System Proposed	UPT	1.3	Existing	Private
PCA4	Adopted County Trail System Proposed	UPT	0.0	Existing	Private
PCA5	Adopted County Trail System Proposed	NAT	0.2	Existing	Los Angeles County
PCA6	Adopted County Trail System Proposed	UPT	0.6	Existing	Private
PCA7	Adopted County Trail System Proposed	UPT	0.4	Existing	Los Angeles County
PCA8	Realigned SSMTMP-PI	UPT	1.7	Existing	Private
PCA9	Realigned SSMTMP-PI	NAT	2.0	Existing	MRCA

Key: REC = Recreational Trail; NAT = Natural Surface Trail; UPT = Urban Pedestrian Trail

* Outside the jurisdiction of the county and planning area

Description
New trail segment on exposed north-facing hillsides above Stevenson Ranch community; existing game trails and some service roads to connect Lyons Ranch with Wickham Canyon through open space areas
Alignment from SSMTMP-Phase I - slightly modified for terrain
Proposed trail from SSMTMP-Phase I-unchanged
Connection from previously proposed SSMTMP-Phase I trail to Newhall Ranch planned trails
Previously adopted trail alignment - unchanged
Previously adopted trail alignment - unchanged
Previously adopted trail alignment - unchanged
Previously adopted trail alignment - unchanged
Previously adopted trail alignment - unchanged
Freeway-adjacent bypass of The Old Road
Existing trail
Proposed trail from SSMTMP-Phase I-unchanged
Previously adopted trail alignment - unchanged
Previously adopted trail alignment - unchanged
Previously adopted trail alignment - unchanged
Previously adopted trail alignment - unchanged
Previously adopted trail alignment - unchanged.
Previously adopted trail alignment - unchanged
Previously adopted trail alignment - unchanged
Existing Pico Canyon service road travels along the valley floor of Pico Canyon from Mentryville on an asphalt road with historic oil machinery along the way; connections to the Johnson Trail and Picnic area, and the Minnie Lotta trail
Existing Pico Canyon Service road unpaved portion leads from valley floor to historic oil site, Odeen #1

Table 4-1: Phase II.a Proposed Trails (cont.)

Segment Code	Source	Trail Category	Length (Miles)	Physical Status	Permitting Agency
PCAEX	Existing County Trail	EXS	0.0	Existing	MRCA
PCAEX	Existing County Trail	EXS	0.0	Existing	Los Angeles County
PCAEX	Existing County Trail	EXS	0.1	Existing	Los Angeles County
PCAEX	Existing County Trail	EXS	0.0	Existing	Los Angeles County
PCAEX	Existing County Trail	EXS	0.0	Existing	
PCAEX	Existing County Trail	EXS	0.0	Existing	Los Angeles County
PCAEX	Existing County Trail	EXS	0.0	Existing	Los Angeles County
PCAEX	Existing County Trail	EXS	0.0	Existing	Los Angeles County
PCAEX	Existing County Trail	EXS	0.0	Existing	Los Angeles County
PCAEX	Existing County Trail	EXS	0.0	Existing	Los Angeles County
PCAEX	Existing County Trail	EXS	0.0	Existing	Los Angeles County
PCAEX	Existing County Trail	EXS	0.0	Existing	Los Angeles County
PCAEX	Existing County Trail	EXS	0.0	Existing	Los Angeles County
PCAEX	Existing County Trail	EXS	0.0	Existing	Los Angeles County
PCAEX	Existing County Trail	EXS	0.1	Existing	Los Angeles County
PCAEX	Existing County Trail	EXS	0.0	Existing	Los Angeles County
PCAEX	Existing County Trail	EXS	0.0	Existing	Los Angeles County
PCAEX	Existing County Trail	EXS	0.0	Existing	Los Angeles County
PCAEX	Existing County Trail	EXS	0.2	Existing	Los Angeles County
Pico Channel			1.8		
PCL1	SSMTMP-P II Proposed	UPT	0.2	None	Private
*PCL2	SSMTMP-P II Proposed	NAT	0.7	None	Private
PCLEX	Existing County Trail	EXS	0.9	Existing	Los Angeles County
Pico to Newhall Ranch			3.1		
PNR1	SSMTMP-P II Proposed	NAT	0.6	Existing	MRCA
PNR2	SSMTMP-P II Proposed	NAT	0.4	None	MRCA
PNR3	SSMTMP-P II Proposed	NAT	0.1	None	US Government
PNR4	SSMTMP-P II Proposed	NAT	0.5	None	US Government
PNR5	SSMTMP-P II Proposed	NAT	1.5	None	US Government
Pico Park			1.0		
PPA1	SSMTMP-P II Proposed	NAT	0.4	Existing	Private
PPA2	SSMTMP-P II Proposed	NAT	0.4	Existing	Private
PPA3	SSMTMP-P II Proposed	NAT	0.3	Existing	Private

Key: REC = Recreational Trail; NAT = Natural Surface Trail; UPT = Urban Pedestrian Trail

* Outside the jurisdiction of the county and planning area

[illegible]

Table 4-1: Phase II.a Proposed Trails (cont.)

Segment Code	Source	Trail Category	Length (Miles)	Physical Status	Permitting Agency
Pico to Palo Sola			4.4		
PPS1	SSMTMP-P II Proposed	NAT	1.7	None	US Government
PPS2	SSMTMP-P II Proposed	NAT	0.9	Existing	U S Government
PPS3	SSMTMP-P II Proposed	NAT	1.3	None	U S Government
PPS4	SSMTMP-P II Proposed	NAT	0.5	Existing	U S Government
Rice Canyon			3.7		
RCY1	SSMTMP-P II Proposed	NAT	1.2	None	MRCA
RCY2	Realigned SSMTMP-PI	NAT	0.4	Existing	MRCA
RCY3	Realigned SSMTMP-PI	NAT	0.4	Partial	MRCA
RCYEX	SSMTMP-PI	NAT	0.9	Existing	MRCA
RCY4	SSMTMP-P II Proposed	NAT	0.2	Existing	MRCA
*RCY5	SSMTMP-P II Proposed	NAT	0.7	Existing	Private
Towsley to North Ridge			2.3		
TNR1	Realigned SSMTMP-PI	NAT	1.4	None	MRCA
TNR2	Realigned SSMTMP-PI	NAT	0.9	Existing	MRCA
Towsley to RIVA			2.9		
TRV1	SSMTMP-P II Proposed	NAT	1.0	Existing	Private
TRV2	SSMTMP-P II Proposed	NAT	0.9	None	Private
*TRV3	SSMTMP-P II Proposed	NAT	1.0	None	Private
Towsley to South Ridge			2.2		
TSR1	SSMTMP-P II Proposed	NAT	2.2	None	MRCA
Towsley View Loop Trail			5.2		
TVLEX	Existing Conservancy Trail	EXS	0.9	Existing	MRCA
TVLEX	Existing Conservancy Trail	EXS	0.3	Existing	MRCA
TVLEX	Existing Conservancy Trail	EXS	2.2	Existing	MRCA
TVLEX	Existing Conservancy Trail	EXS	0.8	Existing	MRCA
TVLEX	Existing Conservancy Trail	EXS	0.5	Existing	MRCA

Key: REC = Recreational Trail; NAT = Natural Surface Trail; UPT = Urban Pedestrian Trail

* Outside the jurisdiction of the county and planning area

Description
Trail leads up Pico Canyon from Pico Canyon Service road along riparian drainage to the top of the Pico Canyon Service Road; segment appears to have dense vegetation and steep slopes, route may be challenging with multiple creek crossings
Trail segment follows narrow existing trail southeast along ridgeline from Pico Canyon Service Road, rising steeply up to the high ridge; some tree coverage on north-facing slopes, as well as exposed ridgeline
New trail climbing towards the Palo Sola Truck Road; segment climbs slope face via switchbacks until a high ridgeline leads to the truck road
Existing segment connects a narrow trail up to the Palo Sola Truck Rd or back down towards the Pico Canyon Service Road; some tree coverage on north-facing slopes, as well as exposed ridgeline.
Mostly new trail following some game trails along the ridgeline between Leaming and Wiley Canyons; near Field of Fire Paintball along The Old Road, segment winds along the ridgeline southward to the top of the Pico Anticline
Steep narrow existing trail leading out of Wiley Canyon to ridgeline between Wiley and Leaming Canyon; mostly exposed with some tree coverage
New trail segment connects from Newhall trails near Salt Canyon up a ridgeline to connect back up to the top of the Pico Anticline
Existing MRCA trail
Existing trail segment from Rice Canyon up to ridgeline dividing Rice and East Canyons
Existing trail connects ridgeline between Rice and East Canyons with East Canyon Motorway
New trail to connect Odeen #1 at the end of Pico Canyon Service Road with Towsley Canyon
Existing narrow and steep trail segment rising east from Towsley Canyon to the ridgeline above to connect with the Pico Canyon Service road via a steep ridgeline with medium vegetation and few trees
Segment on existing trail from Towsley Canyon loop trail to waterfall. Multiple creek crossings and riparian areas with steep canyons and some dense foliage
New segment of trail leading from Towsley Waterfall through steep riparian drainage with dense tree foliage; multiple creek crossings presumably required
Segment of new trail outside study area connecting to Palo Sola truck road, probably crosses a creek multiple times
New trail segment leading up west fork of Towsley Canyon up ridgeline. Trail follows drainage and steep canyons which have vegetation which may be dense, multiple creek crossings likely
Existing trail
Existing trail
Existing trail
Existing trail
Existing trail

Table 4-1: Phase II.a Proposed Trails (cont.)

Segment Code	Source	Trail Category	Length (Miles)	Physical Status	Permitting Agency
TVLEX	Existing Conservancy Trail	EXS	0.2	Existing	MRCA
TVLEX	Existing Conservancy Trail	EXS	0.2	Existing	MRCA
TVLEX	Existing Conservancy Trail	EXS	0.1	Existing	MRCA
Weldon Canyon			2.9		
WECEX	Existing Conservancy Trail	EXS	0.3	Existing	Los Angeles County
WECEX	Existing Conservancy Trail	EXS	1.1	Existing	MRCA
WECEX	Existing Conservancy Trail	EXS	0.1	Existing	MRCA
WECEX	Existing Conservancy Trail	EXS	0.0	Existing	MRCA
WECEX	Existing Conservancy Trail	EXS	1.3	Existing	MRCA
Wiley South Rim			2.0		
WSR1	Realigned SSMTMP-PI	NAT	0.5	Existing	MRCA
WSR2	Realigned SSMTMP-PI	NAT	0.2	Existing	MRCA
WSR3	SSMTMP-P II Proposed	NAT	0.6	Existing	MRCA
WSR4	SSMTMP-P II Proposed	NAT	0.8	None	Private
Wiley to RIVA			0.7		
WRV1	SSMTMP-P II Proposed	NAT	0.3	Partial	MRCA
*WRV2	SSMTMP-P II Proposed	NAT	1.3	Existing	Private
*WRV3	SSMTMP-P II Proposed	NAT	0.3	Existing	Private
*WRV4	SSMTMP-P II Proposed	NAT	0.5	Partial	Private
Wiley West Rim			0.8		
WWR1	SSMTMP-P II Proposed	NAT	0.8	Existing	MRCA

Key: REC = Recreational Trail; NAT = Natural Surface Trail; UPT = Urban Pedestrian Trail

* Outside the jurisdiction of the county and planning area

Description
Existing trail
Existing trail
Existing trail
Existing trail
Existing trail
Existing trail
Existing trail
Existing trail
Segment of mostly exposed existing trail leaving Pico Canyon Trail heading up to the ridgeline of the Pico Anticline above Rice Canyon, then Leaming, then Wiley Canyon
Narrow existing trail along steep ridgeline at south end of Wiley Canyon, connecting to top the proposed Rice Canyon Trail towards Leaming Canyon
Connects the proposed Wiley West Rim Trail north with Leaming Canyon.
New trail segment beginning at Towsley Waterfall leading through steep riparian drainage. Heavy vegetation and steep hillsides make for potential challenges; leads to a peak and ridgeline above Wiley Canyon
User-contributed trails
User-provided connection on narrow existing trails
User-provided connection on narrow existing trails
User-provided connection to Rim of the Valley Corridor
Existing trail segment leads from Towsley Canyon loop trail along ridgeline to southern ridgeline of Wiley Canyon and trails connecting to the south; steep ridge with massive views to east and west

Phase II.b

Bell Canyon

The Bell Canyon (BEC) Trail corridor (see Figure 4-26) would be a short 1-mile natural surface trail which follows existing unpaved roads to connect Bell Canyon Road with the proposed Dayton Canyon Trail in Phase II.b. The trail would head north from Bell Canyon Road up to the top of the ridge, where it would connect with other trails heading north and east. The trail would pass through private and public land, and an easement would be required as it travels along a proposed subdivision at the southwestern corner of the Phase II.b study area. The Bell Canyon Trail would offer a close connection to the proposed Rim of the Valley Trail and create a connection from the open spaces of El Escorpion and Bell Canyon Parks, as well as the Las Virgenes Open Space Preserve.

Dayton Canyon

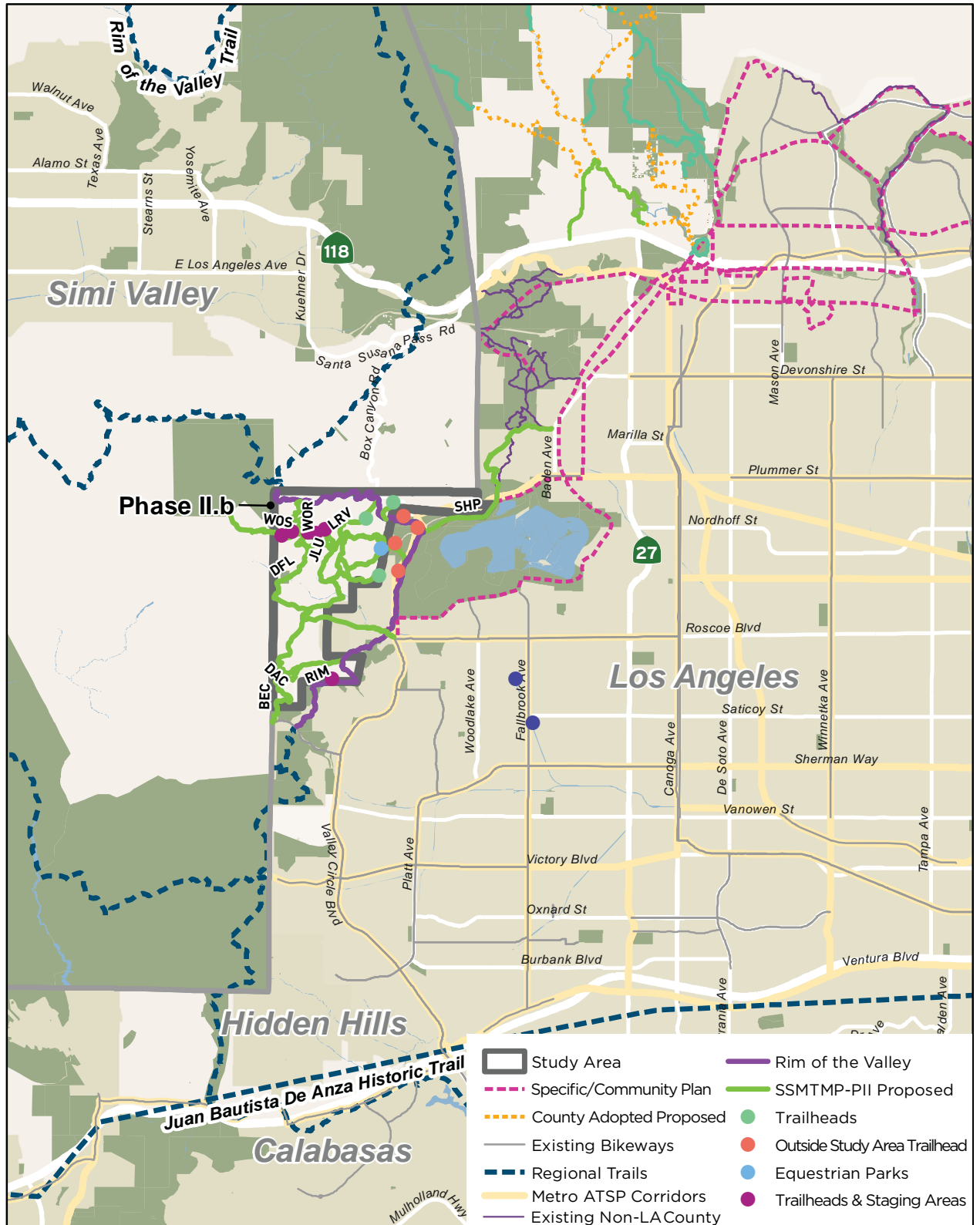
The Dayton Canyon (DAC) Trail corridor (see Figure 4-26) would be located on private land in the southern portion of the Phase II.b study area. The 1.7-mile natural surface trail would connect an existing trail that begins at the corner of Valley Circle Boulevard and Dayton Canyon Road as an equestrian trail, then turns south up Quiet Hills Court before connecting to Roscoe Valley Circle Park. The proposed Rim of the Valley Trail would use a portion of this trail as well. The trail would follow existing trails westward from the park towards the Bell Canyon Community and a proposed new subdivision that will connect to Bell Canyon Road. The trail would follow an east to west ridgeline before dropping down into a drainage towards the northeast. The trail might cross seasonal creeks, and the drainage appears to have dense foliage, which could either provide opportunities for shade or prove complicated to weave

through, making the hillside above better for a trail. The trail would descend into the southwestern fork of Dayton Canyon into an existing residential community and continue along Dayton Canyon Road towards new proposed MRCA trail near and within the new Sterling at West Hills residential development. In tandem with the trail at Roscoe Valley Circle Park, this proposed trail would create a loop trail with varied terrain in wooded canyons and atop ridges with views of urban and rural areas. Additionally, this trail can be would linked to the Rim of the Valley Trail, and the proposed John Luker Trail.

Dayton Canyon to Santa Susana Field Lab Route

The Dayton Canyon to Santa Susana Field Lab (DFL) Trail corridor (see Figures 4-24 and 4-26) would link the northern fork of Dayton Canyon in the central eastern portion of the Phase II.b study area with Santa Susana Field Laboratory (SSFL) to the east, and then north to Woolsey Canyon Road. The 1.75-mile natural surface trail would travel through both public and private land and begin in the south as a spur from the John Luker Trail near its exit from the Dayton Canyon drainage. Climbing southwest out of the drainage, the trail would find the top of a ridge via a new 1/4-mile trail and head east towards the Laboratory. The trail connects to the Untitled Path (a dirt road from Dayton Canyon to ridge) before coming to the edge of the Phase II.b study area, where it heads north. Future trails within the SSFL could presumably connect with this trail, providing a longer regional connection from the Phase II.b study area into the future SSFL conservation area. As the trail continues north towards Woolsey Canyon, it winds through boulders and low shrubs alongside the Bang Ranch, ultimately joining with the John Luker Trail again, and then with Woolsey Canyon Road. This trail has the potential to create a longer loop trail in conjunction with

Figure 4-21: Phase II.b Proposed Trails Overview



Date Map Created/Revised: 6/28/2017 Author: James Powell
 Basemap: Los Angeles County Enterprise GIS, ESRI Data and Maps 2016
 Data Sources: Los Angeles County Enterprise GIS, California Protected Areas Database 2016b

DISCLAIMER: Some trails shown do not exist currently and are planned for the future, or they exist but are not officially designated. Permission to use trails shown on this map should not be assumed. Some trails may traverse private property and suggested alignments do not imply rights of public use.

the John Luker Trail, the Untitled Path Trail, or future SSFL trails. A short spur connects the southwestern fork of Dayton Canyon to an east to west ridgeline to the north. This trail switchbacks down a steep slope to connect with the proposed Dayton Route.

John Luker Trail

The John Luker (JLU) Trail Corridor (see Figures 4-24 through 4-27) would travel generally north to south through conservancy and private land in the Phase II.b study area, connecting Dayton Canyon Road with Woolsey Canyon Road to the north. The 4.5-mile natural surface trail would, at its southern end, begin outside of the Phase II.b study area at the corner of Valley Circle Boulevard and Dayton Canyon Road. The beginning of this trail would use a portion of a planned MRCA trail at the entrance to the Sterling at West Hills residential community. The remaining trail would follow the Dayton Canyon drainage along existing trail west

before following the north fork of Dayton Canyon. The trail has a number of spurs and options that can be taken as it heads north and connects with the Dayton Canyon to SSFL route. As the trail travels north it would rise in elevation and leave the Dayton Canyon drainage to travel along ridgelines and in low canyons of boulders, low shrubs, and infrequent trees. The trail would follow the historic Dayton Canyon Motorway, which was the original road providing access west to SSFL before Woolsey Canyon was built. Spurs from the trail would connect to neighborhoods on the eastern edge of the Phase II.b study area. There would be a number of loops within the John Luker Trail and access to Woolsey Canyon Road at three locations, one of which is outside the study area. At its northern extents, the trail would connect with the proposed Woolsey Canyon to Sage Ranch Trail, as well as the Woolsey/Rim of the Valley Connector and John Luker to Rim of the Valley Connector.



Figure 4-22: The John Luker Trail would meander through bouldered hilltops in the Phase II.b study area

John Luker Trail to Rim of the Valley Connector

The John Luker Trail to Rim of the Valley Connector (LRV) Trail (see Figures 4-24 and 4-25) would wind through Woolsey Canyon to connect the John Luker Trail northward across Woolsey Canyon Road to the Rim of the Valley Trail. The 0.9-mile natural surface trail would travel through conservancy and private land, following existing trails and highlighting Woolsey Canyon and many boulder outcroppings. Mostly exposed, the trail would have a few shady areas as it passes through a major Woolsey Canyon drainage. The north side of Woolsey Canyon Road follows a stepped boulder field to a secondary drainage before connecting the proposed Rim of the Valley Trail.

Santa Susana State Historic Park Connector

The Santa Susana State Historic Park Connector (SHP) Trail corridor (see Figure 4-25) would connect the State Historic Park with the Phase II.b study area through mostly public, but also private lands. The 2.5-mile natural surface trail would travel along new trail through parts of the Chatsworth Reservoir before heading into Chatsworth Oaks Park where it would continue north along an existing trail towards the State Historic Park. Connecting the newly accessible open space areas of the Phase II.b study area with the State Historic Park would create important regional connections for trail users.

Woolsey/Rim of the Valley Connector

The short 0.7-mile Woolsey/Rim of the Valley Connector (WOR) Trail (see Figure 4-24) would connect Woolsey Canyon Road to the Rim of the Valley Trail just to the west of the Summit Mobile Home Park. This mostly new natural surface trail on private land

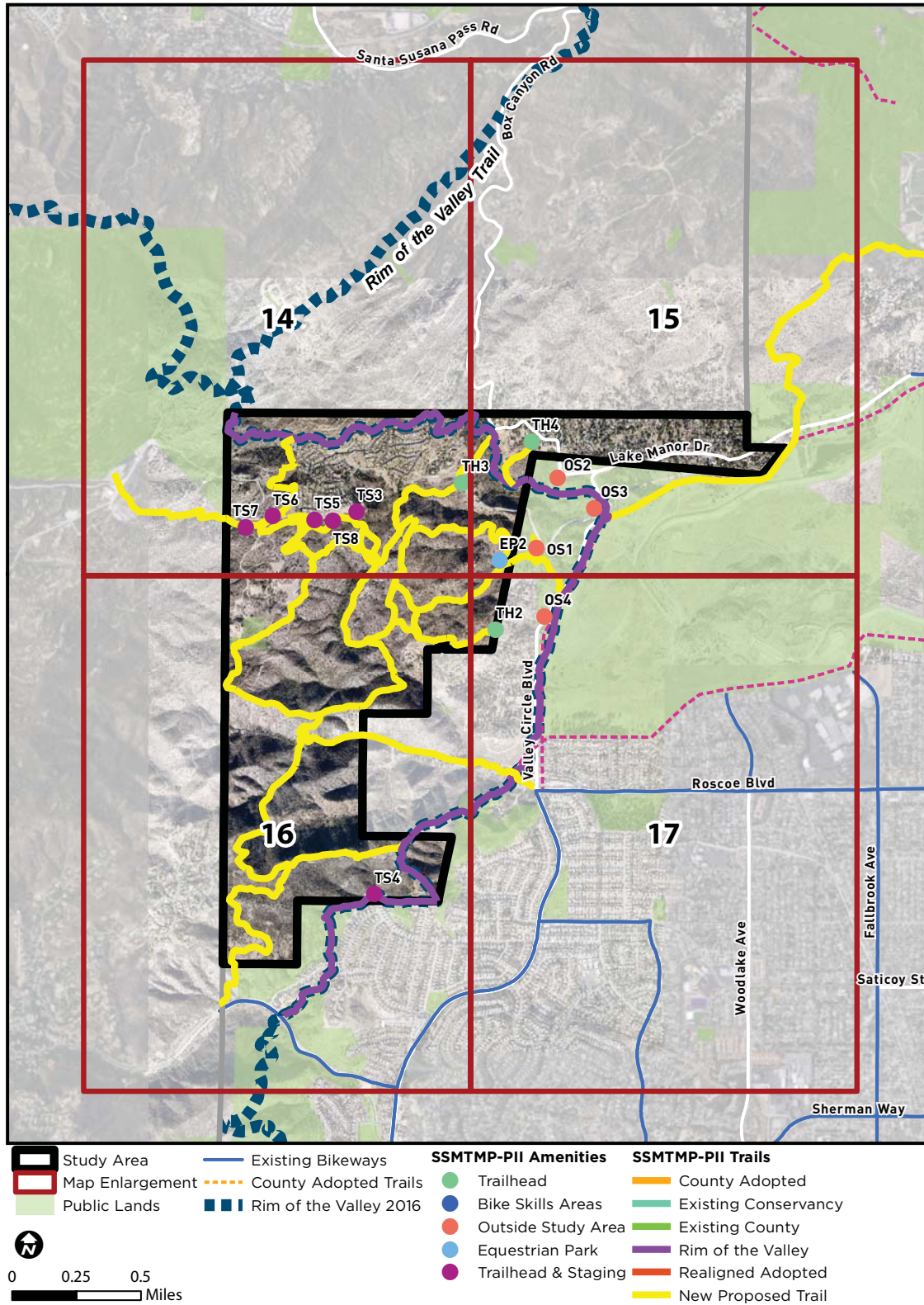
would be an important connector that, with the completion of the proposed Rim of the Valley Trail, would connect the John Luker Trail from Dayton Canyon Road to Sage Ranch via the Rim of the Valley Trail, creating a major regional connection and alternate route for the Rim of the Valley Trail itself.

Woolsey Canyon Trailhead to Sage Ranch

The short 1.0-mile Woolsey Canyon Trailhead to Sage Ranch (WOS) Trail (see Figure 4-24) would connect to the proposed John Luker Trail and Woolsey Canyon through the SSFL to Sage Ranch. The natural surface trail through private property would follow an existing trail for a 1/2-mile before passing through a dramatic boulder outcropping and wooded drainage which marks the very edge of the Los Angeles River watershed.

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Figure 4-23: Phase II.b Key Map



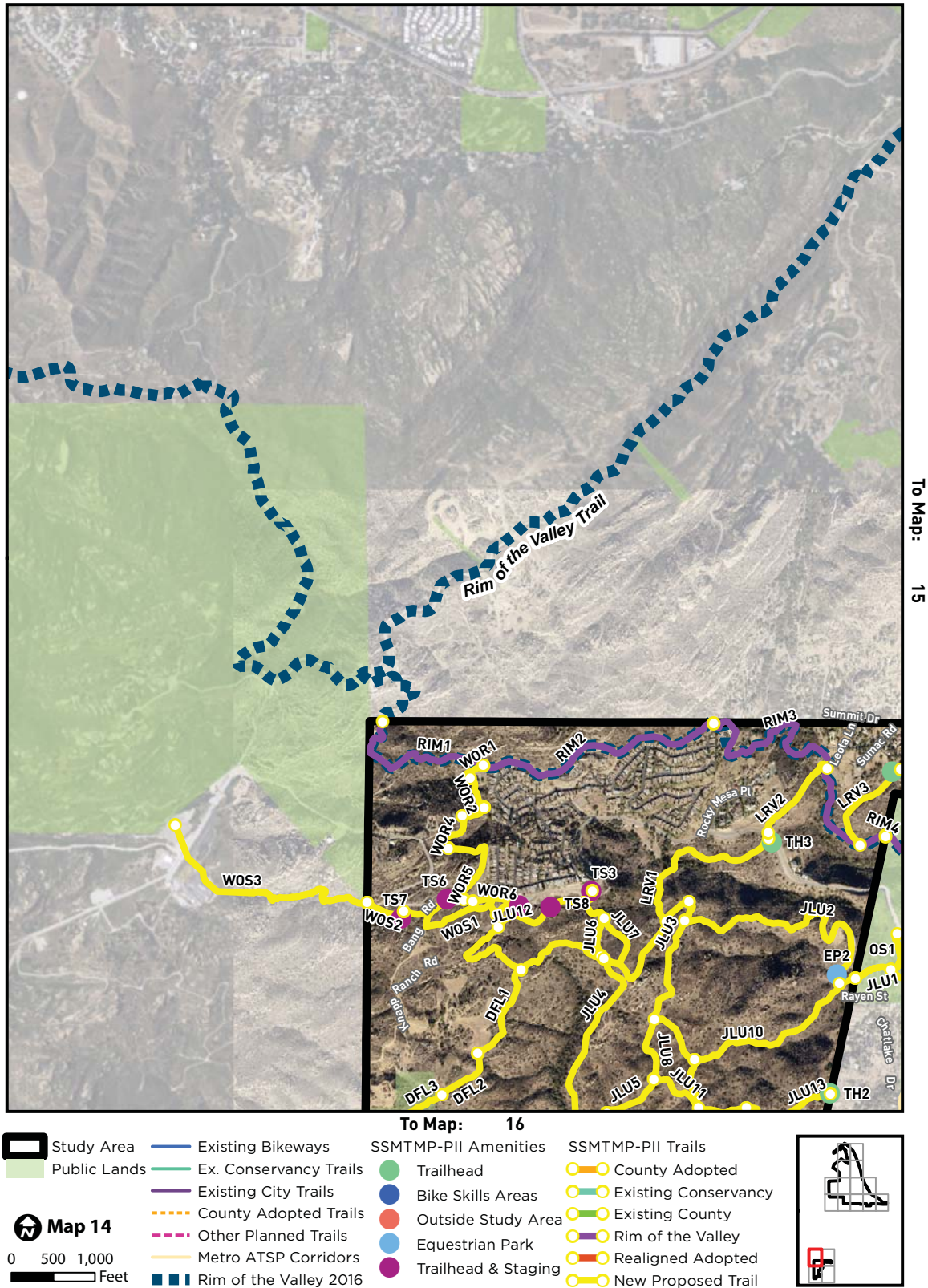
DISCLAIMER: Some trails shown do not exist currently and are planned for the future, or they exist but are not officially designated. Permission to use trails shown on this map should not be assumed. Some trails may traverse private property and suggested alignments do not imply rights of public use.

SOURCES: Date Map Created/Revised: 10/24/2017 Author: James Powell

Basemap: Los Angeles County Enterprise GIS, ESRI Data and Maps 2016

Data Sources: Los Angeles County Enterprise GIS, California Protected Areas Database 2016b, Los Angeles County LAR-IAC4 Imagery 2014, Santa Susana Mountains Final Trails Master Plan 2015, Rim of the Valley Special Resource Study Final Summary 2016, Active Transportation Strategic Plan 2016, Castaic Area Trails Master Plan 2016, Newhall Ranch Specific Plan 2003

Figure 4-24: Phase II.b Strip Map #14



DISCLAIMER: Some trails shown do not exist currently and are planned for the future, or they exist but are not officially designated. Permission to use trails shown on this map should not be assumed. Some trails may traverse private property and suggested alignments do not imply rights of public use.

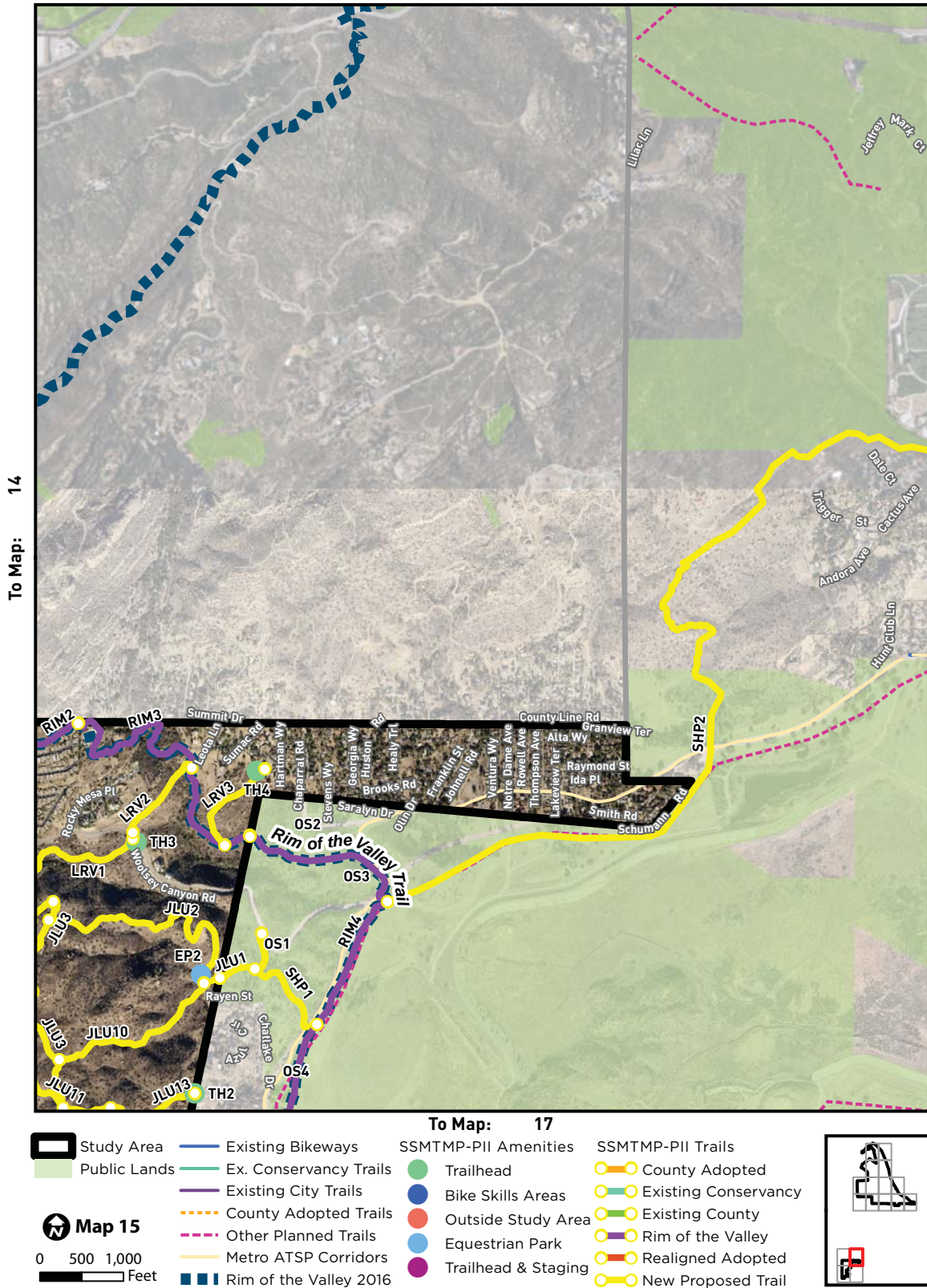
SOURCES: Date Map Created/Revised: 10/24/2017

Author: James Powell

Basemap: Los Angeles County Enterprise GIS, ESRI Data and Maps 2016

Data Sources: Los Angeles County Enterprise GIS, California Protected Areas Database 2016b, Los Angeles County LAR-IAC4 Imagery 2014, Santa Susana Mountains Final Trails Master Plan 2015, Rim of the Valley Special Resource Study Final Summary 2016, Active Transportation Strategic Plan 2016, Castaic Area Trails Master Plan 2016, Newhall Ranch Specific Plan 2003

Figure 4-25: Phase II.b Strip Map #15



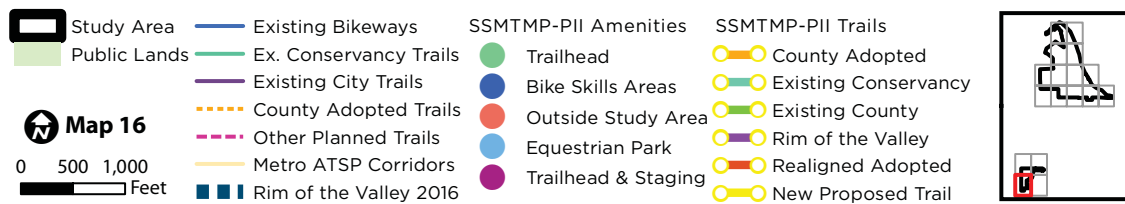
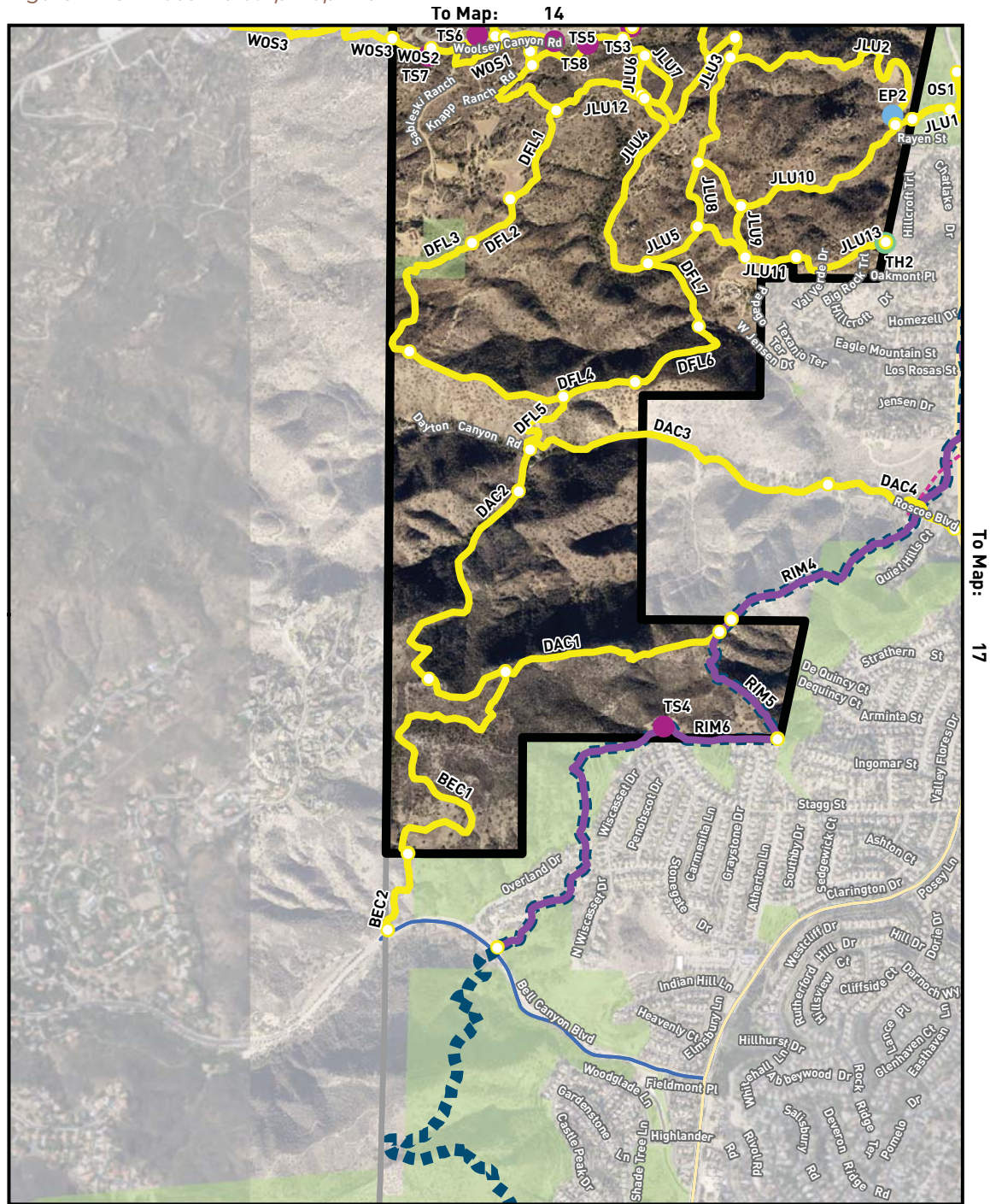
DISCLAIMER: Some trails shown do not exist currently and are planned for the future, or they exist but are not officially designated. Permission to use trails shown on this map should not be assumed. Some trails may traverse private property and suggested alignments do not imply rights of public use.

SOURCES: Date Map Created/Revised: 10/24/2017 Author: James Powell

Basemap: Los Angeles County Enterprise GIS, ESRI Data and Maps 2016

Data Sources: Los Angeles County Enterprise GIS, California Protected Areas Database 2016b, Los Angeles County LAR-IAC4 Imagery 2014, Santa Susana Mountains Final Trails Master Plan 2015, Rim of the Valley Special Resource Study Final Summary 2016, Active Transportation Strategic Plan 2016, Castaic Area Trails Master Plan 2016, Newhall Ranch Specific Plan 2003

Figure 4-26: Phase II.b Strip Map #16



DISCLAIMER: Some trails shown do not exist currently and are planned for the future, or they exist but are not officially designated. Permission to use trails shown on this map should not be assumed. Some trails may traverse private property and suggested alignments do not imply rights of public use.

SOURCES: Date Map Created/Revised: 10/24/2017 Author: James Powell

Basemap: Los Angeles County Enterprise GIS, ESRI Data and Maps 2016

Data Sources: Los Angeles County Enterprise GIS, California Protected Areas Database 2016b, Los Angeles County LAR-IAC4 Imagery 2014, Santa Susana Mountains Final Trails Master Plan 2015, Rim of the Valley Special Resource Study Final Summary 2016, Active Transportation Strategic Plan 2016, Castaic Area Trails Master Plan 2016, Newhall Ranch Specific Plan 2003

Figure 4-27: Phase II.b Strip Map #17

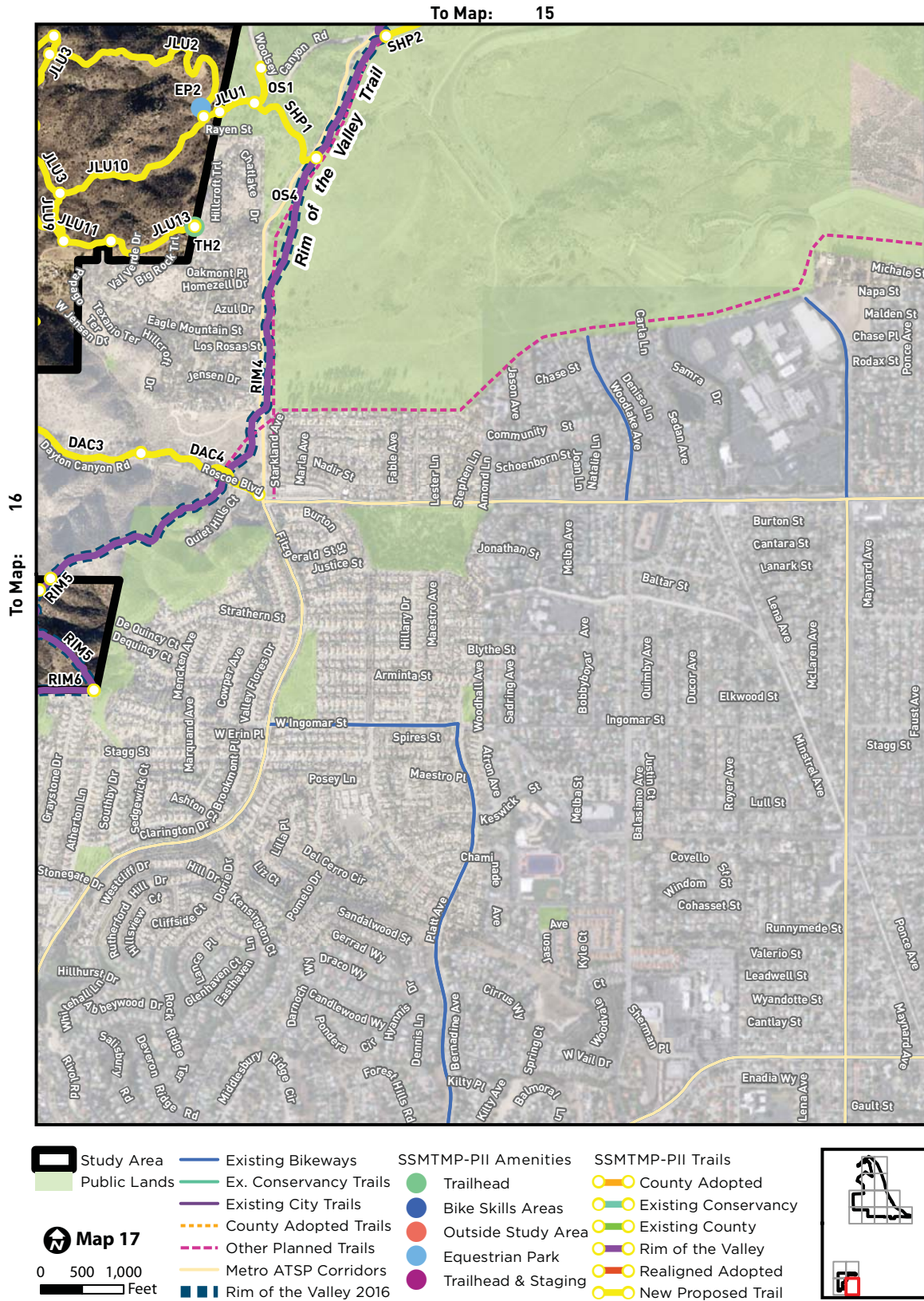


Table 4-2: Phase II.b Proposed Trails

Segment Code	Source	Trail Category	Length (Miles)	Physical Status	Permitting Agency
Bell Canyon			1.1		
BEC1	SSMTMP-P II Proposed	NAT	0.9	Existing	Subdivision
*BEC2	SSMTMP-P II Proposed	NAT	0.2	Existing	Private
Dayton Canyon			1.7		
DAC1	SSMTMP-P II Proposed	NAT	0.7	Existing	Private
DAC2	SSMTMP-P II Proposed	NAT	0.6	Existing	Private
DAC3	SSMTMP-P II Proposed	NAT	0.7	Existing	Private
*DAC4	SSMTMP-P II Proposed	NAT	0.3	None	City of Los Angeles
Dayton to SSFL			1.8		
DFL1	SSMTMP-P II Proposed	NAT	0.2	Existing	MRCA
DFL2	SSMTMP-P II Proposed	NAT	0.1	Existing	Private
DFL3	SSMTMP-P II Proposed	NAT	0.4	None	MRCA
DFL4	SSMTMP-P II Proposed	NAT	0.5	Existing	MRCA
DFL5	SSMTMP-P II Proposed	NAT	0.2	Existing	Private
DFL6	SSMTMP-P II Proposed	NAT	0.3	None	MRCA
DFL7	SSMTMP-P II Proposed	NAT	0.3	Existing	MRCA
John Luker Trail			5.5		
*JLU1	SSMTMP-P II Proposed	NAT	0.2	Existing	MRCA
JLU2	SSMTMP-P II Proposed	NAT	0.6	Existing	Private
JLU3	SSMTMP-P II Proposed	NAT	0.5	Existing	Private
JLU4	SSMTMP-P II Proposed	NAT	0.8	Partial	Private
JLU5	SSMTMP-P II Proposed	NAT	0.1	Partial	Private
JLU6	SSMTMP-P II Proposed	NAT	0.1	Partial	MRCA
JLU7	SSMTMP-P II Proposed	NAT	0.2	Partial	Private
JLU8	SSMTMP-P II Proposed	NAT	0.2	Existing	Private

Key: REC = Recreational Trail; NAT = Natural Surface Trail; UPT = Urban Pedestrian Trail

* Outside the jurisdiction of the county and planning area

Description
Bell Canyon - Existing Social Trail
Connection to Bell Canyon Rd
Segment flows through rural residential area with existing driveways to Dayton Canyon Road; meets Roscoe Blvd and would provide access to future MRCA trail at Valley Circle Blvd. and access to the northern leg of Dayton Canyon
No existing trail for this segment; follows drainage from ridgeline east and then northward, may cross seasonal creeks, drainages appear to have dense foliage which could either provide opportunities for shade or prove complicated to weave through
Trail connects to Roscoe Circle Park following existing trails seen by aerial imagery; trail is narrow and meandering, segment leads westward along ridgeline towards a planned subdivision and the SSFL property boundary
Segment connects Dayton Canyon with Valley Circle Blvd; scheduled to be built by MRCA in conjunction with new development
Segment follows existing game trails through boulders along the western edge of northern Dayton Canyon to connect to John Luker trail
Segment on existing OHV/dirt roads
Trail heads northward atop a plateau; aerial imagery seems to indicate existence of some trails, but much of segment would be new trail through semi-dense chaparral and boulders
Segment follows existing narrow trail along ridgeline west towards SSFL land; could connect to future trails from SSFL protected areas
Segment connects Dayton Canyon with ridgeline via an existing dirt road which begins at small residential community
Segment would be new trail which takes a longer less steep approach from existing trail. Begins at John Luker Trail
Connection on existing trail to Dayton Canyon residential community and proposed MRCA trail; segment is shaded along a riparian corridor
Small existing segment on dirt road outside of study area connecting to Woolsey Canyon and possible trailheads
Existing trail and driveway from graded area where a housing project stopped; leads up a hill westward along a ridgeline up to a central ridgeline of the phase II.b study area, and then Dayton Canyon beyond
Existing wide trail leads gradually north to south, alongside a drainage with boulders and low shrubs and infrequent trees
Wide existing trail heads north around to viewpoint looking north towards Woolsey Canyon small ravine
Short segment moving westward out of Dayton Canyon drainage towards residential communities and Azul Dr
Partially existing trail provides a bypass of John Luker 7 (loop) which is less steep but provides fewer view opportunities
Steeper alternate on John Luker loop with better views
Short segment of existing trail climbs northward up hills, mostly exposed with low shrubs and boulders

Table 4-2: Phase II.b Proposed Trails (cont.)

Segment Code	Source	Trail Category	Length (Miles)	Physical Status	Permitting Agency
JLU9	SSMTMP-P II Proposed	NAT	0.1	Existing	Private
JLU10	SSMTMP-P II Proposed	NAT	0.5	Existing	Private
JLU11	SSMTMP-P II Proposed	NAT	0.3	Existing	Private
JLU12	SSMTMP-P II Proposed	NAT	0.8	Existing	City of Los Angeles
JLU13	SSMTMP-P II Proposed	NAT	0.2	Existing	Private
Luker to RIVA			0.9		
LRV1	SSMTMP-P II Proposed	NAT	0.4	Existing	Private
LRV2	SSMTMP-P II Proposed	NAT	0.2	Existing	Private
LRV3	SSMTMP-P II Proposed	NAT	0.3	Existing	Private
RIVA			5.2		
RIM1	RIVA	NAT	0.4	Partial	Private
RIM2	RIVA	NAT	0.6	Partial	Private
RIM3	RIVA	NAT	0.8	Partial	Private
*RIM4	RIVA	NAT	2.0	Partial	City of Los Angeles
RIM5	RIVA	NAT	0.4	None	Private
RIM6	RIVA	NAT	1.0	Partial	Private
SHP Connector (Outside Study Area)			2.5		
*SHP1	SSMTMP-P II Proposed	NAT	0.2	None	City of Los Angeles
*SHP2	SSMTMP-P II Proposed	NAT	2.3	Partial	City of Los Angeles
Woolsey to RIVA			0.7		
WOR1	SSMTMP-P II Proposed	NAT	0.1	Existing	Private
WOR2	SSMTMP-P II Proposed	NAT	0.1	None	Private
WOR3	SSMTMP-P II Proposed	NAT	0.1	Existing	Private
WOR4	SSMTMP-P II Proposed	NAT	0.1	None	Private
WOR5	SSMTMP-P II Proposed	NAT	0.2	Existing	Private
WOR6	SSMTMP-P II Proposed	NAT	0.2	Partial	MRCA
Woolsey to Sage Ranch			1.0		
WOS1	SSMTMP-P II Proposed	NAT	0.4	Existing	Private
WOS2	SSMTMP-P II Proposed	NAT	0.1	Existing	Private
*WOS3	SSMTMP-P II Proposed	NAT	0.6	None	Ventura County

Key: REC = Recreational Trail; NAT = Natural Surface Trail; UPT = Urban Pedestrian Trail
 * Outside the jurisdiction of the county and planning area

Description
Existing small north-south cut off which connects two trails; follows small ridgeline through some boulders and low shrubs
Existing, exposed east to west trail alongside the rim of a drainage leading to Chatsworth Reservoir; trail winds through boulders and low shrubs and infrequent trees
Narrow exposed existing trail connecting dirt road to Dayton Canyon leaving the edge of residential communities into open space areas
Existing broad and exposed dirt road winding its way through boulders along a residential community, connecting potential trailhead at Azul Dr to Dayton Canyon
Segment follows drainage on existing trail through riparian vegetation and is sometime covered with tree canopy; northern terminus of segment is adjacent to seasonal pool and swimming area
Existing trail connects from Woolsey Canyon Rd through a small ravine southward up to John Luker trail
Existing trail connects the Rim of The Valley Trail south to Woolsey Canyon Rd. below a residential community
Existing narrow trail connects proposed trailhead with Rim of The Valley Trail to the south
Rim of the Valley Trail alignment from 2016 National Parks Service plan
Rim of the Valley Trail alignment from 2016 National Parks Service plan
Rim of the Valley Trail alignment from 2016 National Parks Service plan
Rim of the Valley Trail alignment from 2016 National Parks Service plan
Rim of the Valley Trail alignment from 2016 National Parks Service plan
Rim of the Valley Trail alignment from 2016 National Parks Service plan
State Historic Park Connector
State Historic Park Connector
Short segment on existing dirt road
Short new segment along hillside, connects north with existing dirt road which leads to Rim of the Valley Trail
Short segment on existing dirt road steeply descending towards mobile home community
New trail connecting two existing trails winding through small vegetated drainage to the other side; moving through boulders and vegetation
Existing dirt road leading north from Woolsey Canyon Rd and potential trailhead
Partially existing trail connecting to trails south of Woolsey Canyon Rd
Segment along existing dirt road/driveways just off of Woolsey Canyon below large boulders
Existing trail segment connects Woolsey Canyon at Bang Rd With SSFL land
New trail winds its way up from Bang Rd through a boulder outcropping into SSFL land and connects with Sage Ranch

4.4 Proposed Trail Related Facilities

Trail-related or support facilities for the SSMTMP-P II have been proposed for all trail users (see Table 4-2) and include Trailheads (four designated), Trailheads & Staging Areas (eight designated), Equestrian Facilities (two designated), Bike Skills Areas (two designated), and Outside of Study Area (4 designated). Locations for these facilities can be seen in Figures 4-28a and 4-28b. Facilities are included at the beginning or end of trails, and also may appear mid-corridor when feasible. Amenities are included for equestrians, hikers, and mountain bicyclists. On-trail amenities are dictated by the County Trails Manual.

Table 4-2 Trail Facility Descriptions

Type	Description
Trailhead	A defined area with parking typically at, but not limited to, the beginning of a trail, with or without additional amenities such as restrooms, picnic facilities, trash receptacles, etc (grades or classes of trailheads may be developed in the future to further define subtypes of trailheads)
Trailhead & Staging Area	Same as a trailhead except horse trailers can be accommodated
Equestrian Park	Same as a staging area except it has horse boarding facilities, arena(s), restrooms, group picnic
Equestrian Center	Same as an equestrian center except no boarding facilities
Bike Skills Area	Same as a staging area except it has bike skills facilities
Rest Area	A widened area along the trail provided for rest with no parking that can accommodate horses

Table 4-3 Proposed Trailheads

Type	Code	Description
Phase II.a		
Trailhead 1	TH1	Trailhead to Weldon Canyon Motorway. Begins on LA County land. Opportunity for improved trailhead with Mapboard and other basic amenities. No new parking or restroom facilities.
Phase II.b		
Trailhead 2	TH2	End of Azul Drive, a small residential street. Street parking and wayfinding. Behind a gate. No new parking or restroom facilities.
Trailhead 3	TH3	Wide shoulder on Woolsey, space for parking. Mapboard, basic amenities. No new parking or restroom facilities.
Trailhead 4	TH4	End of small residential street. Potential Rim of the Valley connection. Limited parking and wayfinding. No new parking or restroom facilities.

Trailheads

Trailheads are the most basic facility. They rely on existing parking and provide minimal amenities. A map board and/or trail entrance signage should be provided, with the inclusion of additional amenities as conditions allow. The recommended trailheads are described in Table 4-3.

Potential amenities at trailheads include:

- Mapboards
- Wayfinding Signage
- Restrooms
- Picnic Facilities

Trailheads & Staging Areas

Trailheads & staging areas are similar to the basic trailhead, however they can accommodate equestrian trailers. They would include basic amenities, parking, and wayfinding, and provide a convenient way for people to access trails. Table 4-4 discusses the recommended trailheads & staging areas.

Potential amenities at trailheads & staging areas include:

- Horse Trailer Parking
- Restrooms
- Picnic Tables
- Wayfinding Signage
- Map Kiosks
- Interpretive Signage

- Gathering Areas
- Shade Structures
- Drinking Fountains (for humans, equine, or pets)
- Horse Ties and Rails
- Bike Racks
- Bike Repair Stations
- Benches/Seating

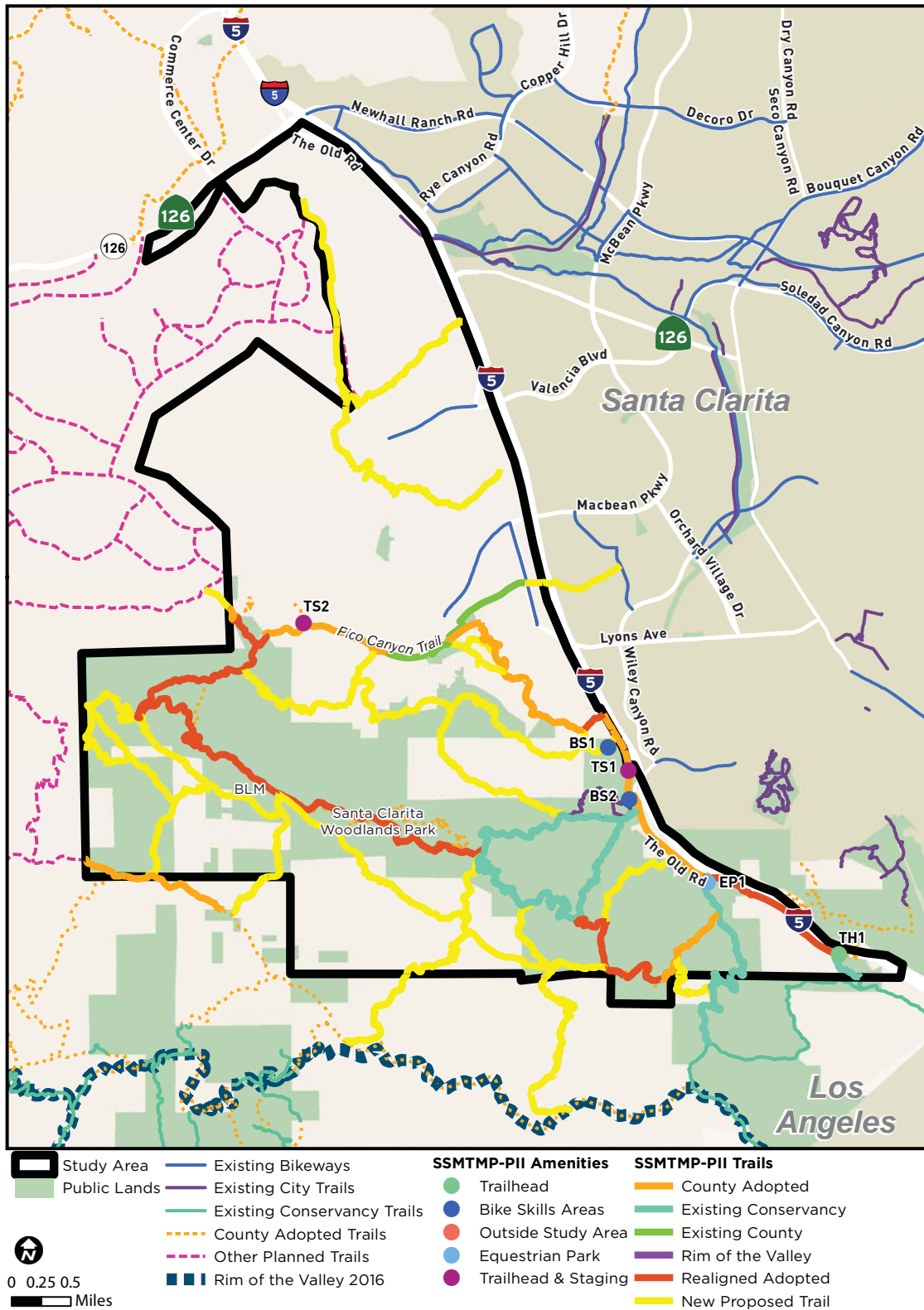
Equestrian Facilities

Equestrian facilities can either be equestrian parks or equestrian centers, the difference being that equestrian centers offer boarding facilities while equestrian parks do not. Proposed equestrian parks are assumed to be primarily equestrian spaces. The county

Table 4-4 Existing Conditions at Proposed Trailheads & Staging Areas

Type	Code	Description
Phase II.a		
Trailhead & Staging 1	TS1	City of Santa Clarita Property. Trailhead, or picnic area in oak trees, or some equestrian amenities. Within SSM SEA.
Trailhead & Staging 2	TS2	End of public Pico Canyon Road. Opportunity for parking and trailhead with mapboard. Currently used as additional parking for Mentryville, outside of MRCA fee area.
Phase II.b		
Trailhead & Staging 3	TS3	Existing driveway on MRCA land off of Woolsey Canyon at Knapp Ranch Rd. Opportunity for parking and trailhead with mapboards. To provide additional amenities for equestrian or biking.
Trailhead & Staging 4	TS4	End of residential street. Potential for two-acre site. Access to Rim of the Valley Trail, and by extension, proposed county trails.
Trailhead & Staging 5	TS5	Existing driveway on MRCA land from Woolsey Canyon with access into open space to the south as well as views. Opportunities for parking and trailhead with mapboard.
Trailhead & Staging 6	TS6	Open, mostly flat area off of Woolsey Canyon Road. Set into boulders, could have a trailhead with amenities such as picnic areas, trash cans, and parking. Could possibly support a bike skills area.
Trailhead & Staging 7	TS7	Open area near Rocketdyne Access Road off Woolsey Canyon Dr. Small parking area, map boards, basic amenities like picnic areas and trash.
Trailhead & Staging 8	TS8	Area accessed by two driveways from Woolsey Canyon on MRCA land. Open and somewhat flat space near major road. Depending on MRCA willingness, potential for 21-acre site.

Figure 4-28a: Phase II.a Trail-Related Facilities



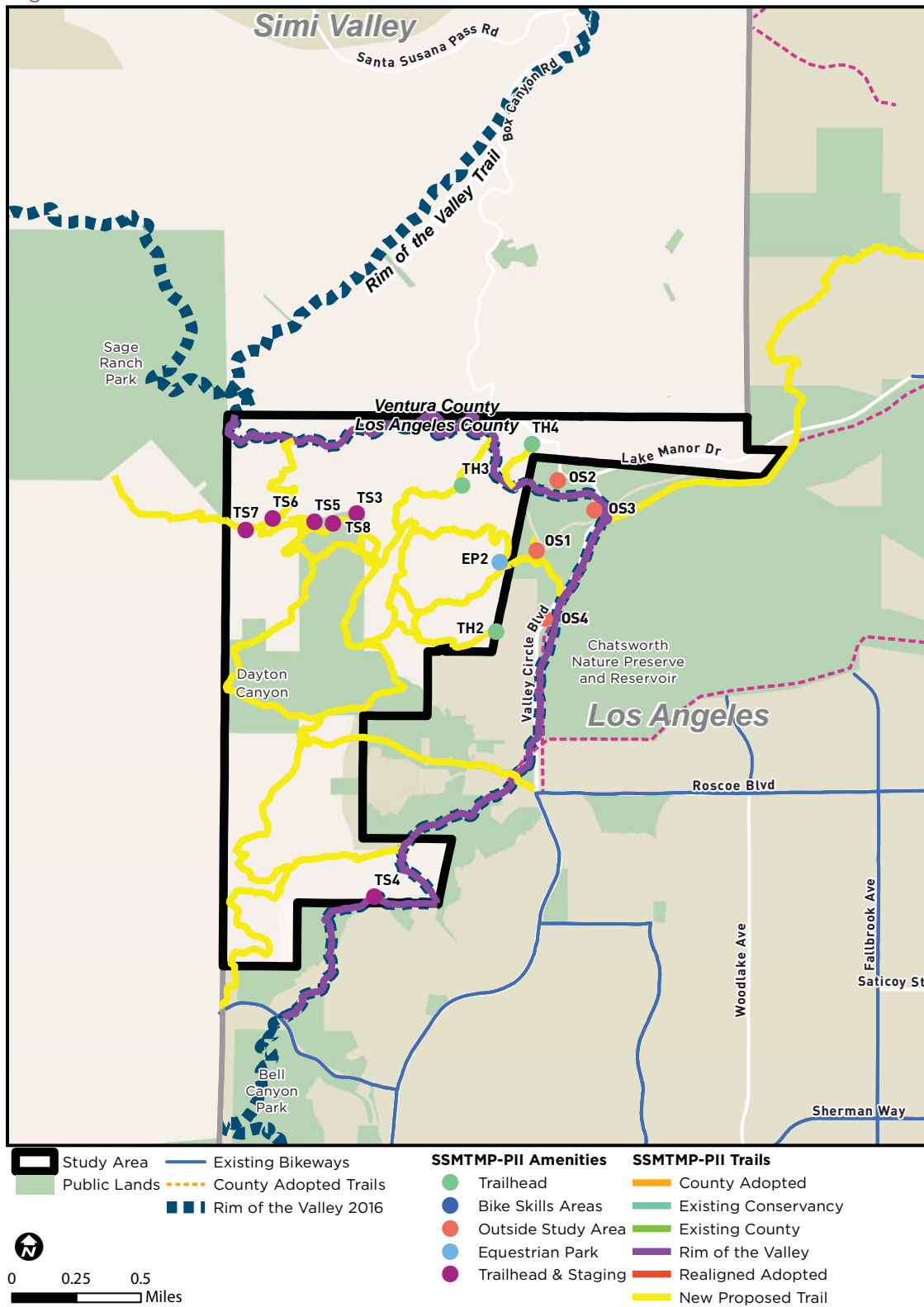
DISCLAIMER: Some trails shown do not exist currently and are planned for the future, or they exist but are not officially designated. Permission to use trails shown on this map should not be assumed. Some trails may traverse private property and suggested alignments do not imply rights of public use.

SOURCES: Date Map Created/Revised: 10/24/2017 Author: James Powell

Basemap: Los Angeles County Enterprise GIS, ESRI Data and Maps 2016

Data Sources: Los Angeles County Enterprise GIS, California Protected Areas Database 2016b, Santa Susana Mountains Final Trails Master Plan 2015, Rim of the Valley Special Resource Study Final Summary 2016, Active Transportation Strategic Plan 2016, Castaic Area Trails Master Plan 2016, Newhall Ranch Specific Plan 2003

Figure 4-28b: Phase II.b Trail-Related Facilities



DISCLAIMER: Some trails shown do not exist currently and are planned for the future, or they exist but are not officially designated. Permission to use trails shown on this map should not be assumed. Some trails may traverse private property and suggested alignments do not imply rights of public use.

SOURCES: Date Map Created/Revised: 10/24/2017 Author: James Powell

Basemap: Los Angeles County Enterprise GIS, ESRI Data and Maps 2016

Data Sources: Los Angeles County Enterprise GIS, California Protected Areas Database 2016b, Santa Susana Mountains Final Trails Master Plan 2015, Rim of the Valley Special Resource Study Final Summary 2016, Active Transportation Strategic Plan 2016, Castaic Area Trails Master Plan 2016, Newhall Ranch Specific Plan 2003

Table 4-5 Existing Conditions at Proposed Equestrian Facilities

Type	Code	Description
Phase II.a		
Equestrian Park 1	EP1	MRCA property. Opportunity for improved trailhead with equestrian facilities and picnic areas with amenities. Adjacent to an existing private equestrian area. Within SSM SEA.
Phase II.b		
Equestrian Park 2	EP2	1/4 mile from Woolsey Road. Previously graded site, opportunity for staging facilities and limited equestrian facilities.

Table 4-6 Existing Conditions at Proposed Bike Skills Areas

Type	Code	Description
Phase II.a		
Bike Skills Area 1	BS1	City of Santa Clarita Property. Adjacent to The Old Road. Opportunity for trailhead with amenities, open space with potential for larger facility. Within SSM SEA.
Phase II.b		
Bike Skills Area 2	BS2	City of Santa Clarita owned land. Open Space along the Old Road near entrance to Towsley Canyon and Rivendale park. Opportunities for equestrian facilities or bike skills area. Within SSM SEA.

does not currently operate any equestrian facilities within the area. Public comment on equestrian use in the area was focused in the SSMTMP-PI area, with desire to enter portions of the southern Phase II.a area. These facilities require more space than a staging area, and potentially more construction, limiting potential placement to areas with greater available land and areas where clearing ground will provide minimal environmental disturbance. Details on equestrian trailheads can be found in Table 4-5 Existing Conditions at Proposed Equestrian Facilities.

Potential amenities at equestrian facilities include:

- Trailheads
- Horse Trailer Parking
- Restrooms
- Picnic Tables
- Wayfinding Signage
- Map Kiosks
- Horse Arenas
- Gathering Areas

- Shade Structures
- Drinking Fountains (for humans, equine, or pets)
- Horse Ties and Rails

Bike Skills Area Amenities

Bike skills areas can take a wide range of forms, from small pump tracks or balance skills areas as small as an acre to large facilities with a range of courses for users of different abilities, covering 40 acres or more. The study area includes few locations with sufficient open space and appropriate land ownership for a bike skills area. The City of Santa Clarita owns a series of parcels near Towsley Canyon, but these are within an SEA boundary which may limit the extent to which these could be developed. Public outreach indicated limited desire for larger developed facilities, as riders valued the remoteness offered by existing trails. Recommendations are provided which assume a mid-size facility of approximately five acres, with a select range of features.



Figure 4-29: Bike skills area can include pump tracks, flow trails, berms, progressive jumps, amongst other features

Table 4-6 Existing Conditions at Proposed Bike Skills Area Amenities identifies two possible locations for bike skills areas.

Potential amenities at bike skills areas facilities include:

- Restrooms
- Trailheads
- Parking
- Map Kiosks
- Wayfinding Signage
- Drinking Fountains
- Resting Areas/Seating
- Shade Structures
- 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 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 areas (Hard-packed soil course)
- Beginner, intermediate, and expert skills courses (Courses for all ages and experience levels)

Table 4-7 Proposed Facilities Outside of the Study Area

Type	Code	Description
Phase II.b - Outside		
Outside Study Area 1	OS1	Outside Phase II.b on Woolsey Canyon - Recommend to City of LA /Chatsworth Reservoir
Outside Study Area 2	OS2	Chatsworth Reservoir property - recommendation to City of LA
Outside Study Area 3	OS3	Chatsworth Reservoir property - recommendation to City of LA
Outside Study Area 4	OS4	Chatsworth Reservoir property - recommendation to City of LA

- Advanced downhill course (Steep terrain with multiple jumps, turns and obstacles)
- Slalom course (Two trails adjacent to each other for competition purposes)

Outside of Study Area

Facility locations are identified in areas adjacent to Phase II.b, where conditions exist to augment trails adjacent to the study area with improved facilities. These serve only as recommendations for the City of Los Angeles, and will not be implemented by DPR. These are described in Table 4-7.

4.5 Decommissioned Trails

Many proposed trails will travel near existing social/de facto trails or historic unpaved roadways. It is recommended that during implementation, the County identify opportunities to close access to unauthorized trails and promote access to new official trails. The decommissioning of trails can focus travel to specific routes and reduce the impact of recreational use on the environment. Some existing trails may offer important alternative experiences than official trail routes, providing users with more steep and direct routes to destinations. In these cases, consideration should be made to make multiple trail routes official and sustainable, preventing other forms of trail cutting which can be detrimental to the trails and the surrounding

environment. Trails can be decommissioned or closed through the use of physical barriers, such as brush, berms, ditches, or even small roped fences, as well as through revegetation efforts to remove the trail, accompanied by signs which communicate “environmental restoration in progress.” It has been noted that trail users are more likely to respect closures if they are offered a quality alternative trail, and a reasonable explanation for why the trail has been closed.

4.6 Trail Planning and Design Policies and Standards

The County Trails Manual clarifies the standards for the alignment and design of the trails that will comprise DPR jurisdiction. Adopted in 2011, and revised in 2013, the County Trails Manual¹ is a comprehensive guide for the planning, design, and implementation of trails by Los Angeles County.

Trail Types Defined in the County Trails Manual

The County Trails Manual includes Trail Design Guidelines (*Section 4.0*) that address methods of trail alignment and design to provide trails that are sustainable: controlling

¹ Los Angeles County Department of Parks and Recreation. County of Los Angeles Trails Manual. Page 4-26. Available online at <https://trails.lacounty.gov/Files/Documents/121/LA%20County%20Trails%20Manual%20%28Revised%2006-20-13%29%20RS%202016.pdf>

Table 4-8: County Trails Manual Trail Classification Guidelines

Trail Classification	Trail Grade (percent)	Surface	Tread / Trail Width (feet)	Outslope (percent)
Urban Pedestrian Trail	< 5% < 8% for < 100' with rail	Asphalt Crusher fines Decomposed granite	10 to 11	2%
Recreational Trailway	< 5% < 8% for < 100' < 12% for < 50'	Natural surface	8 to 10	2% < 4%
Natural Trail 1	< 5% < 8% for < 150' < 12% for < 50'	Natural surface	7 to 10	2% < 4%
Natural Trail 2	< 5% < 8% for < 100' < 12% for < 50'	Natural surface	5 to 8	2% < 4%
Natural Trail 3	< 5% < 8% for < 200' < 12% for < 50' < 15% for < 20'	Natural surface	2 to 3	2% < 5%

runoff and avoiding erosion, requiring limited maintenance, accommodating users well, and creating minimal environmental impact. It includes trail classifications to accommodate trails in different settings, summarized in Table 4-8: Trails Manual Trail Classification Guidelines.

Natural Trails (1, 2, and 3) are the classifications most relevant to the SSMTMP-P. These are illustrated in the County Trails Manual. The specific natural trail classification will depend on site conditions along a corridor, available easements, and changing adjacencies along a trail. Nearly all proposed trails in the study area fall into one of the three natural trails categories, largely in an effort to maintain the study area's character and minimize environmental disturbance. Urban Pedestrian Trails and Recreational Trailways are used sparingly, in already-developed areas where either larger numbers of users or adjacency to roadways or other development warrants a more robustly-designed trail.

It is DPR policy and objective that all trails will be multi-use whenever possible to accommodate pedestrians/hikers, mountain bikers, and equestrians. As discussed in the County Trails Manual, creating a positive user experience is an important component of trail design. All multi-use trails should consider the principles and elements detailed in the County Trails Manual, including natural shapes, anchors, edges, gateways, vistas, playfulness, and harmony. Additionally, the experience of equestrian and mountain bikers can be significantly improved with specific features and characteristics. The County Trails Manual cites the U.S. Forest Service's Equestrian Design Guidebook for Trails, Trailheads, and Campgrounds, which is an important reference for equestrian trail design and includes specific design details for equestrian only and shared use trails, and how to design for the best experience. Some elements cited to improve the equestrian experience are looping trails, unpaved surfaces, and water crossings.

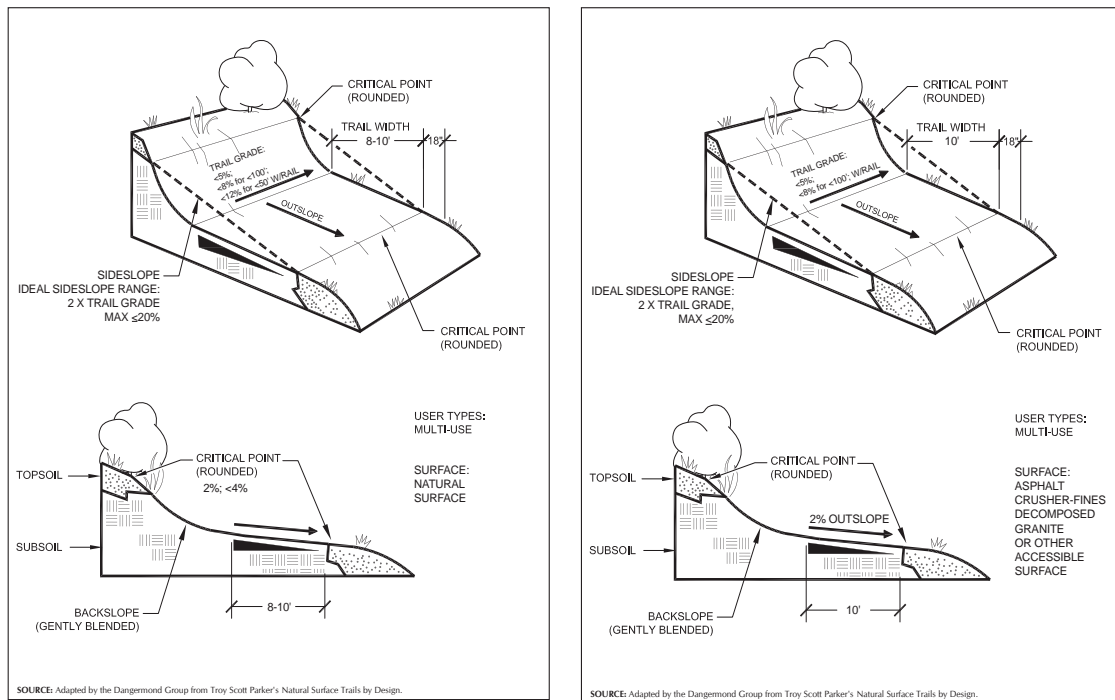


Figure 4-30: Recreational Pathway (left) and Pedestrian Path (right) from the County Trails Manual

The County Trails Manual also looks to the International Mountain Biking Association (IMBA) and their manual Trail Solutions (2004)², which provides guidance for trail construction. Additional guidance from IMBA and the Bureau of Land Management (BLM) is provided in Guidelines for a Quality Trail Experience (2017) (GTQE)³. In the GTQE, an improved mountain bike experience for shared use trails is presented through the addition of “bike optimized features” including: rollers, small berms, rock gardens, slow-speed technical features, and clear sightlines on faster trail sections. While trying to promote the experience of all users on trails, it is important to consider the potential conflicts that can emerge from multi-use trails and develop strategies

to prevent them. In the Draft Trail Use Conflict Study (2012)⁴, California State Parks lays out nine recommendations to reduce conflict including: tread width and passing space, sight distance, turn radius, sinuosity, speed control features, surface texture, low trail structures, gradient, and trail layout and classification. Upon implementation, each trail should be considered individually with attention paid to the concepts and guidance provided by the above mentioned documents to result in a sustainable trail which provides a fun and safe experience for all intended user groups. To the extent feasible, based on terrain and environmental constraints, trails will also be designed to accommodate people with disabilities. The County Trails Manual advises that appropriate wayfinding and signage be used to support accessible trails and that:

2 International Mountain Bicycling Association. 2004. Trail Solutions. Boulder, CO: International Mountain Bicycling Association.

3 International Mountain Bicycling Association, Bureau of Land Management. 2017. Travel-and-Transportation_Guidelines-for-a-Quality-Trail-Experience. Boulder, CO: International Mountain Bicycling Association. Available online at: https://www.blm.gov/sites/blm.gov/files/uploads/Travel-and-Transportation_Guidelines-for-a-Quality-Trail-Experience-2017.pdf

4 California State Parks. 2012. Draft Trail Use Conflict Study. Available online at: https://www.access4bikes.com/wp-content/uploads/2014/05/app_c_trailuseconflictstudy_chginuse_draft-abbreviated.pdf

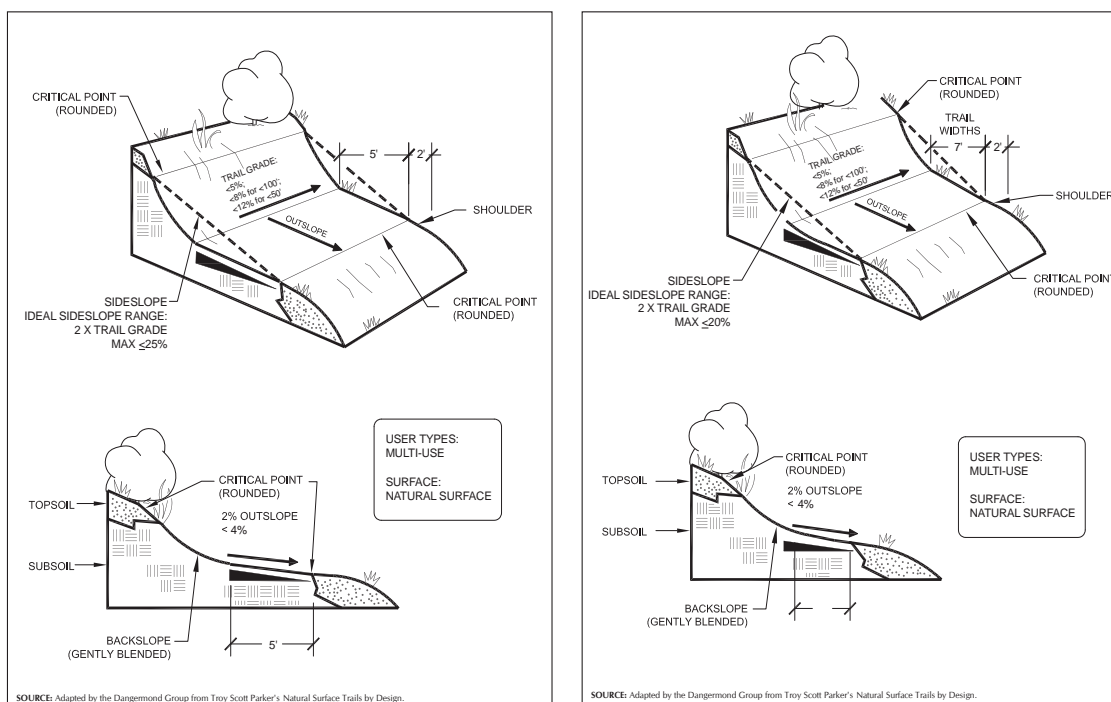


Figure 4-31: Natural Trail 1 (left) and Natural 2 (right) from the County Trails Manual

Trail alignments should be located in areas where grade and obstacles will not be a problem with accessible trails. This requires careful planning and route selection to ensure grades are ideally below 8 percent, widths are at least 36 inches, few protruding objects are present, tread obstacles are less than 2 inches in height, and that the surface is reasonably firm.

Although the trail classifications include Urban Pedestrian Trails that may be paved, the objective for the SSMTMP-P11 is that all trails will be unpaved, except for short stretches that may cross or share driveways, service roads, and service access points. **Section 4.2.8, Traffic Calming Design** of the County Trails Manual includes guidelines to help control mountain bike speed, which can be a source of conflict on multi-use trails. These measures work in concert with the sustainable trail design principles of generally following contours, maintaining the natural smaller watersheds reflected

in gradual rise and fall of the trail, and incorporating many turns to gain or lose elevation, while avoiding sharp switchbacks.

Though the trail classifications include trails as narrow as two feet, the County Trails Manual advises that multi-use trails should be a minimum of five feet wide whenever possible, provide turnout areas at regular intervals, and maintain maximum line-of-sight distances to minimize conflict between trail users:

It is the County's objective to have trails within the County be multi-use, which the County defines as including equestrians, hikers, and mountain bikers. In order to accommodate these users, it is recommended that trails be a minimum of 5 feet wherever possible; however, this does not preclude trails that are 3 feet wide from being designated a multi-use trail. Where trails are narrower than 5 feet or where 5-foot-wide trails will experience a high level of traffic, it is recommended that wider turnout areas of 6 to 10 feet

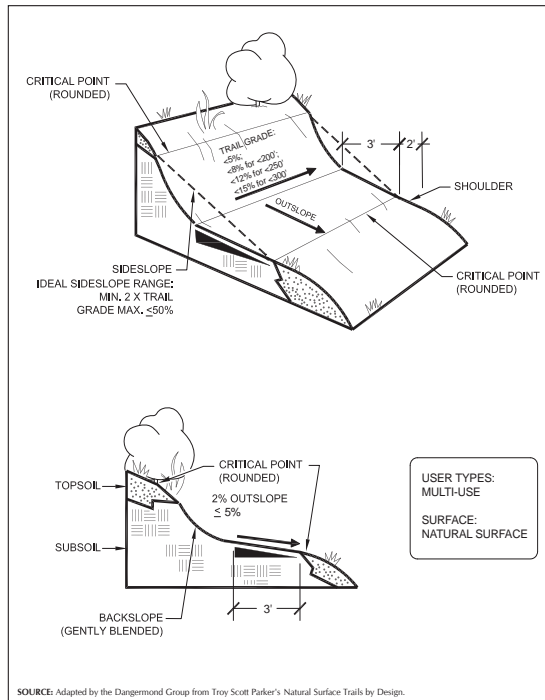


Figure 4-32: Natural Trail 2 from the County Trails Manual

be provided every quarter mile to allow for passage of trails users. In addition, it is recommended that where narrower trails cross terrain with excessive sideslope, typically greater than 45 degrees, the trail width be expanded to a minimum of 6 feet. It is recommended that trails that are multi-use allow users sufficient line of sight to react to other trail users. The following line of sight guidelines are recommended:

Minimum +/- 85 feet for trail grades of 5-10 percent'

Minimum +/- 50 feet for trail grades of 10- 12 percent and at blind turns

In order to address the concerns of all trail users, a design where soft-surface trails are located adjacent to hard surface trails for use of mountain bikes traveling at speeds in excess of equestrians may be considered (Section 4.3.2.1, page 4-14).

Guidelines for Trail Corridor Width

The objective for acquiring trail access should include securing a sufficient corridor for the trail to allow construction, use, and maintenance with little or no conflict with existing or potential future adjacent uses, as well as to provide a positive trail user experience, preferably of a natural or at least scenic setting.

The County Trails Manual does not specify trail easement or corridor widths. The recommended minimum width for a trail easement or other corridor is 20 feet. Depending on the width of the trail and the steepness of the side slope it is to be constructed on - as well as adjacent uses, views and visibility, natural or scenic resources, and other opportunities and constraints - the trail corridor and associated protected area or access points may need to be wider than 20 feet. Conversely, if site constraints or property owner willingness dictate, the trail corridor/ easement could be as little as 10 feet-wide in a relatively level setting, but such narrow corridors should only be accepted if an alternative corridor is unavailable.

National, state, and regional trail systems have their own standards for the ideal and minimum width for a trail easement or alignment corridor.

Trails in the Road Right-of-Way

Several trail routes adopted in the County of Los Angeles General Plan 2035 are along county roads, and in some cases pass through state highway right-of-way (ROW) at crossings of I-5. In general, SSMTMP-P11 limits the proposal of trails within roadway ROW. An exception is The Old Road and segments of Pico Canyon (both of which are previously-adopted). Publicly-owned road ROW offers an opportunity to extend trail access, but it also presents a case where jurisdiction of the

trails would then change hands from DPR to the LA County Department of Public Works. Where this might occur, maintaining multi-use functionality can prove difficult without sufficient roadside ROW. The County Trails Manual has a detail for a Multi-use Front Yard Trail on Secondary Roadway (See Figure 4-3, The County Trails Manual Detail Multi-use Front Yard Trail on Secondary Roadway) that shows a trail that could be developed within public ROW but outside the paved roadway area. This configuration can be, and often is, included in a condition of approval of subdivision developments, but where trails are envisioned to follow roadways in areas that are already developed it would be very challenging – especially in denser residential or commercial areas with many parcels and significant built features. In these cases, a trail may lose its multi-use function and convert to an on-street bicycle facility, a pedestrian pathway, or a Class I shared-use (bicycle and pedestrian path). Should this happen, DPR must provide adequate signage and alternative routes for trail users which cannot proceed along the primary route.

In order to accommodate access consistent with the County Trails Manual, a 20-foot easement or corridor parallel to the roadway would suffice. If there is sufficient undeveloped usable space in the road ROW, and the County Department of Public Works Survey/Mapping and Property Management Division, Right-of-way Engineering Section agrees that the ROW is not needed in the near term for roadway improvements, this presents an opportunity to construct a multi-use trail.

A photograph of a dirt trail with large, light-colored rocks winding through a dense, green forest. The trail is partially covered in shadows and sunlight. The text "Trail Implementation Approach" is overlaid in white, bold, sans-serif font in the center of the image.

Trail Implementation Approach

SECTION 5.0

This section addresses strategies for implementation. It discusses other public and private organizations with which DPR may need to coordinate or wish to partner, as well as case studies of other public and private organizations who are currently managing trails in the region. Additionally, this section goes into detail addressing phasing, implementation steps, cost estimation, maintenance strategies, and funding opportunities.

5.1 Coordination and Partnerships

Strategic coordination with governmental and other agencies, as well as partnerships with volunteer groups, can help DPR not only expedite trail development, but also establish frameworks for long-term trail maintenance. Trails planned in this document pass through a variety of ownership scenarios, each with its own challenges and benefits.

Coordination

Federal and State Agencies

While federal and state land ownership within the study area is minimal overall, much of the study area falls within the proposed expansion of the Santa Monica Mountains National Recreation Area as proposed in the Rim of the Valley Corridor Special Resource Study.¹ Currently, the study has not been formally adopted by Congress but exists as a set of recommendations for projects within the Rim of the Valley study area. These recommendations should be considered with any further trail development efforts, but are currently not mandatory.

¹ 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.nps.history.com/publications/samo/srs-summary.pdf>

The legislation, introduced in 2016 as the Rim of the Valley Corridor Preservation Act, is currently with the Natural Resources Committee in the House and the Energy and Natural Resources Committee in the Senate and has not been taken up for a vote in either chamber. Were the legislation to pass, a new National Park System unit would be established, and the recommendations in the study would become law. This would make the County of Los Angeles eligible to receive goods, services, and funding from the National Park Service (NPS) for projects within the unit, including the sharing of trail crews and equipment for trail building and maintenance. With that legislation, the NPS will manage and advise areas within the Park System Unit, but will not own the majority of the land. During the design, development, and implementation of trails proposed within the SSMTMP-P11, NPS would provide input, attend meetings and review documents to advise the County of Los Angeles.

The State of California owns just over seven acres within the study area, none of which is maintained as public space. The State does, however, operate the Santa Susana



Figure 5-1: Mentryville and Pico Canyon are managed by the Santa Monica Mountains Conservancy

Pass State Historic Park, located between the Phase II.a and Phase II.b areas, which includes its own extensive network of trails. It is largely maintained by a dedicated volunteer group, discussed in Section 5.1.

Park staff has indicated that there are a great number of unauthorized trails and entrance points to the park and requested that any connections proposed in this plan utilize both authorized trails and access points. The conceptual connection shown in Section 4 between Phase II.b and the park connects to the park's southernmost trailhead on Andora Avenue.

City of Los Angeles

Directly to the east of the Phase II.b study area is the City of Los Angeles. A number of proposed trail segments and amenities fall within their jurisdiction and DPR will need to coordinate with LADWP's Chatsworth Reservoir management to provide connections between any future reservoir trails and Phase II.b. Additionally, DPR should encourage the City to pursue proposed trail connections between Phase II.b and the Santa Susana Pass State Historic Park to the north, and the Bell Canyon Open Space to the south. The recommendations made in this plan, as well as county trail design standards, should be shared with the City of Los Angeles to promote seamless transitions between jurisdictions.

To better connect trails in the Phase II.b study area to transit, DPR should encourage the City of Los Angeles to pursue funding and implementation of the following bicycle corridors proposed both in Metro's ATSP (2015) and LA City's Mobility Plan 2035 (2016): Valley Circle Boulevard, Roscoe Boulevard, and Plummer Street.

City of Santa Clarita

The City of Santa Clarita borders a large portion of the Phase II.a study area along its eastern side. It is important that DPR coordinate with the City to create connections between Phase II.a and the city. Santa Clarita has an extensive Class 1 and multi-use trail network which can connect to proposed trails within the study area via existing I-5 underpasses. County trail design standards should be shared with the City of Santa Clarita to promote seamless transitions between jurisdictions. Coordination between DPR and the City will be necessary to develop proposed amenities in and adjacent to city-owned Rivendale Open Space along The Old Rd. Additionally, the City should be encouraged to provide transit connections from Santa Clarita Transit to proposed trails and amenities in Phase II.a, particularly along The Old Rd near Towsley Canyon Park.

Conservancy and Trust Land

One of the primary landholders in the study area is the MRCA. While this agency does not necessarily have the resources to implement and maintain the trails proposed in this document, it is receptive to forming partnerships with DPR, particularly where DPR can provide funding and other resources for trails. Many unofficial trails exist on MRCA land throughout the study area, some of which present safety and/or environmental concerns. The trails proposed in this document have been reviewed by the MRCA and tentatively approved as conceptual alignments, and the agency is willing to cooperate with DPR in their further study.

Local Agencies and Utilities

Southern California Edison (SCE) holds a series of easements near Stevenson Ranch, which form an important connection in this otherwise difficult-to-build terrain.

DPR has entered into agreements with SCE on multiple occasions, where SCE either holds an easement or owns the land in fee. Trails proposed in SSMTMP-PII that fall within SCE-controlled property should follow these previous agreements as precedents, in order to ease the process for both parties. Examples of these agreements are in Appendix E.

The Los Angeles County Flood Control District (LACFCD) currently maintains one of the few existing trails within the study area and should be consulted anywhere a proposed trail is expected to cross a maintained drainage. Pico Canyon Channel is currently the primary drainage in the area, but LACFCD should be kept informed of any trail development plans, particularly in areas surrounding planned subdivisions.

Los Angeles County Metropolitan Transportation Authority (Metro)

DPR should provide grant application letters of support for active transportation and transit projects adjacent to both study areas, including projects proposed in the ATSP and Mobility Plan 2035. Additional support may be provided for Metro's ongoing Transit-to-Trails efforts, and shuttle services are recommended between Orange Line stations and proposed trails in the Phase II.b area, once trails are implemented. DPR can coordinate with Metro on potential shuttle routes from existing transit stops to Phase II.b trailheads.

Types of Trail Partnerships

Friends Groups

Friends groups can provide trails with a diverse range of support. This support can include providing for ongoing trail and trailside cleanup, constructing trail facilities, improving the character of trails,

fundraising, and more. These groups provide trail managers with the much-needed capacity to ensure a trail or park facility functions well as a recreational facility. Generally, friends groups align with a geographic area or specific trail to ensure that resources are not spread thin and to build stronger support and ownership.

Activity-Oriented Groups

Groups that are organized to promote recreational opportunities around a specific use, such as mountain biking, can be effective in mobilizing volunteers and often bring a high level of their own technical expertise. However, these groups' efforts need to be guided and channeled into completing projects that are needed from the point of view of a park supervisor and/or trail plan. In some cases, activity oriented groups can also be effective in completing needed regular maintenance, such as vegetation trimming.

Community Trail Committees

A growing number of communities are establishing trail committees at a local level. These groups tend to be focused on creating new trail opportunities on community lands, but may want to create connections to state parks and forests, too.

Adopters

Adopters can be individuals, organizations, or businesses who agree to regularly monitor and maintain a particular section of trail. Adopter programs can be effective ways to channel volunteer interest, but they require a certain level of formality and some training and monitoring. Adopt-A-Trail programs may also be organized and overseen by parks friends groups or other similar organizations. They organize adopters, provide training, and oversee the program. It is the responsibility of the volunteer organization to stay in close

communication with a member of the DPR staff in order to determine the trail work that is needed and permitted, but it is ultimately the organization which facilitates the program. The County has both Adopt-A-Park and Adopt-A-Trail programs under which people can help with unmet needs of trails, parks, and other public natural areas.

Volunteer Trail Patrols / Ambassadors

Like adoption programs, individuals and organizations may agree to regularly patrol and serve as “ambassadors” on a trail. Ambassadors help monitor trails, provide outreach, lead maintenance and operations of trails, and implement programs related to education, recreation, environment, and safety.

Local Trail Partner Organizations

Santa Susana Mountains Park Association

The Santa Susana Mountains Park Association (SSMPA) was developed in the early 1970’s as an advocacy group with the goal of creating a state park in the Santa Susana Mountains. The SSMPA created two wings: (1) a 501(c)4 to advocate their agenda and (2) a 501(c)3, the SSMPA Foundation, to raise money and to acquire land for the Santa Susana Pass State Historic Park, which they achieved in 1992. The SSMPA gave this land over to the California State Parks to formally create and manage the park.

During the 2009 budget crisis, there was a proposed closure of many parks, including the Santa Susana Pass State Historic Park. Rather than allow the park to close, SSMPA offered to develop a volunteer program to manage the State Historic Park. SSMPA modified their existing structure to become a Cooperating Agency, acting as representatives of

the state towards the management and maintenance of the State Historic Park.

For nearly a decade, SSMPA has engaged volunteers in the ongoing daily operation of the park including maintaining trails, performing general maintenance, removing graffiti, leading public hikes, offering educational opportunities to local youth, and acting as Park Observers who monitor the park for problems. To maintain active engagement from volunteers, the SSMPA develops new recruits through a Naturalist Study Class, which introduces new volunteers to the resources of the Santa Susana Mountains and prepares them to support SSMPA’s efforts to care for the State Historic Park. The California State Parks system has hailed the work performed by the SSMPA, and this model of Cooperating Agency built on volunteer support is being promoted throughout the state.

SSMPA has identified a strong constituency of devoted community members in the Chatsworth and West Hills communities who have great potential as volunteers to maintain the quality of the Santa Susana Mountains. Further, SSMPA has indicated a willingness and interest in expanding their purview to include potential new open space areas, specifically those in the Phase II.b study area southeast of the State Historic Park. It is highly recommended that they are engaged and that their operating agreements and volunteer program be used as a model for DPR trails.

Foundation for the Preservation of the Santa Susana Mountains

The Foundation for the Preservation of the Santa Susana Mountains (the Foundation) is a sister organization to SSMPA. The Foundation was formed in 1974 to support the acquisition of land that ultimately led to the creation of Santa Susana Pass State Historic Park. The Foundation supports three volunteer

Table 5-1: Partner Agency Opportunities

Partner Agency Name	Scope Of Operations	Advocacy	Design	Easement/ Lease Opportunity	Funding Assistance	Planning	Management, Operations, Or Maintenance	Promotion/ Marketing
Santa Monica Mountains National Recreation Area	Federal	•	•		•	•	•	
National Park Service	Federal	•	•		•	•	•	
California State Parks	State							
California State Parks Foundation	State	•			•		•	•
California Department of Parks and Recreation Volunteers	State						•	
Mountains Recreation & Conservation Authority/ Santa Monica Mountains Conservancy	Regional Conservancy			•				
Southern California Edison	Regional Utility			•				
Los Angeles County Flood Control District	Regional Utility			•				
Community Hiking Club	Regional						•	
Sierra Club: Angeles Chapter	Regional							
Santa Monica Mountains Park Association	Local	•					•	
Foundation for the Preservation of the Santa Susana Mountains	Local	•			•		•	

programs including interpretive hikes, daily park observers, and monthly graffiti removal.

Community Hiking Club

The Community Hiking Club is a hiking enthusiast group focused on the Santa Clarita Valley. Its members engage in trail volunteer work, educational programs, advocacy, and organize guided hikes throughout the area. While much of the group's past work has focused on the Castaic area and within the City of Santa Clarita, the group is supportive of the Rim of the Valley Trails, and members of the group have expressed interest in the Santa Susana Mountains area as well. Leveraging the knowledge, political support, and partnerships that this group has already

formed will greatly help in the implementation of trails in the SSMTMP-P11 area.

Regional and State Trail Partner Organizations

Sierra Club: Angeles Chapter

The Angeles Chapter of the Sierra Club was formed more than 100 years ago and now has 16 regional groups (including Santa Clarita Valley) and 27 different committees for various interests and issues. The chapter has volunteer opportunities year-round, including a Trail Crew that serves both Los Angeles and Orange Counties. This committee's work includes building new trails, repairing eroded trail tread, correcting water drainage

problems, installing bridges and other structures, pruning back vegetation, and removing invasive non-native plant species.

California Department of Parks and Recreation Volunteers

The California Department of Parks and Recreation Volunteer program has been around for 100 years and grown to nearly 40,000 volunteers who donate over one million hours of time each year. They assist in nearly all of California's State Parks in multiple ways, including park operations, park equipment maintenance, trail construction and maintenance, and habitat restoration.

California State Parks Foundation

In 1969, the director of the California Department of Parks and Recreation founded the California State Parks Foundation (CSPF), a member-supported nonprofit that enhances state parks with through advocacy, education, capital improvement, grants, and fundraising. In partnership with California Department of Parks and Recreation, CSPF runs a Park Champions program that holds volunteer work days in parks across the state. Park Champions volunteers improve safety, quality, and preservation of parks through trail maintenance and repair, invasive plant removal, habitat restoration, and more.

Case Studies

Many successful partnerships have been created between the public, nongovernmental organizations (NGOs), foundations, and agencies like DPR. The following programs and partnerships are good examples of the type DPR could develop for the SSMTMP-P11 study area.

Mountains Restoration Trust

The Mountains Restoration Trust (MRT) was formed by the California Coastal Commission and State Coastal Conservancy in 1981, to assist the Coastal Commission with required mitigation in the Santa Monica Mountains. In 1984, MRT separated from governmental organizations to become a nonprofit organization and inherited purview over the Murphy Preserve. Now, MRT owns and/or manages over 2,000 acres of land in the Cold Creek watershed.

MRT has regularly scheduled community restoration events that ask volunteers to help with invasive species removal, vegetation restoration, and trash/graffiti removal. MRT partnered with the State Parks Department to develop the Commemorative Oaks program in Malibu Creek State Park. Under this program, volunteers remove non-native vegetation and replace them with oak trees. To date, more than 2,500 oak trees have been planted. In 2010, MRT launched a program to restore Malibu Creek by removing non-native aquatic species and trash, with the help of local community members.

Pacific Crest Trail Association

The Pacific Crest Trail Association (PCTA) was formally founded in 1992 and is the federal government's major partner in the management and operation of the Pacific Crest National Scenic Trail. PCTA recruits and trains volunteers for trail maintenance. PCTA offers a trail maintenance educational program, Trail Skills College, which is free for new and experienced volunteers. Volunteers help maintain over 1,700 miles of trail, restore/reconstruct over 46 miles of trail, and more. PCTA partners with local organizations near the study area including Antelope Valley College, Los Angeles Conservation Corps, and the Trailblazing program at the William S. Hart Union High School District in Santa Clarita.

San Gabriel Mountains Trailbuilders

Formed in 1984, the San Gabriel Mountains Trailbuilders (SGMT) is a nonprofit organization of volunteers who construct and maintain trails in the San Gabriel Mountains' Angeles National Forest. Since its formation, SGMT has built and maintained over 110 miles of trails. Additionally, SGMT establishes and maintains trail signs. The organization uses volunteers from schools, youth groups, and more to assist with these trail projects.

Santa Monica Mountains Fund

The Santa Monica Mountains Fund (SMMF) was formed by concerned citizens in 1988 to educate and protect resources in the mountains. They organize volunteers for a number of programs across Los Angeles and Ventura Counties, including trail maintenance, trail patrol, and restoring native habitats. Volunteer groups patrol and maintain trails regularly, with training provided and open to people of all ages.

Santa Monica Mountains Trails Council

The Santa Monica Mountains Trails Council is a volunteer nonprofit organization that works with government agencies to develop and preserve trails, assist in negotiations with property owners regarding trail alignments, promote public awareness, and build, monitor and maintain trails. They offer trail maintenance and construction training and online resources.

5.2 Trail Access Acquisition Methods

Implementation of the SSMTMP-P II requires that DPR negotiate public access for proposed trail routes. This section provides guidance to help DPR staff and their partners in other County departments, as well as partners in trails, parks, open space, and conservation agencies, move

toward the securement of public access rights. One of the County's most effective means for securing trail easements and open space area dedications is through the inclusion of these in subdivision agreements through the Los Angeles County Regional Planning Department. The trail following the Pico Canyon Channel built as part of Stevenson Ranch is a local example of one of these agreements,

There will be occasions where a desired trail alignment passes through private property that is already developed or not part of a subdivision. In these cases, the County would seek to acquire an easement or potentially fee (outright) ownership of a parcel on a willing seller basis. This may be accomplished through one or more of the acquisition methods outlined below.

An overview of property ownership and land use designations in the study area can be found in Section 3. The following tools and techniques can be used for trail access acquisition and related open space conservation. Their applicability depends very much on the property owner and setting and needs to be determined on a case-by-case basis.

Trail Easement or Parkland Dedication

As specified in P/R Policy 3.1 of the Parks and Recreation Element of the County of Los Angeles General Plan 2035, the County standard for the provision of parkland is four acres of local parkland per 1,000 residents of the population in the unincorporated areas, and six acres of regional parkland per 1,000 residents of the total population of Los Angeles County. Under the Quimby Act, the County requires developers to dedicate park/ trail lands in fee or as an easement or pay a fee that is used to acquire and develop park and trail facilities. This exaction fee is a way to offset increased demand for

parks or trails created by population growth anticipated as a result of the development.

The Quimby Act, part of the Subdivision Map Act applies to residential subdivisions and permits the County, by ordinance, to require the dedication of land or payment of fees for park and recreational purposes. As part of its approval of a subdivision, the County may require the subdivider to provide land to serve the park and recreational needs of future residents of the subdivision, with a standard of three acres of parkland per 1,000 residents. Quimby fees may be used to acquire land for local park purposes, improve local parkland (including existing local parks), or both acquire and develop local parkland. A developer may also apply to the County to form a Mello-Roos District pursuant to the California Mello-Roos Community Facilities Act of 1982 to develop and maintain park improvements. Pursuant to County guidelines, the parks should be regional in nature, and have an impact or benefit beyond the associated subdivision.

Trail Easement Acquisition

A partial interest in a property is purchased from a willing seller to allow public trail access, typically within designated limits. Easement acquisition is usually cheaper than outright purchase of land. It is a way of defining a legal corridor for the trail when parcel subdivision codes may not allow a corresponding separate legal parcel.

Fee Simple Purchase

Fee simple purchase is the trail access acquisition method used when property owners would rather sell their property outright than sell an easement. Purchase of the land “in fee” can be significantly more costly than an easement. Typically the County would not want to own the entire parcel unless it had value as

parkland or another public purpose. There may be parcels that have open space or natural resource values, in addition to trail opportunities, that would warrant the purchase by a conservation agency or organization, in which case the County may be able to acquire a trail easement.

Purchase and Sale with Easement

One approach used by land trusts and other conservation organizations is to purchase the land outright, place conservation and trail easements over the property and sell it at a reduced price to another party who wants to live on and/or continue agricultural use on the property.

Lease or License

In the case of a lease or license, the access right is acquired from the landowner for a set amount of time. Property owners that may be unwilling to grant permanent access, such as railroads, utility companies, and public entities, may be willing to allow access for a long, but limited, time period.

Land Donations

A landowner can donate property or an easement to an agency or organization. Tax credits may be available for land donated for trail or conservation purposes. The tax deduction would depend on the permanent conservation of the property, or a significant portion of it. Thus, this method may require partnership with a conservation agency or organization that would own the land and grant a trail easement to the County.

Bargain Sale

The landowner sells property to a conservation agency or organization at less than full market value and donates the remaining value. The difference between full

market value (as determined by a professional appraisal) and the sale price can be treated as a charitable contribution and can significantly reduce any capital gains taxes payable on the sale. The tax deduction would depend on the permanent conservation of the property or a significant portion of it. Thus, this method may require partnership with a conservation agency or organization that would own the land and grant a trail easement to the County.

Bequest or Living Trust

A landowner can donate property or an easement through their will. A bequest is a provision in a will or codicil that instructs the estate's executor to convey the land or a conservation easement to the County or a partner organization. This allows a landowner maximum usage of their property during their lifetime, with eventual preservation – another method that would likely require a conservation agency or organization

partner. A living trust can achieve the same result but avoids the probate process.

Purchase Option

A purchase option is a legal document conveying the right to buy. The document outlines the required price and applicable period, with a fee (often 10 percent of land value). If the property is bought, the fee is deducted from the purchase price; if the purchase does not proceed, the fee is nonrefundable. This option may be a good approach if the County is interested in purchasing land or an easement but needs to secure funds for the purchase.

Right of First Refusal

Based on an agreement with the property owner, this agreement gives the County or a partner organization the opportunity to match a purchase offer received by the owner at a future time if and when the

Table 5-2: Ranking Criteria

Possible Score	1	2	3
Oil Lease Crossings	> 1	1	0
Property Ownership	> 2 owners or > 5 parcel crossings	2 owners or 2-5 parcel crossings	1 owner or parcel crossing
Negotiating Agency	Private or outside study area	State/ Federal/ Utility	County/ Conservancy
Trail and Bikeway Connections	< 2	2-3	> 3
Destinations	0	1-3	> 3
Cultural Resources within 60 Feet	>1	1	0
Physical Status	None	Partial	Existing
Average Slope	> 15%	< 15% and > 5%	< 5%
Blue Line Stream Crossings	>5 stream crossings or within a riparian corridor	> 3 stream crossings or crosses riparian areas	< 3 stream crossings or outside of a riparian area
Public Support Comments	0	1-2	> 2
Range of Scores	10-30*		

*Base range: corridors with existing maintained segments are ranked higher, based on the percentage of the corridor consisting of maintained trails.

owner elects to sell the property. The owner retains property rights until such time as a purchase is amenable to the owner.

5.3 Phasing

The primary purpose for trail phasing is to ensure a logical sequence of implementation that provides a high degree of success as each phase is built, thereby building momentum for future phases and trail network expansion. Success is directly correlated with a substantial level of use, strong public and political support, and proven effective management of the trail as each phase is implemented. Phasing recommendations also help DPR identify trails which can be implemented at a potentially lower cost, those with fewer land and regulatory negotiations, and those which may be implemented faster than others.

The trail phasing strategy is based upon the composite score of the following categories:

- Land ownership
- Connectivity
- Site conditions
- Public support

These categories are comprised of specific factors, which can help guide future trail development in the SSMTMP-P11 area by giving an overall picture of potential implementation challenges. Table 5-2 details the specifics of these factors.

Scoring is applied at both the segment and corridor level, allowing individual segments to be evaluated within a corridor, but also allowing corridors as a whole to be compared. Table 5-3 shows this scoring as applied to trails proposed in this document.

Land Ownership

Immediate projects should focus on property currently owned or managed by the County or other public space entities. To acquire the land for further trail development, the acquisition strategies and approaches identified in Section 5.2 should be followed. Land owner information and how it relates to each segment can be seen in Table 5-2, under the columns:

- Property Ownership: counts the number of parcel crossings and the number of unique owners across those parcels;
- Negotiating Agency: what type of owner will do the negotiating. Public agencies are prioritized, while private ownership and areas outside the study area are deprioritized; and
- Oil Leases: number of oil leases crossed, having potential conflicts with oil operations and safety concerns.

Connectivity

Overall connectivity is shown in Table 5-2 under the columns for Destinations, which refers to the number of priority destinations identified in Section 3.1 that are within 1/4-mile of the corridor, and Trail and Bikeway Connections, which measures the number of connections to existing or planned bikeways and trails within 1/4 mile of a proposed trail.

Table 5-3a: Phase II.a Corridor Ranking

Corridor	Miles	Primary Owner	Total Score	Cultural Resources	Slope	Destinations	Public Comment	Blue Line Stream Crossings	Connections	Oil Leases	Ownership	Agency	Physical Status	% Maintained
<i>Pico Channel</i>	1.8	LACFCD	34.5	3.0	2.6	2.5	1.0	2.5	3.0	3.0	1.5	2.0	2.0	50%
<i>Rice Canyon</i>	3.7	MRCA	27.6	3.0	1.4	2.3	1.5	3.0	1.6	2.5	2.2	2.6	2.3	23%
<i>Palo Sola</i>	1.3	Private	26.9	3.0	2.0	2.0	1.3	3.0	1.0	3.0	1.3	1.0	3.0	30%
<i>The Old Rd</i>	3.1	LA County	26.1	3.0	2.5	2.9	1.4	3.0	3.0	3.0	1.7	3.0	2.5	0%
<i>Pico Canyon</i>	7.6	LA County	23.3	2.3	2.1	2.1	1.4	2.6	1.5	2.0	2.0	2.7	3.0	8%
<i>Minnie-Lotta</i>	2.1	MRCA	22.9	2.5	1.3	2.0	1.6	3.0	1.0	3.0	1.5	2.7	1.8	12%
<i>Wiley West Rim</i>	0.8	MRCA	22.0	3.0	1.0	2.0	1.0	3.0	1.0	3.0	2.0	3.0	3.0	0%
<i>Pico Park</i>	1.0	Private	21.8	3.0	1.8	2.0	1.0	3.0	2.1	3.0	1.2	1.6	3.0	0%
<i>Lyons Ranch</i>	4.2	City of Santa Clarita	21.3	3.0	2.0	2.0	1.0	2.7	1.8	3.0	1.4	2.0	2.2	0%
<i>Wiley to RIVA</i>	2.3	LA County	21.2	3.0	1.3	1.7	1.9	3.0	1.0	3.0	1.8	1.9	2.7	0%
<i>Wiley South Rim</i>	2.0	MRCA	21.2	3.0	1.0	2.0	1.6	3.0	1.0	2.4	2.6	2.3	2.3	0%
<i>Entrada to Santa Clara River</i>	1.7	Private	20.6	3.0	3.0	1.7	2.0	3.0	2.7	1.3	1.6	1.3	1.0	0%
<i>Entrada</i>	4.3	Subdivision	20.5	3.0	1.8	1.3	1.0	3.0	1.8	2.6	1.7	1.8	2.4	0%
<i>Towsley to North Ridge</i>	2.3	MRCA	19.0	3.0	1.0	2.0	2.0	3.0	1.0	1.6	1.4	2.2	1.8	0%
<i>Towsley to South Ridge</i>	2.2	MRCA	19.0	3.0	1.0	2.0	1.0	3.0	1.0	3.0	1.0	3.0	1.0	0%
<i>Pico to Newhall Ranch</i>	3.1	MRCA	18.9	3.0	1.2	2.0	1.0	3.0	1.0	2.2	1.8	2.3	1.4	0%
<i>Mentryville-Newhall Ranch</i>	0.8	MRCA	18.9	2.5	1.0	2.0	1.0	3.0	1.3	1.8	2.3	2.5	1.5	0%
<i>Minnie-Lotta to Lyons</i>	1.4	Subdivision	18.0	3.0	1.0	2.0	1.0	3.0	1.0	3.0	1.0	2.0	1.0	0%
<i>Pico to Palo Sola</i>	4.4	US Govt.	16.0	3.0	1.0	2.0	1.0	2.2	1.0	2.2	1.0	1.0	1.6	0%
<i>Towsley to RIVA</i>	2.9	Private	16.0	2.7	1.0	1.7	1.0	2.0	1.0	2.7	1.3	1.0	1.7	0%

Table 5-3b: Phase II.b Corridor Ranking

Corridor	Miles	Primary Owner	Total Score	Cultural Resources	Slope	Destinations	Public Comment	Blue Line Stream Crossings	Connections	Oil Leases	Ownership	Agency	Physical Status	% Maintained
<i>SHP Connector</i>	2.5	LADWP	23.0	3.0	2.0	2.0	2.8	3.0	2.9	3.0	1.1	2.0	1.9	0%
<i>John Luker Trail</i>	4.5	Private	22.4	3.0	2.0	2.0	1.9	3.0	1.3	3.0	2.0	1.4	2.7	0%
<i>RIVA</i>	5.2	LADWP	22.2	3.0	1.5	2.0	2.0	3.0	1.0	3.0	1.8	1.9	3.0	0%
<i>Luker to RIVA</i>	0.9	MRCA	22.2	3.0	1.5	2.0	2.0	3.0	1.0	3.0	1.8	1.9	3.0	0%
<i>Woolsey to RIVA</i>	0.7	Subdivision	21.9	3.0	1.6	2.0	1.0	3.0	1.0	3.0	2.8	2.2	2.2	0%
<i>Dayton to SSFL</i>	1.8	MRCA	21.7	2.8	1.3	1.7	1.5	3.0	1.0	3.0	2.3	2.7	2.4	0%
<i>Bell Canyon</i>	1.1	Subdivision	21.6	3.0	1.0	1.0	1.8	3.0	2.0	3.0	2.0	1.8	3.0	0%
<i>Dayton Canyon</i>	2.0	Private	21.2	3.0	1.7	2.0	1.2	3.0	1.0	3.0	2.3	2.4	2.6	0%
<i>Woolsey to Sage Ranch</i>	1.0	Ventura County	20.1	3.0	1.4	2.0	1.0	3.0	1.0	3.0	2.2	1.6	1.9	0%

Site Conditions

While the planning process undertaken for SSMTMP-P II has incorporated general best practices for the selection of trail alignments, varying site conditions will play a great effect on a trail's constructability, potential costs, and anticipated level of use. Specific existing conditions along trail segments which have been considered are:

- Existing physical trail status: existing roads or trails, partial trails or footpaths;
- Riparian crossings and corridors: trails proposed within 50 feet of an existing river or stream, as well as the number of stream crossings;
- Topography: average slope along a proposed trail;
- Cultural resource adjacency: trails falling within 60 feet of an identified cultural resource.

Public Support

The SSMTMP-P II planning process included several public meetings, online interactive mapping, surveys, and comment cards, details of which can be found in Section 2 and in Appendix A. Public comment indicated areas of desire and the need for trails development. Comments were tallied per corridor, as votes for a particular corridor. Comments advocating for a particular are scored under the Public Support Comments column in Table 5-2.

Percent Maintained

This criterion evaluates the percentage of total miles of a corridor that is currently maintained by either LA County or the MRCA. This percentage is factored into the total corridor score, giving a bonus to corridors

which are already partially complete. Trails were defined as maintained by their status as an existing trail in LA County GIS data as of April 2017.

Total Score

The total score represents the average score per factor of all segments within a corridor, normalized by segment length. For example, a two-mile segment's scores will have a greater weight on a corridor's overall score than a one-mile segment. Where corridors contain existing and maintained trail segments, the corridor receives a bonus score based upon the percentage of overall corridor miles consisting of these maintained segments.

The range of possible scores and breakdown of scoring values is shown in Table 5-2. Corridors are ranked in Table 5-3. Scores are provided at the corridor level to encourage the creation of complete trails at the corridor level, rather than at the finer segment level, which could result in the creation of gaps in the system. A more detailed ranking by trail segment is provided in Appendix F.

5.4 Implementation Steps

There are seven basic project steps to construction, proceeding from this plan.

Base Information for Design

Implementation will begin with preparation of detailed base mapping and related information for design. Aerial imagery will be obtained to provide high resolution photos and topography in the form of contours and spot elevations, as well as approximate property and easement boundaries. Existing topographical and boundary surveys can be used where available, but some areas will need field surveys to provide accurate information. Field studies will also address

environmental resource conditions to inform the environmental review step below.

Preliminary Design

The preliminary design will define the precise location, configuration, and materials of the trail and the trail amenities. This will be based on designer and agency staff meetings to walk the trail alignment and resolve specific details. This is also the stage at which access rights would need to be negotiated and secured for private property along the route.

Environmental Review

Following preparation and agency approval of the preliminary design plans, at a point when no major revisions to the proposed project are anticipated, California Environmental Quality Act (CEQA) environmental documentation can begin, including biological resource assessment, cultural resources assessment, and jurisdictional policies and standards assessment. There will be at least a 30-day period for public and agency review of the draft environmental document, after which the preparers would respond to comments, and the responsible agency would review and certify the document as complete. Any environmental impacts of the project would be addressed in mitigation measures identified in the environmental document, and a monitoring plan will specify follow-up responsibilities.

Permits and Approvals

A number of permits are required to construct trails, based on the anticipated features and environmental setting of various segments. In addition to the preliminary plans and the CEQA document, some of these applications will require more detailed studies and design calculations. Some of the permits cannot be obtained

until nearly complete construction plans are provided, as described below.

Construction Documents

Final construction plans, specification and cost estimates, along with construction contracts and bid documents, will be prepared to provide the basis for putting the project(s) out to bid. These documents are typically prepared and then reviewed and approved by the responsible agencies at progress stages – e.g., 60%, 95%, and 100%.

Bidding and Contract Award

Where the bid documents are advertised, meetings will be held for prospective bidders, to clarify project and bid requirements. Bids will be received, reviewed and a winning responsive bid will be recommended to the County for approval and contract award.

Construction and Construction Period Services

Construction can then go forward, subject to the constraints of environmental limits on work during the wet season and seasonal limits regarding locations of sensitive wildlife or plant species. Agency staff will monitor and manage the construction project through completion and final acceptance, with assistance from the designers and environmental consultants.

5.5 Planning-Level Cost Summary

Cost estimation relies on a variety of factors that are related to the complexity of ownership along the trail corridor, as well as design challenges. The following factors play a role in cost estimation:

Hard Costs

Hard costs account for the costs to build the recommended trail improvements including:

- Construction costs
- Contingency for unanticipated work items
- Construction overhead (costs the contract typically includes over and above the individual work items, such as mobilization and general conditions)
- Mitigation and monitoring

Soft Costs

Soft costs cover a variety of professional services, including:

- Survey
- Preparation of Construction Documents
- Public Participation
- Permitting (local, state and federal as required)
- Bid Assistance
- Construction Observation and Contract
- Administration

Cost Considerations

Many factors can affect trail construction costs. Land acquisition can be the largest cost variable if purchasing property is required. Project scoping and phasing is another consideration that can affect cost. Larger trail projects see economies of scale than constructing short/small trail segments. Additional factors can affect construction costs, including:

- Final construction phasing
- Revisions to the design as required by local, state and federal permitting agencies

- Additional requirements imposed by property owners as a condition of granting property rights (e.g., fencing, vegetated buffers, etc.)
- Fluctuations in commodity prices during the design and permitting processes
- Selected construction materials
- Type and quantity of amenities (e.g., benches, lighting, bike racks, etc.)
- Extent of landscaping desired

See Table 5-4: Funding Sources.

5.6 Operation and Maintenance Strategies

Management policies and practices should be undertaken consistent with the provisions of the County Trails Manual Section 5.0, Trail Operation and Maintenance. Such policies and practices for trail maintenance and use management are intended to facilitate safety.

Operation Strategies

There are several operation strategies to improve trail sustainability and public safety that may be considered:

- Maintaining pre-defined hours of operation
- Designing trails for all users and enforcing safe trail behavior
- Protection of physical resources
- Accommodation and enforcement of parkland uses
- Emergency response protocol
- The County Trails Manual closure policy.

Trail Assessment

Prior to conducting maintenance, an assessment may be undertaken, in accordance with the provisions of the County Trails Manual:

- Create trail assessment and repair sheet
- Walk or ride the trail
- Confer with the land manager
- Assign work crews

Maintenance Activities

Consistent with the provisions of the County Trails Manual guidelines, a variety of maintenance activities may be considered over a multi-year trail maintenance schedule, including but not limited to:

- Mowing and spraying
- Tree and brush trimming
- Debris removal
- Removal of trash and debris in culverts
- Culvert upgrades due to deterioration or stormwater flow changes
- Removal of trash and debris from water crossings
- Re-grading from erosion areas in water crossings
- Sign and amenity upgrades and repair
- Graffiti removal
- Fire mandated brush clearance
- Pumping out flooded tunnel ways

5.7 Funding Strategies

Outside of typical DPR operating budget, assessment fees, and user fees, DPR may utilize outside funding sources. A variety of options exist to further plan, design, and construct trails proposed in the SSMTMP-P11, including federal, state, regional, local, and private sources. Leveraging these funding sources for trail development allows County operating budgets to be preserved for maintenance, which is rarely covered by grant programs. Table 5-4 shows which funding sources can be applied to which types of projects and the content below describes each of these funding sources further.

Federal

Transportation Investment Generating Economic Recovery (TIGER)

U.S. Department of Transportation TIGER is a yearly discretionary grant program that funds innovative, multimodal, and multi-jurisdictional transportation projects that promise significant economic and environmental benefits to an entire metropolitan area, region, or nation. Does not fund planning, preparation, or design of capital projects.

Community Development Block Grant Program (CDBG) U.S. Department of Housing and Urban Development (HUD)

CDBG is a grant program that can be used for a variety of different projects, including trail construction. The CDBG Entitlement Program provides annual grants to municipalities of at least 50,000 people and counties, and the Section 108 Loan Guarantee Program provides loan guarantees for local government or third-party developers.

Smart Growth Program, Environmental Protection Agency

The Smart Growth Program provides communities with grants and technical assistance to expand economic opportunity while protecting human health and the environment.

Rivers, Trails and Conservation Assistance (RTCA) Program, National Park Service (NPS)

RTCA, a community assistance arm of the NPS, provides technical assistance to a variety of agencies and organizations in order to preserve open space and develop trails. RTCA's funds can be used for developing plans, engaging the public,

and identifying other sources of funding for conservation and outdoor recreation projects. Applications are due annually by June 30th.

Land and Water Conservation Fund (LWCF) Grants, National Park Service (NPS)

LWCF is a matching grant program for states and local governments for the acquisition, planning, and development of public outdoor recreation areas and facilities. Since 1949, 75% of funds have gone to locally sponsored projects to provide close-to-home recreation opportunities.

State

Active Transportation Program (ATP), California Transportation Commission and Caltrans

ATP combines federal and state funding to encourage increased use of active modes of transportation throughout the state. The funding is distributed through both a statewide competition and regional pools and can be used both for infrastructure and non-infrastructure projects. The goals of ATP are to:

- Increase the proportion of trips accomplished by biking and walking;
- Increase safety and mobility for active transportation users;
- Advance active transportation efforts of regional agencies to achieve California's greenhouse gas reduction goals, pursuant to SB 375 (of 2008) and SB 341 (of 2009);
- Enhance public health;
- Ensure that disadvantaged communities fully share in the benefit of the program; and,

- Provide a broad spectrum of projects to benefit many types of active transportation users.

There is no minimum funding requirement for recreational trail projects, and eligible projects include:

- Infrastructure Projects: Capital improvements that will further program goals, typically including planning, design, and construction.
- Non-Infrastructure Projects: Education, encouragement, enforcement, and planning activities that further program goals. The focus of this category is on pilot and start-up projects that can demonstrate funding for ongoing efforts.
- Active Transportation Plans for disadvantaged communities: Include bike, pedestrian, safe routes to school, or comprehensive active transportation plans for disadvantaged communities.

Environmental Enhancement and Mitigation Funds (EEMP), California Natural Resources Agency

EEMP provides grants to projects that indirectly mitigate the environmental impacts of new transportation facilities. Funds are available for land acquisition and construction and should fall into one of the following three categories: urban forestry projects, resource lands projects, or mitigation projects beyond the scope of the lead agency. The local Caltrans district must support the project. The average award amount is \$250,000.

Land and Water Conservation Fund, California Department of Parks and Recreation

The Land and Water Conservation Fund is a federal program that provides grants for planning and acquiring outdoor recreation areas and facilities, including trails. In California, the fund is administered by the

California State Parks Department. Cities, counties, and districts authorized to acquire and develop park and recreation space are eligible for grant funding. While non-profits are ineligible, they are allowed to apply in partnerships with eligible agencies. Applicants must fund the project entirely and will be reimbursed for half of the cost.

Habitat Conservation Fund, California Department of Parks and Recreation

The Habitat Conservation Fund provides funding through state general funds to local agencies to protect threatened species, to address wildlife corridors, to create trails, and to provide nature interpretation programs which bring urban residents into park and wildlife areas.

Sustainable Communities Planning Grant and Incentives (SCPGI) Program, California Strategic Growth Council

The SCPGI program provides grants for development and implementation of plans that have a variety of environmental, economic, and social benefits, including trail planning.

Recreational Trails Program, (administered by) California Department of Parks and Recreation (CDPR)

RTP provides federal funds annually to all levels of government for recreational trails and trails-related projects, and in California is administered by CDPR. Applicants must match at least 12% of the total project cost.

Table 5-4: Funding Sources

Federal Sources		Type of Project						
Agency	Funding Source	Pedestrian	Bicycle	SRTS	Trails	Planning	Construction	Other
Department of Transportation	Transportation Investments	•	•	•		•		•
	Generating Economic Recovery (TIGER)							
Department of Housing and Urban Development	Community Development Block Grants	•	•	•	•	•		•
Environmental Protection Agency	Smart Growth Program		•	•	•			•
National Park Service	Land and Water Conservation Fund			•	•	•		•
State Sources		Type of Project						
Agency	Funding Source	Pedestrian	Bicycle	SRTS	Trails	Planning	Construction	Other
Caltrans and California Transportation Commission	Active Transportation Program	•	•	•	•	•		•
California Natural Resources Agency	Environmental Enhancement and Mitigation Program			•		•		•
California Department of Parks and Recreation	Land and Water Conservation Fund			•		•		•
California Department of Parks and Recreation	Habitat Conservation Fund			•		•		
California Strategic Growth Council	Sustainable Communities Planning Grant and Incentives (SCPGI) Program	•	•	•	•			
Recreational Trails Program	(Administered by) California Department of Parks and Recreation	•	•		•		•	

* SRTS - Safe Routes to School

Table 5-4: Funding Sources (cont.)

Regional and Local Sources		Type of Project						
Agency	Funding Source	Pedestrian	Bicycle	SRTS	Trails	Planning	Construction	Other
Regional Park and Open Space District (RPOSD)	County of Los Angeles, Department of Parks and Recreation	•	•		•	•	•	•
Southern California Association of Governments	Sustainability Planning Grant Program				•			•
Transportation Development Act	Metro	•	•	•	•	•	•	
Regional Park and Open Space District (RPOSD)	County of Los Angeles, Department of Parks and Recreation			•		•	•	
Proposition 84 Grant Program	Santa Monica Mountains Conservancy (SMMC)			•	•	•		•
Private Sources		Type of Project						
Agency	Funding Source	Pedestrian	Bicycle	SRTS	Trails	Planning	Construction	Other
PeopleForBikes	Community Grant Program	•	•	•		•		
Robert Wood Johnson Foundation	Various Grants							•
Walmart Foundation	Various Grants							•
Kodak American Greenways Awards Program	Eastman Kodak Company, the Conservation Fund and the National Geographic Society			•	•	•		•
Plan4Health Coalitions	American Planning Association (APA) and American Public Health Association (APHA)							•

* SRTS - Safe Routes to School

Regional / Local

Regional Park and Open Space District (RPOSD), County of Los Angeles, Department of Parks and Recreation²

RPOSD administers both Proposition A and Measure A funding for the acquisition, development, restoration and rehabilitation of property for parks, recreation, cultural and community facilities, and natural lands in the County of Los Angeles. The funding is available to eligible entities whose proposed projects will be maintained and operated in perpetuity.

Sustainability Planning Grant Program, Southern California Association of Governments (SCAG)

The Sustainability Planning Grant Program provides member jurisdictions with technical assistance for planning and policy work that works towards the implementation of the regional Sustainable Communities Strategy (SCS). SCAG awards grants under three categories, including Green Region, such as natural resource plans, and Active Transportation, which includes community or area-wide bicycle and pedestrian plans, and non-infrastructure programs (such as demonstration projects). Active transportation projects are limited to a maximum of \$200,000 (2017 grant cycle), and no match required is required. However, projects that include a hard match or leverage through in-kind efforts are prioritized during scoring. For the 2017 grant cycle, applications are due August 31st, 2017.

Transportation Development Act (TDA), (administered by) Metro

State TDA Article 3 funds are allocated annually on a per capita basis to both cities

and the County of Los Angeles for the planning, construction, and maintenance of bicycle and pedestrian facilities. Local agencies may either draw down these funds or place them on reserve. County and cities can submit a claim form to Metro by the end of fiscal year.

Proposition 84 Grant Program, Santa Monica Mountains Conservancy (SMMC)

The Proposition 84 Grant Program provides funding for public agencies and non-profit organizations to acquire, develop, rehabilitate, restore, and protect land and water resources consistent with Proposition 84. This includes trail and open space planning and construction.

Private Sources

Community Grant Program, PeopleForBikes

A coalition of bicycle suppliers and retailers, PeopleForBikes provides funding for the design and construction of important and influential bicycle infrastructure projects that leverage federal funding and build momentum for bicycling in communities across the U.S. These projects include bike trails, end-of-trip facilities, bridges, etc. An applicant may request up to \$10,000 and funding should be less than 50% of project budget. Leverage and funding partnerships are important to this program. There are one to two grant cycles per year.

The Robert Wood Johnson Foundation

The Robert Wood Johnson Foundation awards grants to public agencies and non-profit organizations for a variety of health-related projects, including bicycle education and bicycle infrastructure

² <http://rposd.lacounty.gov/>

projects. Each grant has specific goals, funding amounts, and deadlines.

The Walmart Foundation

Offers a variety of grant programs to non-profit organizations, including the Community Grant Program and a State Giving Program. The Community Grant Program awards small grants for a variety of work and provides between \$250 to \$5,000 through local Walmart and Sam's Club Stores. The State Giving Program provides larger grants (\$25,000 to \$250,000) in five focus areas, which include Education, Environmental Sustainability, and Women's Economic Empowerment. The Community Grant applications are due in December and announced in February. The State Giving Program accepts applications biannually.

Kodak American Greenways Awards Program, Eastman Kodak Company, the 5.7.3.5 Conservation Fund and the National Geographic Society

The Kodak American Greenways Awards Program provides small grant funding to plan, design, and construct greenways. Funding can be used for mapping, ecological assessments, surveying, conferences and design activities; developing brochures, interpretative displays, audio-visual productions or public opinion surveys; hiring consultants; incorporating land trusts; and/or building footbridges, planning bike paths or other creative projects. The program awards between \$500 and \$2500, and applications may be submitted from March 1 through June 1 of each calendar year. Non-profits organizations receive priority over public agencies.

Plan4Health Coalitions, American Planning Association (APA) and American Public Health Association (APHA)

Plan4Health Coalitions funds projects that build local capacity in addressing population health goals and promoting the inclusion of health in non-traditional sectors such as transportation. Each proposal must address inactivity, unhealthy diets and/or health equity. The average funding amount is \$150,000, and no more than two awards granted in a single state.

Other

The County should be creative when considering how to develop or maintain trails. Soliciting volunteer work can substantially reduce the cost of implementing some projects. For example, the County could partner with a local college design class and landscape architecture or engineering firm to design a shared route for a class project. The County could organize work parties to help clear the right of way for the trail or ask a local construction company to donate or offer discount services for construction work. The County could also develop an "adopt a trail" program, where local businesses or residents could "adopt" a bicycle route to help with construction and maintenance.

Roadway Active Transportation Projects Only

The following projects only apply to facilities within roadways, specifically on-street bicycle facilities. While funding from these sources cannot generally be used to fund projects that DPR would lead, these can provide valuable resources for partner agencies which may be constructing facilities which connect to DPR trails.

Federal

Bus and Bus Facilities Grants Program, Federal Transit Administration (FTA)

The FTA offers formula allocations and grants to a variety of organizations, including local governments, to pay for buses and related facilities. Agencies can use these funds to pay for bicycle routes to transit, bike racks, bike shelters, and bicycle equipment for public transportation vehicles. In Long Beach, these funds flow directly to Long Beach Transit and are used to fund bus and bus-related facilities.

Highway Safety Improvement Program (HSIP)

HSIP is a data-driven funding program for construction-related projects with a goal of reducing traffic fatalities and serious injuries on all public roads. Agencies must identify eligible projects through crash analyses. Agencies can use HSIP funds for both infrastructure and non-infrastructure projects, including bicycle and pedestrian safety improvements, enforcement activities, traffic calming projects and crossing treatments in school zones. In California, all HSIP projects must be consistent with the California Strategic Highway Safety Plan.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

CMAQ provides funding to state and local agencies for transportation projects that help meet Clean Air Act objectives. Funded projects must work to reduce congestion and improve area quality in nonattainment or maintenance zones for ozone, carbon monoxide or particulate matter. CMAQ funds can be used for bicycle and pedestrian projects that are included in the metropolitan planning organization's (MPO) current transportation plan and transportation improvement program (TIP). Projects can include bicycle and pedestrian facilities that are not exclusively recreational and for outreach related to safe bicycle

use. Studies that are part of the project development pipeline (e.g. preliminary engineering) are also eligible for funding.

CMAQ funding is administered through the Southern California Association of Governments (SCAG) on the local level. These funds are eligible for transportation projects that contribute to the attainment or maintenance of National Ambient Air Quality Standards in non-attainment or air-quality maintenance areas. Examples of eligible projects include enhancements to existing transit services, rideshare and vanpool programs, projects that encourage bicycle transportation options, traffic light synchronization projects that improve air quality, grade separation projects, and construction of high-occupancy vehicle (HOV) lanes. Projects that are proven to reduce direct PM2.5 emissions are to be given priority.

State

AB 2766 Motor Vehicle Subvention Program, South Coast Air Quality Management District (SCAQMD)

The State of California charges a motor vehicle registration fee authorized by AB 2766. The South Coast Air Quality Management District (SCAQMD) distributes these Motor Vehicle Subvention Program funds to cities and counties based on their populations within its district, which includes the City of Long Beach. Cities and counties use these funds to develop measures or programs that reduce motor vehicle emissions. Funds can be used for projects that encourage biking, walking, and/or use of public transit. For bicycle-related projects, eligible uses include: "designing, developing and/or installing bikeways or establishing new bicycle corridors; making bicycle facility enhancements/improvements by installing bicycle lockers, bus bicycle racks; providing assistance with bicycle loan programs (motorized and

standard) for police officers, community members and the general public.”³

Sustainable Transportation Planning Grant Program, Caltrans

Supports transportation planning processes which address local and regional transportation needs and issues. The program offers two types of grants: Strategic Partnerships and Sustainable Communities, to all levels of government. The Strategic Partnership Grants fund regional agencies to address state highway system deficiencies, strengthen government relationships, and result in programmed system improvements. The Sustainable Communities Grants fund a variety of projects at all levels of government. Projects are expected to “identify and address mobility deficiencies in the multimodal transportation system, encourage stakeholder collaboration, involve active public engagement, integrate Smart Mobility 2010 concepts, and ultimately result in programmed system improvements.”⁴

State Transportation Improvement Program (STIP), Caltrans

The STIP is a five-year plan developed by Caltrans that allocates funding to new construction projects that add capacity to the transportation network. STIP consists of two components, Caltrans’ Interregional Transportation Improvement Program (ITIP) and regional transportation planning agencies’ Regional Transportation Improvement Program (RTIP). STIP funding is a mix of state, federal, and local taxes and fees. Bicycle and pedestrian projects can be programmed under ITIP and RTIP.

Affordable Housing and Sustainable Communities (AHSC) Program, California Strategic Growth Council

The California Strategic Growth Council’s AHSC Program provides funding for

compact transit-oriented development and related infrastructure and programs that reduce greenhouse gas (GHG) emissions. These projects increase the accessibility of housing, employment centers, and key destinations via low-carbon transportation options such as walking, biking, transit.

Office of Traffic Safety (OTS) Grants

The California OTS distributes grants statewide to establish new traffic safety programs or fund ongoing safety programs. Grants are used to establish new traffic safety programs, expand ongoing programs or address deficiencies in current programs. The list of traffic safety priority areas includes pedestrian and bicycle safety. Eligible grantees are governmental agencies, state colleges and universities, school districts, fire departments and public emergency services providers. Grant funding cannot replace existing program expenditures, nor can traffic safety funds be used for program maintenance, research, rehabilitation, or construction. Grants are awarded on a competitive basis, and priority is given to agencies with the greatest need. Evaluation criteria to assess need include potential traffic safety impact, collision statistics, rankings, the seriousness of problems, and performance on previous OTS grants. The California application deadline is January of each year. There is no maximum cap on the amount requested; however, all items in the proposal must be justified to meet the objectives of the proposal.

Regional

Metro Local Return Programs

Proposition A, Proposition C, Measure R, and Measure M Local Return programs are each one-half cent sales taxes that finance countywide transit development. Metro is responsible for distributing a certain proportion of the tax revenues to cities and

³ <http://www.aqmd.gov/docs/default-source/Agendas/Mobile-Source/msc-sep2017-agenda.pdf?sfvrsn=8>

⁴ <http://www.scag.ca.gov/Lists/News/DispForm.aspx?ID=155>

counties to develop and improve public transit, paratransit, and related transportation infrastructure. Funds from Propositions C, R, and M can be used for bicycle-related uses such as infrastructure, signage, bicycle sharing, and education efforts. These Local Return Funds are distributed monthly to jurisdictions on a per capita basis.

Highway Safety Improvement Program, Caltrans

The FAST Act eliminates the ability of states to shift funds designated for infrastructure safety programs to behavioral or educational activities, ensuring resources remain in construction-related programs. It also designates several new safety improvements eligible for funding including vehicle-to-infrastructure communication and roadway improvements that provide separation between pedestrians and motor vehicles.

With regards to unpaved roads, the FAST Act allows states to “opt out” of collecting safety inventory data for unpaved/gravel roads if certain conditions are met, as long as the states continue to collect data related to serious crashes and fatalities. It also requires that the United States Department of Transportation (USDOT) review data and report to Congress on best practices for roadway infrastructure improvements that enhance commercial motor vehicle safety.

The Highway Safety Improvement Program (HSIP) is a data-driven funding program, and eligible projects must be identified through analysis of crash experience, crash potential, crash rate, or other similar metrics. Infrastructure and non-infrastructure projects are eligible for HSIP funds. Bicycle and pedestrian safety improvements, enforcement activities, traffic calming projects, and crossing treatments for active transportation users in school zones are examples of eligible projects. All HSIP projects must be consistent with the

state’s Strategic Highway Safety Plan. In California, HSIP is administered by Caltrans.

Petroleum Violation Escrow Account, Caltrans

In the late 1970s, a series of federal court decisions against selected United States oil companies ordered refunds to the states for price overcharges on crude oil and refined petroleum products during a period of price control regulations. To qualify for Petroleum Violation Escrow Account (PVEA) funding, a project must save or reduce energy and provide a direct public benefit within a reasonable time frame. In California, Caltrans Division of Local Assistance administers funds for transportation-related PVEA projects. PVEA funds do not require a match and can be used as match for additional federal funds.

Regional Surface Transportation Program, Caltrans

The Regional Surface Transportation Program (RSTP) was established by California State Statute utilizing Surface Transportation Program Funds that are identified in Section 133 of Title 23 of the United States Code. This program provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital and intercity passenger projects.

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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-P11 and included aspects such as trail alignment locations, destinations to connect to, proposed locations of trail features and areas the were not compatible with trail development.

A.1 Community Meetings

DPR developed outreach activities in support of the SSMTMP 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 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 Phase 1 (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
- Bride 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 Canttell - 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]- HOA's
- 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- Bellewild1@yahoo.com (Current 20)
- Royan- peacockhill@ca.rr.com

Map Call Outs

- Before DWP - 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 (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
- 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
- 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 (SSMTMP Phase 1 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 - 818-935-1865 cell
- 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 basement
- 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

The Following were call outs on Map

- 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 **Figures A-1 and A-2**. A compiled table of all survey comments is shown in **Table A-1** and more details can be found in **Section A.2.1**.



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.

SANTA SUSANA MOUNTAINS TRAILS MASTER PLAN - PHASE II

Please use the "Draw Routes" and "Add Facilities" buttons, below, to provide comments on the map.

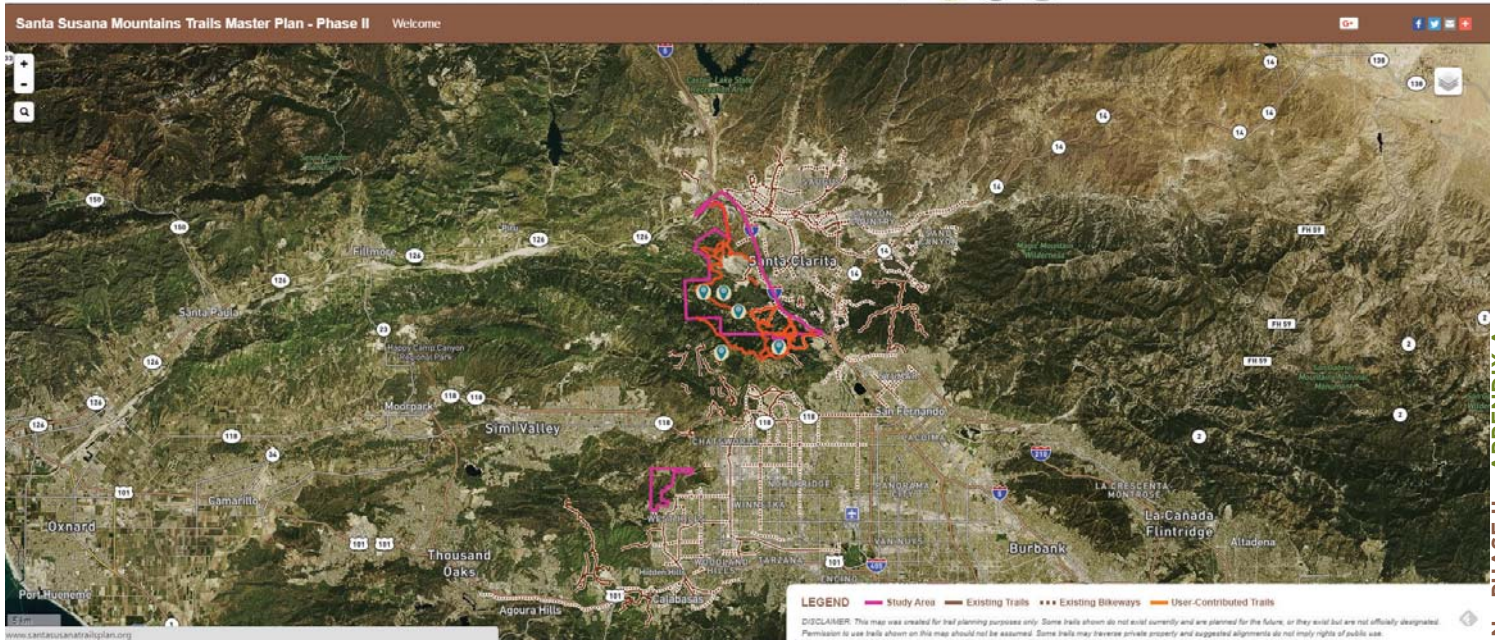


Figure A-2 Wikimap Results

TYPE OF TRAIL USE (CHECK ALL THAT APPLY)

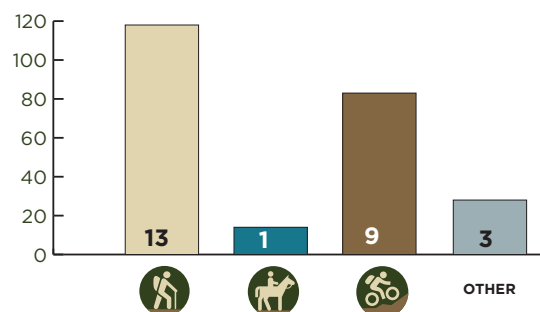


Figure A-3 Wikimap Results: Type of Trail Users

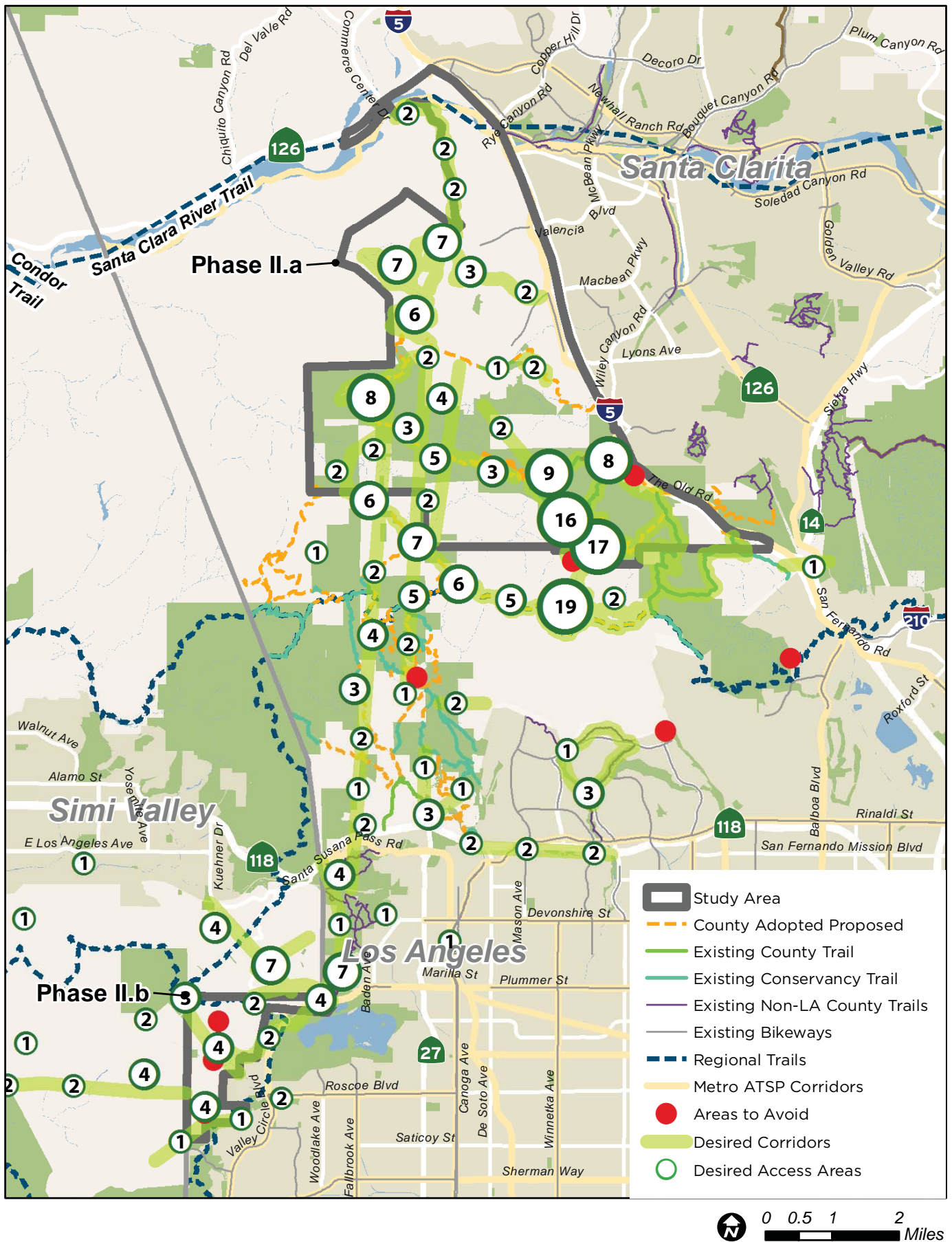


Figure A-4 Final Public Comment Map from Public Meetings and Wikimap

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APPENDIX B: OUTREACH MATERIALS

AGENCY MEETING

SANTA SUSANA MOUNTAINS

• TRAILS MASTER PLAN - PHASE II •

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.

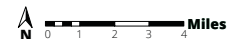
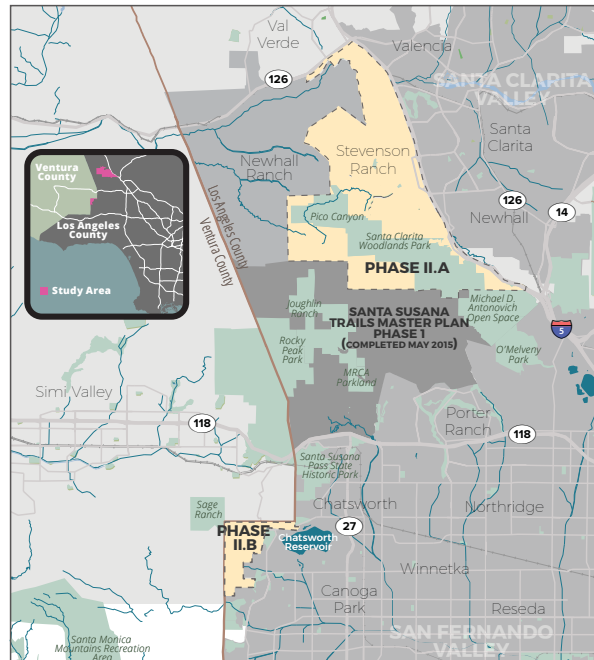
FACT SHEET

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.

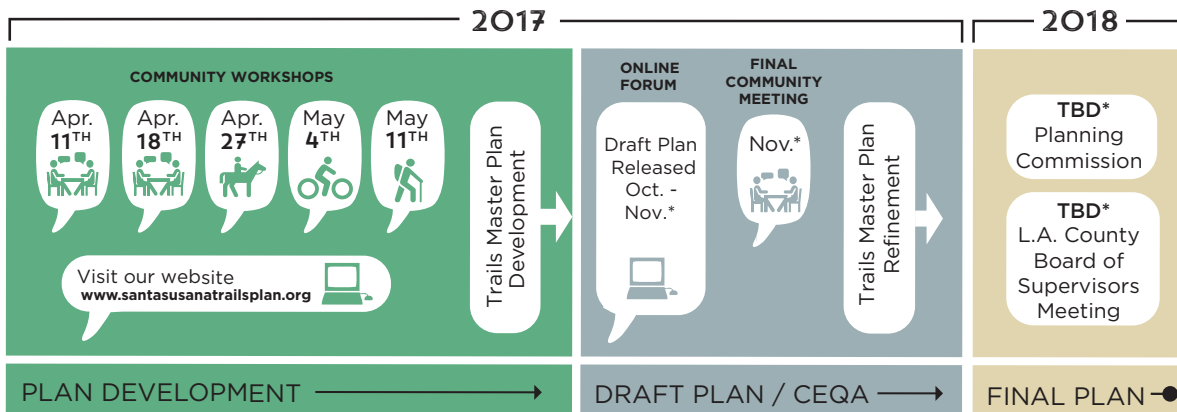
The study area is composed of generally mountainous and valley terrain that abuts Henry Mayo Drive (SR-126) to the north, the Interstate-5 freeway and the City of Los Angeles to the east, the City of Los Angeles and Phase I of the Santa Susana Mountains Final Trails Master Plan Area to the south, and 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



*to be determined

PUBLIC MEETING

SANTA SUSANA MOUNTAINS

• TRAILS MASTER PLAN - PHASE II •

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!

The purpose of this public outreach meeting is to introduce the project and gain valuable feedback from residents and interested parties 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.

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



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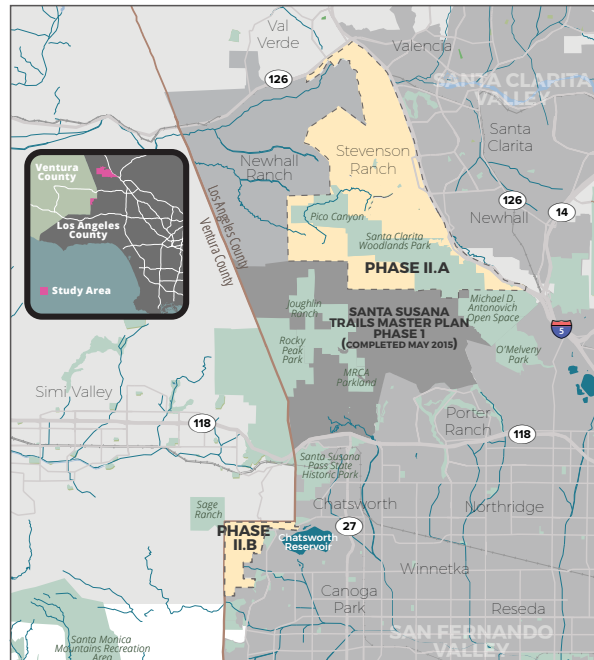
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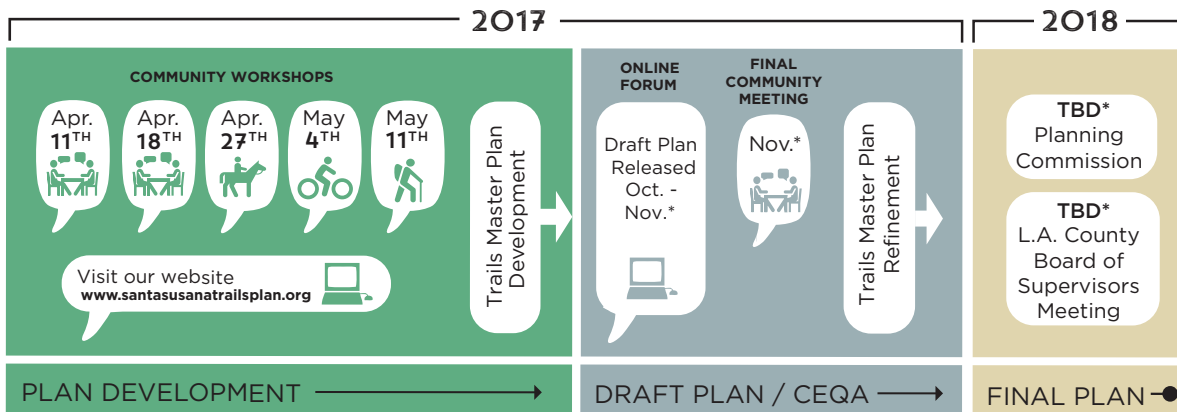
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STUDY AREAS:
Santa Susana Trails Master Plan Phase II



STUDY TIMELINE



*to be determined

OPEN HOUSE

SANTA SUSANA MOUNTAINS

• TRAILS MASTER PLAN - PHASE II •

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

Please join us!

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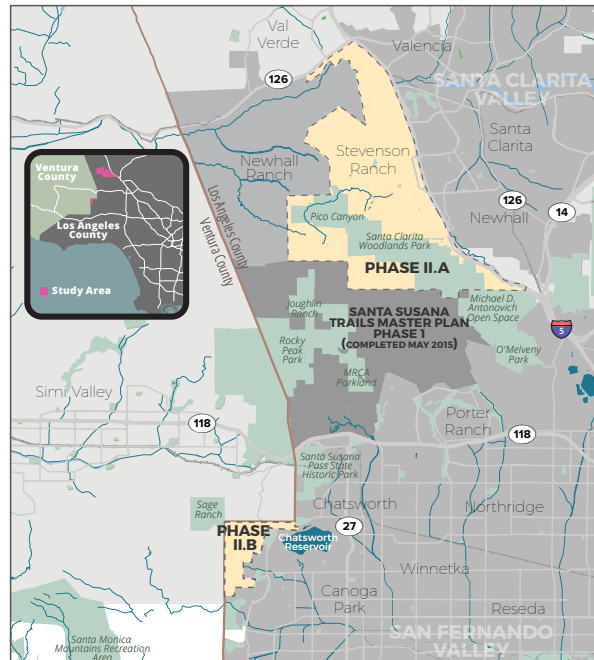
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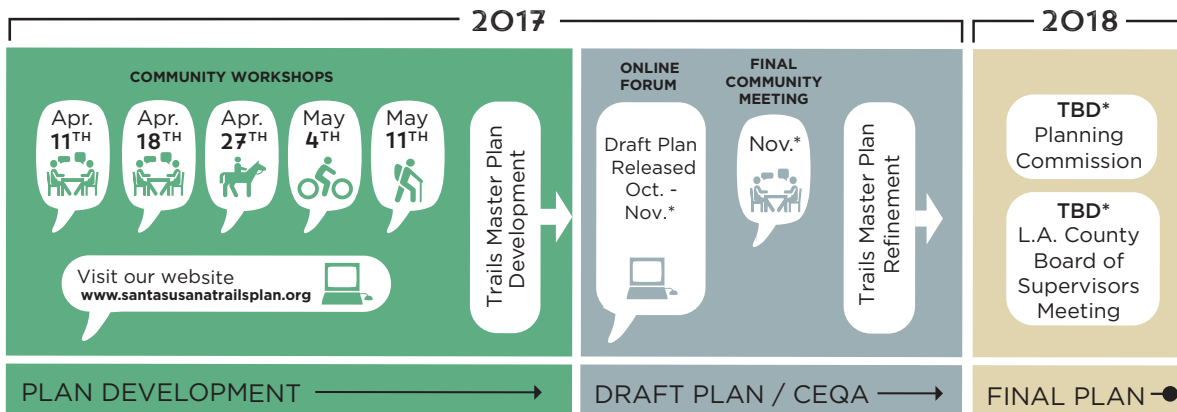
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STUDY AREAS:
Santa Susana Trails Master Plan Phase II



STUDY TIMELINE



*to be determined

TRAIL USER GROUP MEETINGS

SANTA SUSANA MOUNTAINS

• TRAILS MASTER PLAN - PHASE II •

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

LOS ANGELES COUNTY
DEPARTMENT OF PARKS
AND RECREATION

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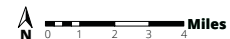
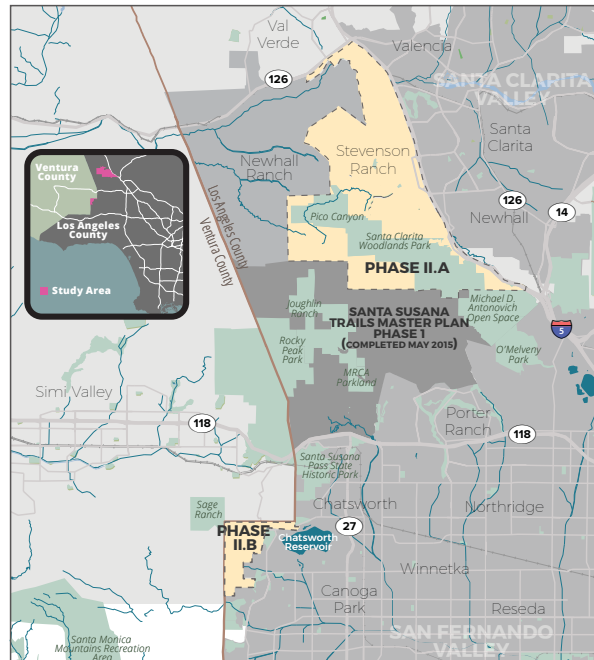
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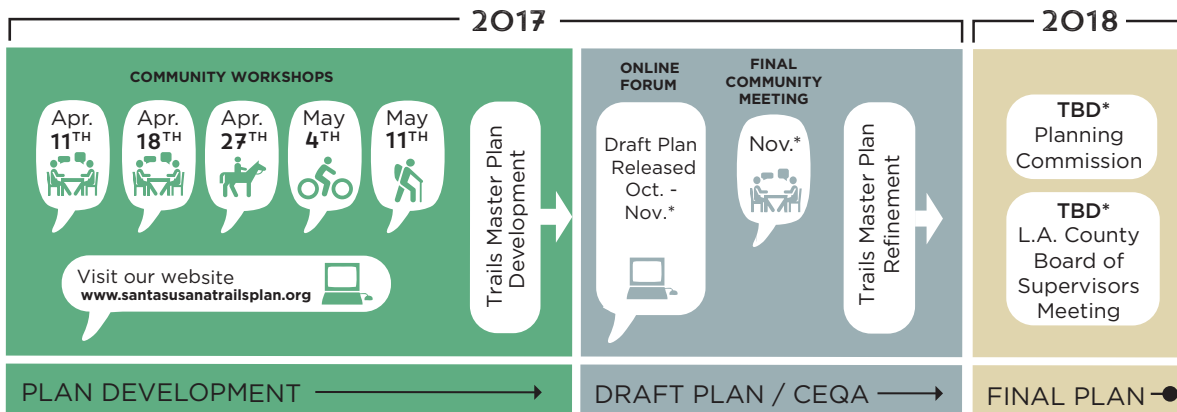
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STUDY AREAS:
Santa Susana Trails Master Plan Phase II



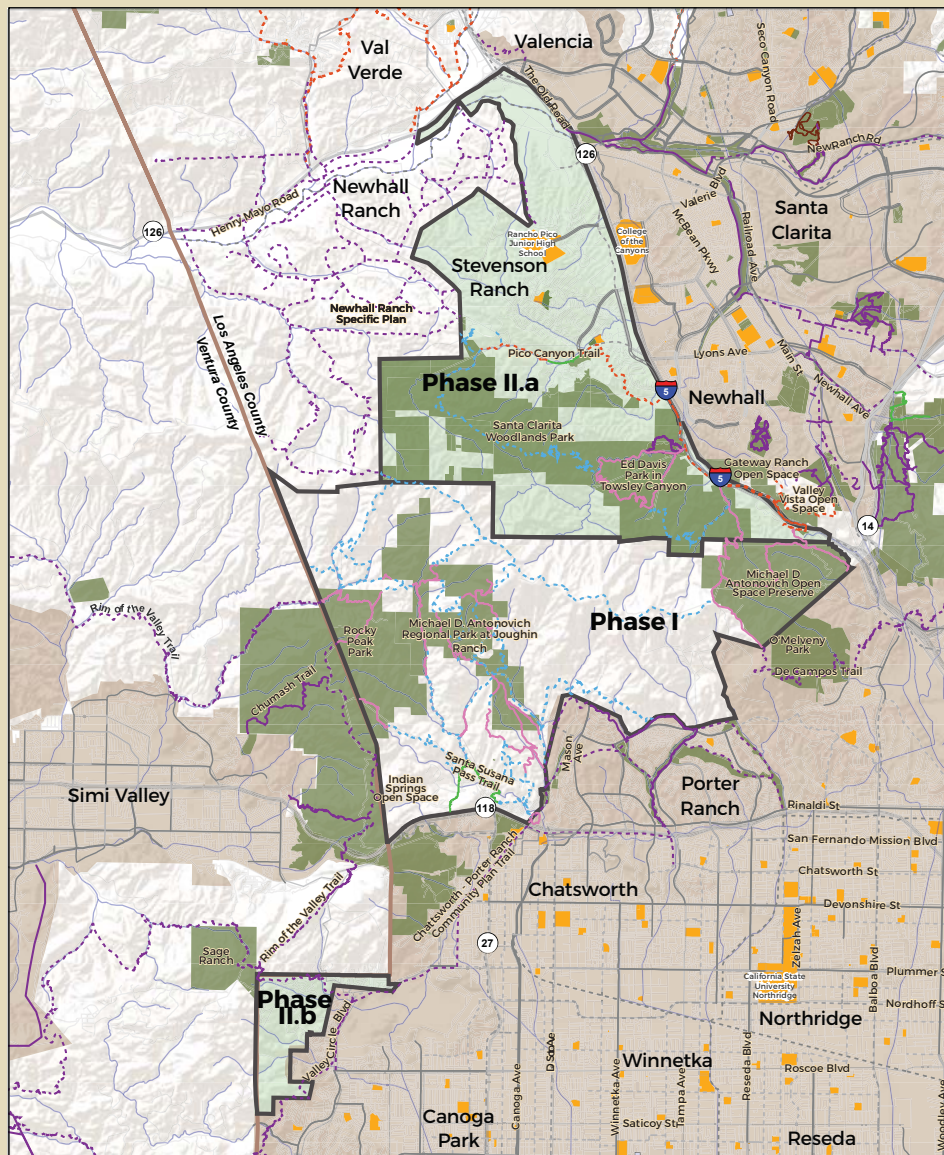
STUDY TIMELINE



*to be determined

SANTA SUSANA MOUNTAINS

• TRAILS MASTER PLAN - PHASE II •



PROJECT AREA OVERVIEW

SANTA SUSANA MOUNTAINS TRAILS MASTER PLAN - PHASE II

- TRAILS**
- Existing County Trail
 - Existing Conservancy Trail
 - Proposed Trail, SSMTMP Phase I
 - Adopted County Trail System Proposed
 - 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

- DESTINATIONS + BOUNDARIES**
- Santa Susana Project Area
 - Existing Parks
 - Schools
 - Cities

0 1 2 4 Miles



MAP DATA SOURCE

Date Map Created/Revised: 02/22/2017

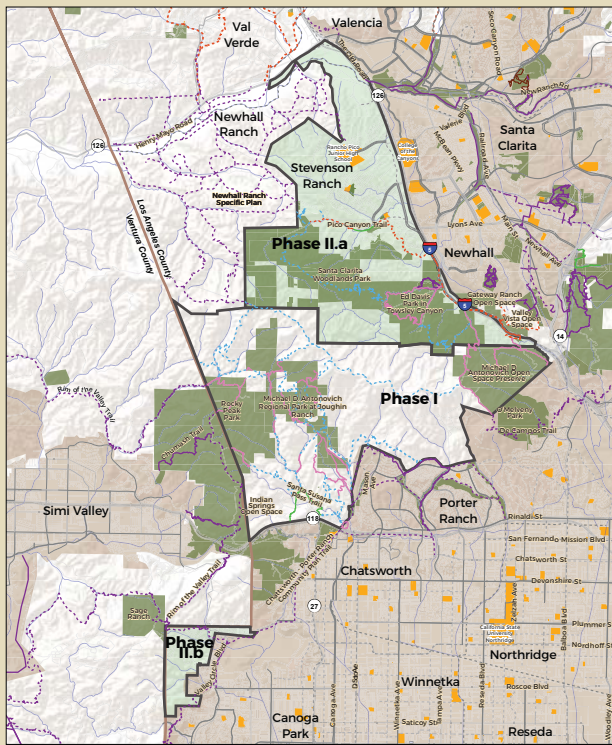
Basemap: USGS, NOAA

Data Sources:

Los Angeles County Enterprise GIS,
Caltrans State Highway Network 2015,
Newhall Ranch Specific Plan,
California Protected Areas Data
Portal 2016,
US Census 2015,
Los Angeles County Assessor,
DOGGR,
City of Santa Clarita,
Ventura County

SANTA SUSANA MOUNTAINS

• TRAILS MASTER PLAN - PHASE II •



TRAILS
 — Existing County Trail
 — Existing Conservancy Trail
 — Proposed Trail, SSMTMP Phase I
 — Adopted County Trail System Proposed
 — 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

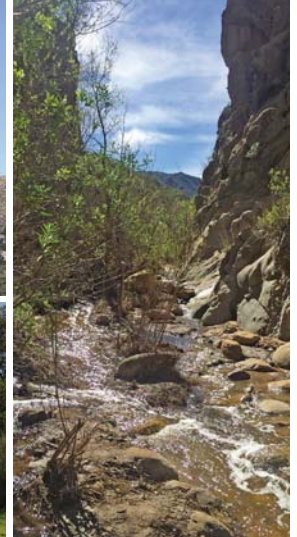
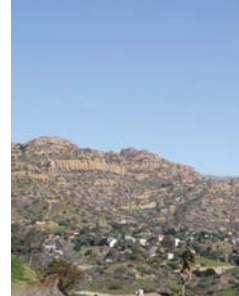
DESTINATIONS + BOUNDARIES

■ Santa Susana Project Area
 ■ Existing Parks
 ■ Schools
 ■ Cities

0 1 2 4 Miles



MAP DATA SOURCE
 Data Map Created/Revised: 02/22/2017
 Base Map: USGS, NIMA
 Data Sources:
 Los Angeles County Enterprise GIS,
 California State Highway Network 2015,
 Newhall Ranch Specific Plan,
 California Protected Areas Data
 Parcel 2016,
 Los Angeles County Assessor,
 2002/08,
 City of Santa Clarita,
 Ventura County

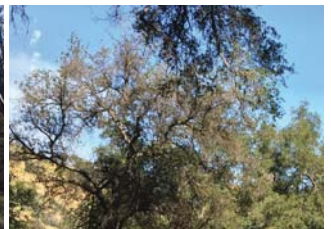
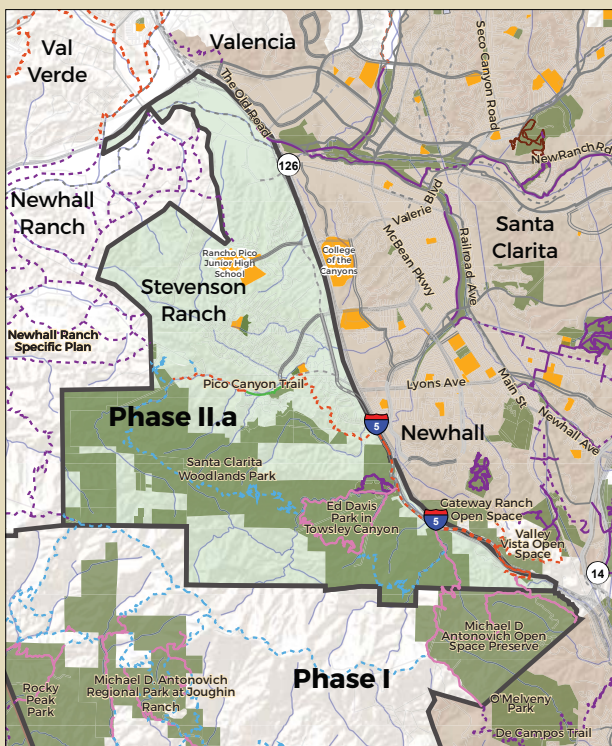


PROJECT OVERVIEW MAP



SANTA SUSANA MOUNTAINS

• TRAILS MASTER PLAN - PHASE II •



TRAILS
 — Existing County Trail
 — Existing Conservancy Trail
 — Proposed Trail, SSMTMP Phase I
 — Adopted County Trail System Proposed
 — 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

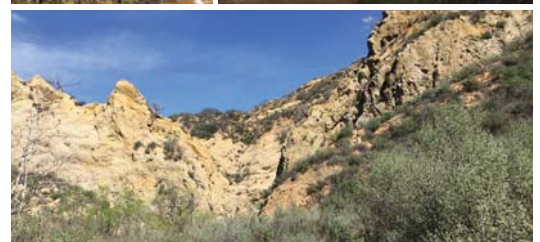
DESTINATIONS + BOUNDARIES

■ Santa Susana Project Area
 ■ Existing Parks
 ■ Schools
 ■ Cities

0 0.5 1 2 Miles

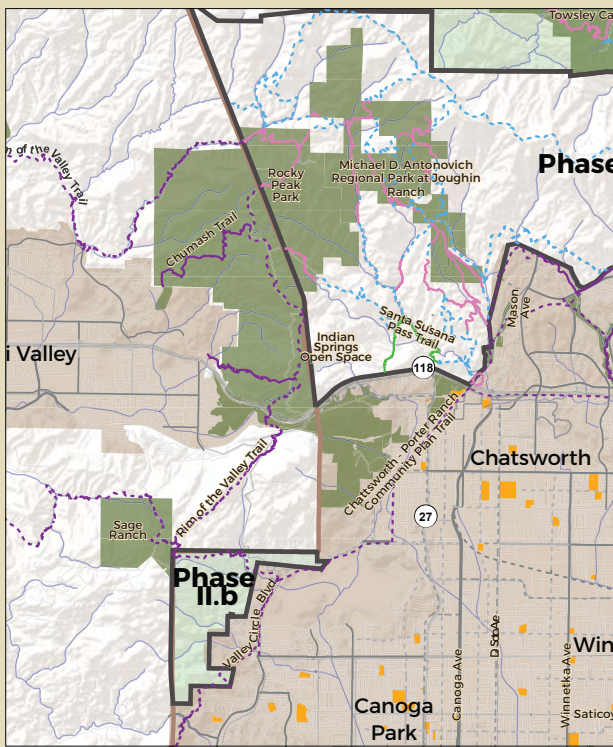


MAP DATA SOURCE
 Data Map Created/Revised: 02/22/2017
 Base Map: USGS, NIMA
 Data Sources:
 Los Angeles County Enterprise GIS,
 California State Highway Network 2015,
 Newhall Ranch Specific Plan,
 California Protected Areas Data
 Parcel 2016,
 Los Angeles County Assessor,
 2002/08,
 City of Santa Clarita,
 Ventura County



PHASE II.A MAP

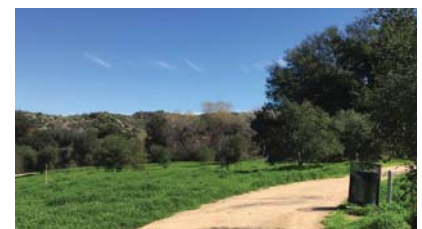




PHASE II.B MAP



- 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



PROJECT GOALS AND OBJECTIVES



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?



FACILITIES & AMENITIES



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?



FACILITIES & AMENITIES





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



LOS ANGELES COUNTY MULTI-USE TRAIL CLASSIFICATIONS

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

CLASSIFICATIONS



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

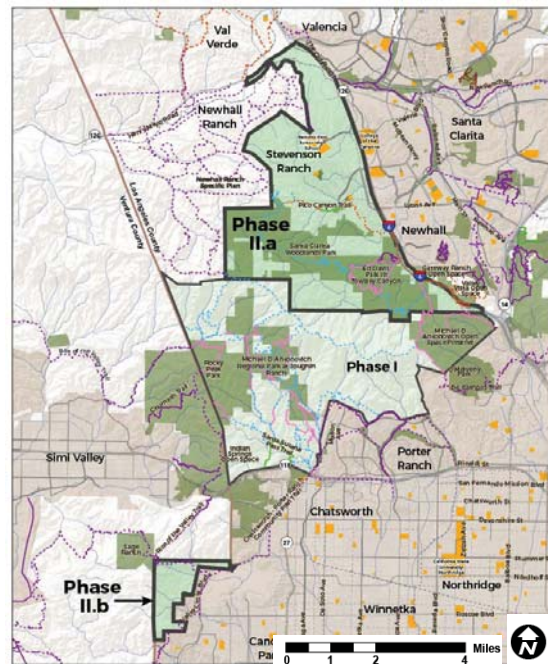


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Meeting Format

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



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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

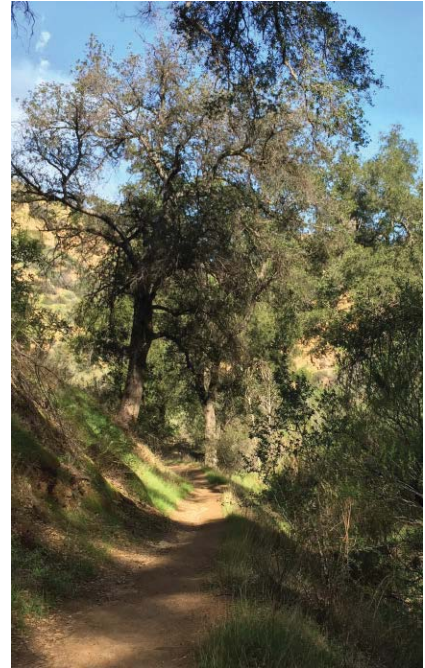
Sapphos Environmental, Inc.

- 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



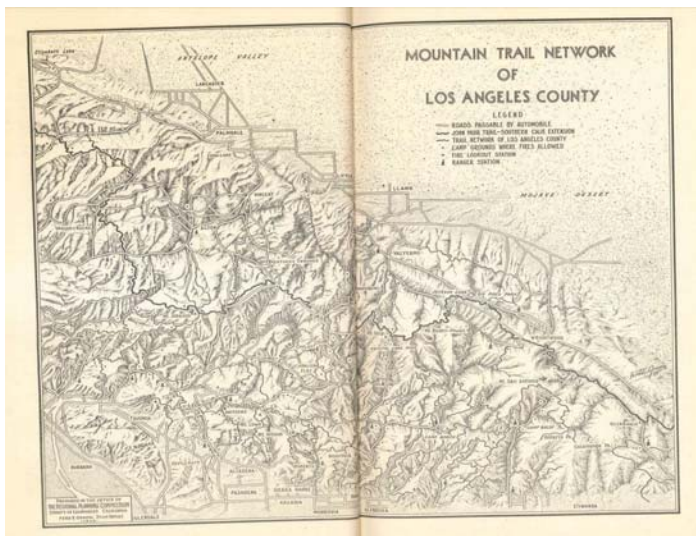
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3 Santa Susana Mountains Trails Master Plan – Phase II

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

Regional Trail System Figure 10.1



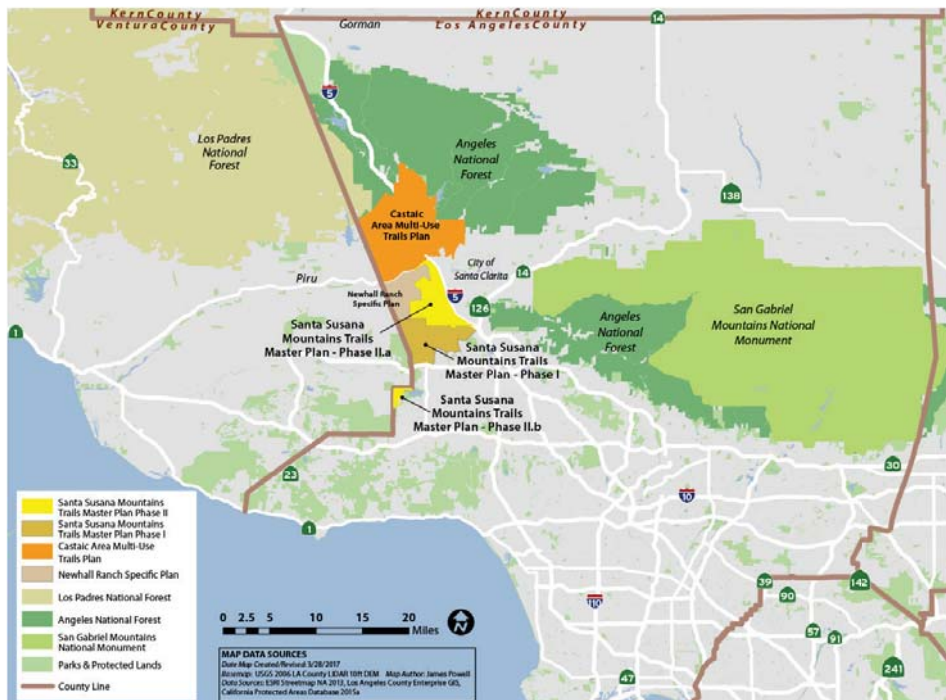
5 Santa Susana Mountains Trails Master Plan – Phase II



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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)

6 Santa Susana Mountains Trails Master Plan – Phase II

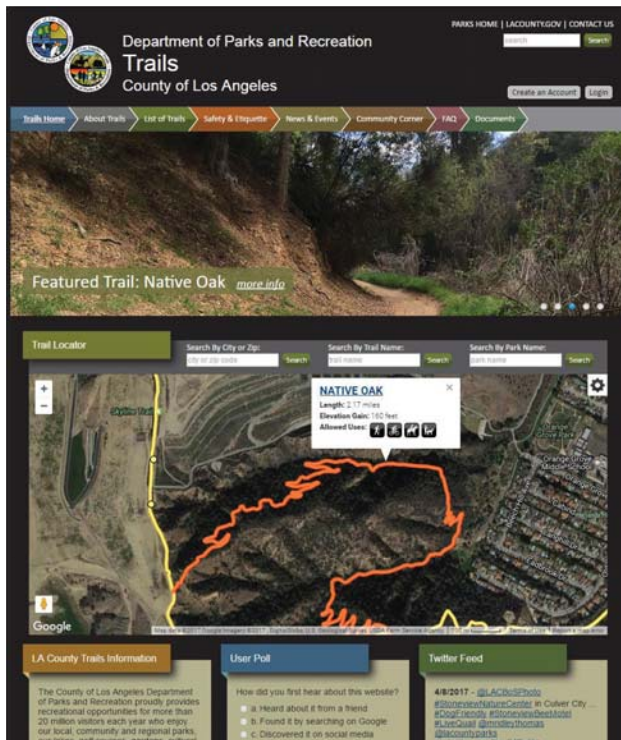


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LA County Trails Website:

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.



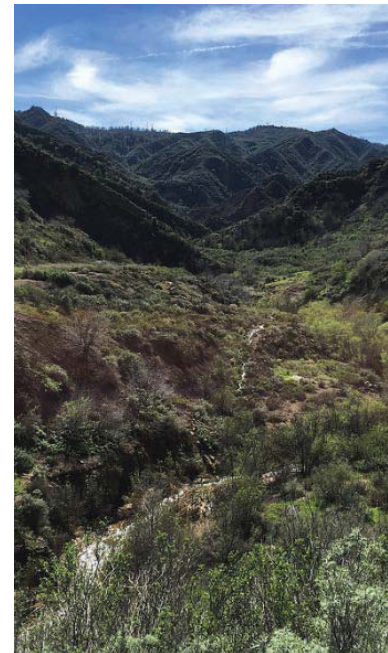
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7 Santa Susana Mountains Trails Master Plan – Phase II

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;



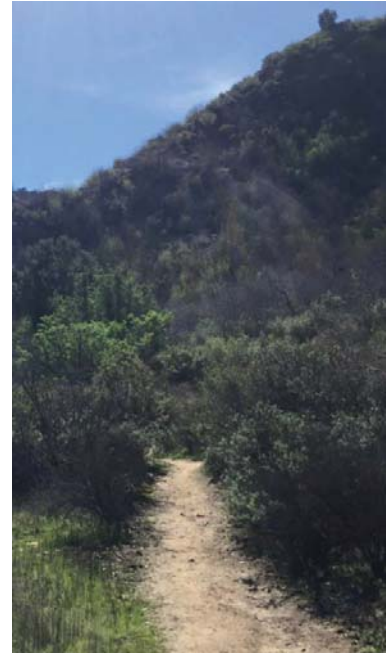
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8 Santa Susana Mountains Trails Master Plan – Phase II

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.



9 Santa Susana Mountains Trails Master Plan – Phase II

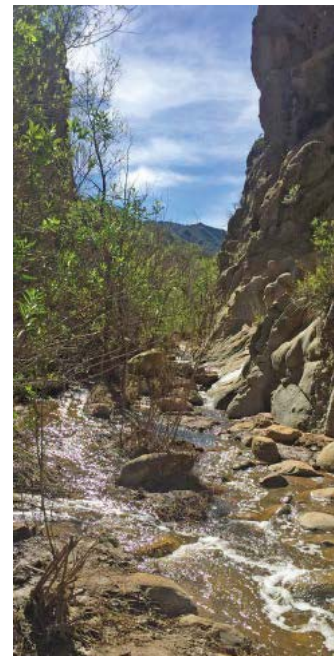


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Potential Benefits to Property Owners

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.



10 Santa Susana Mountains Trails Master Plan – Phase II



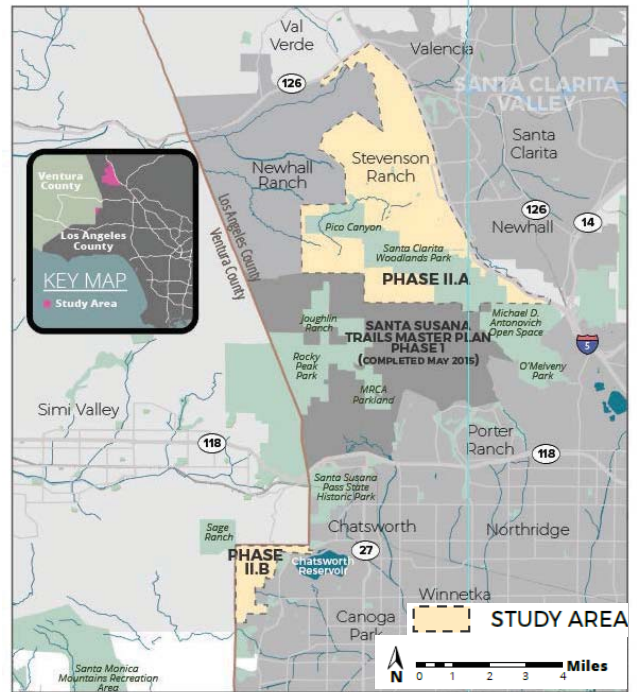
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Study Area

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



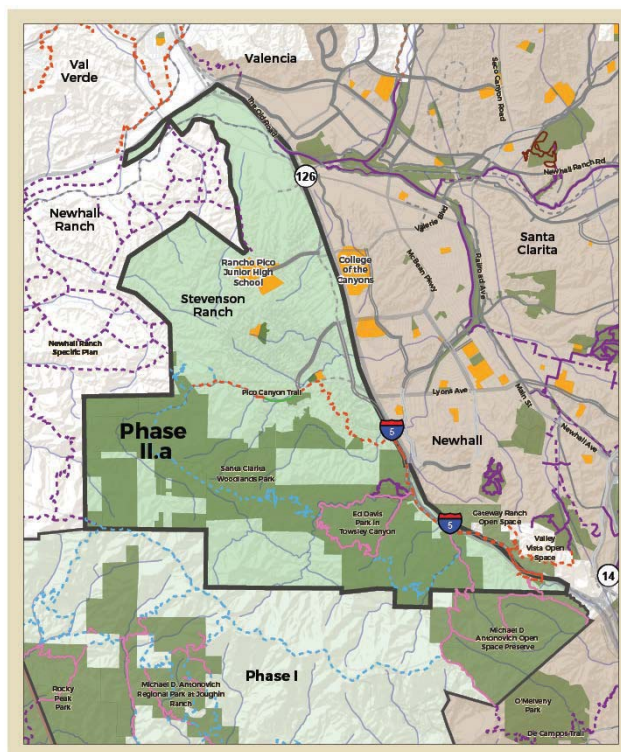
11 Santa Susana Mountains Trails Master Plan – Phase II



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Study Area II.a



LEGEND

TRAILS

- Existing County Trail
- Existing Conservancy Trail
- Proposed County Trail (from adopted SGMTMP 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
Portal 2016,
US Census 2010,
Los Angeles County Assessor,
DOGGR,
City of Santa Clarita,

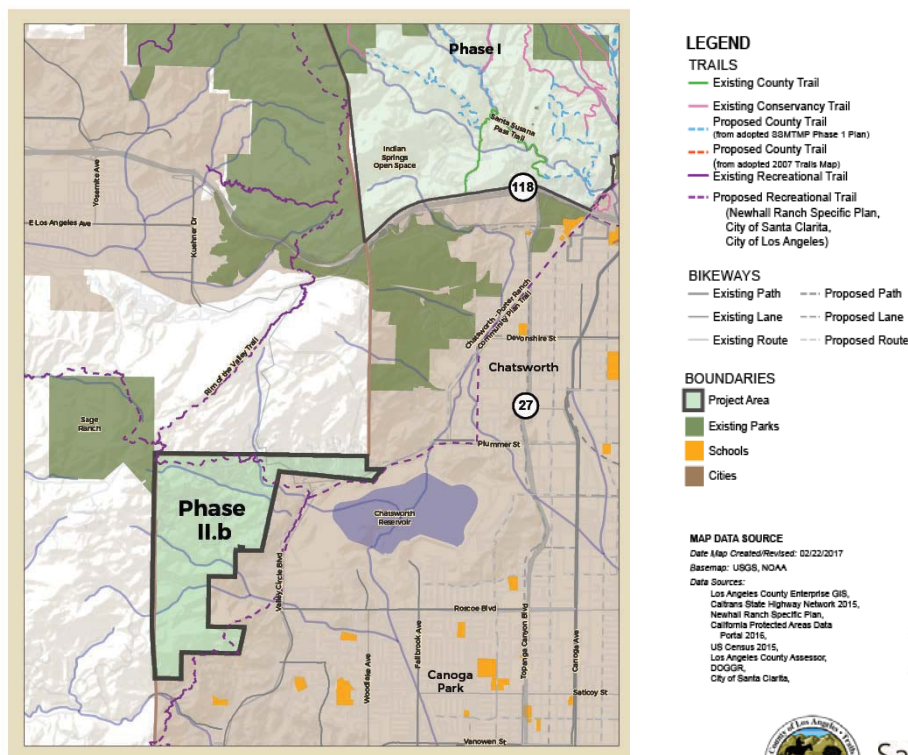


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12 Santa Susana Mountains Trails Master Plan – Phase II

Study Area II.b



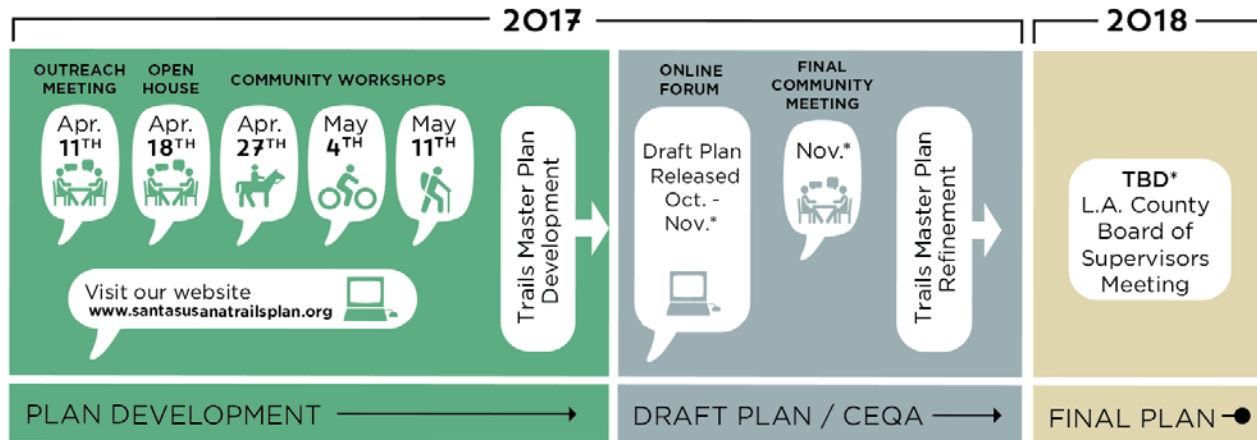
13 Santa Susana Mountains Trails Master Plan – Phase II

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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*to be determined

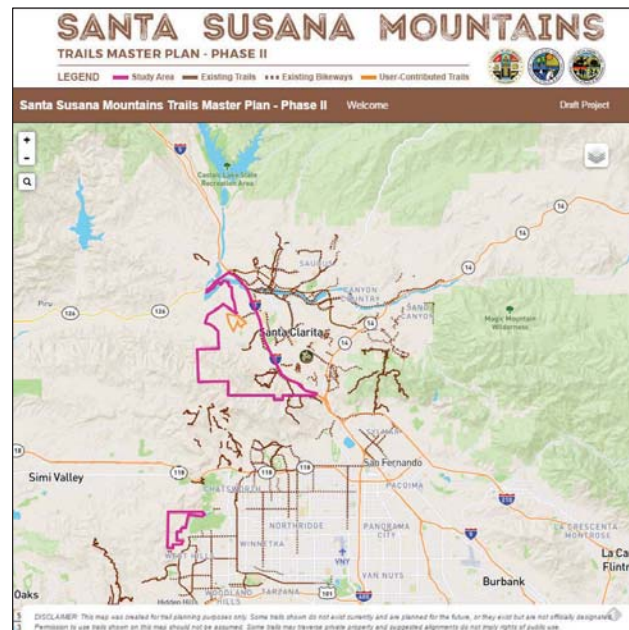
Opportunities for Public Input

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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16 Santa Susana Mountains Trails Master Plan – Phase II

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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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



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:

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



PUBLIC COMMENT FORM

Santa Susana Mountains Trails Master Plan

Phase II

santasusanatrailspan.org

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: Rose Ann Cope Tortorice
Organization (if applicable): Chatsworth / Lake Manor Committee
Address: meetings @ Lake Manor Church
City/State/ZIP: 91311 Chatsworth Lake
E-mail address: Community Church

Comments: Chatsworth Reservoir is a main
concern to preserve for the
Chatsworth / Lake Manor
unincorporated area
we have hopes of being
included as well as the
Stone Formation known as
12 Apostles (Disciples) securing
public access from developers
looking into area interrupting
the biggest animal corridor area

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

*in this
Part of LA*

** is this part of
the phase II plan
as well.*

SANTA SUSANA MOUNTAINS TRAILS MASTER PLAN - PHASE II

Ventura County
SCAR
Surrendering community
Mud Lake from open space development

12' WIDE TRAILS
NEAR DEVELOPMENT
= ATTRACTIVE
TO MOTORCYCLES
+ 4x4s + BIKES

JOHN LUGER -
SSMPA / BOONVILLE
CONSERVATION
BOREMENT
S. SUSANA STATE PARK
HABITAT AREA
JOINT POWER
ARRANGEMENT
NEEDED TO
CONNECT ALL
PARKS

TWIN
SUSANA RANCH
NOT CURRENTLY
TAKING CARE
OF TRAILS AS
THEY SHULD

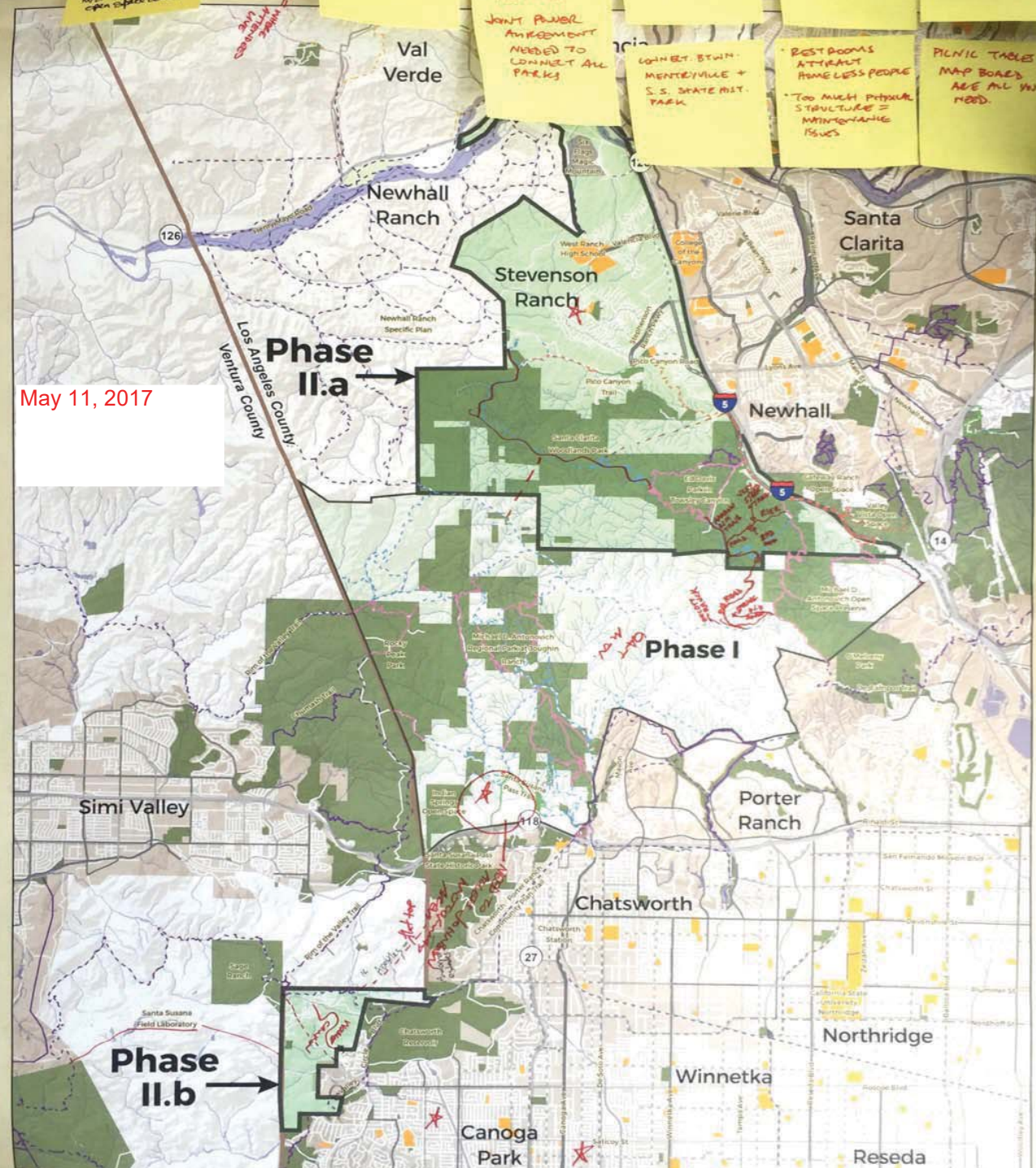
SSMPA.COM -
LOTS OF INFO.
JAN HANSON

MORE PARKING
LOTS NEEDED
TO PREVENT
PEOPLE FROM
PARKING ON
PRIVATE PROP.

BEST ROOMS
ATTRACT
HOMELESS PEOPLE
TOO MUCH PHYSICAL
STRUCTURE =
MAINTENANCE
ISSUES

PICNIC TABLES +
MAP BOARDS
ARE ALL IN
NEED.

May 11, 2017



LEGEND

TRAILS

- Existing County Trail
- Existing Conservancy Trail
- Existing Recreational Trail
- Proposed County Trail (from adopted SSMP Phase I Plan)
- Proposed County Trail (from adopted 2007 Trails Map)
- Proposed County Trail (from adopted Santa Susana Multi-Use Trails Plan)
- Proposed Recreational Trail (Newhall Ranch Specific Plan, City of Santa Clarita, City of Los Angeles)

DESTINATIONS + BOUNDARIES

- Project Area
- Existing Parks
- Schools
- Cities

BIKEWAYS

- Existing Path
- Existing Lane
- Existing Route
- Proposed Path
- Proposed Lane
- Proposed Route

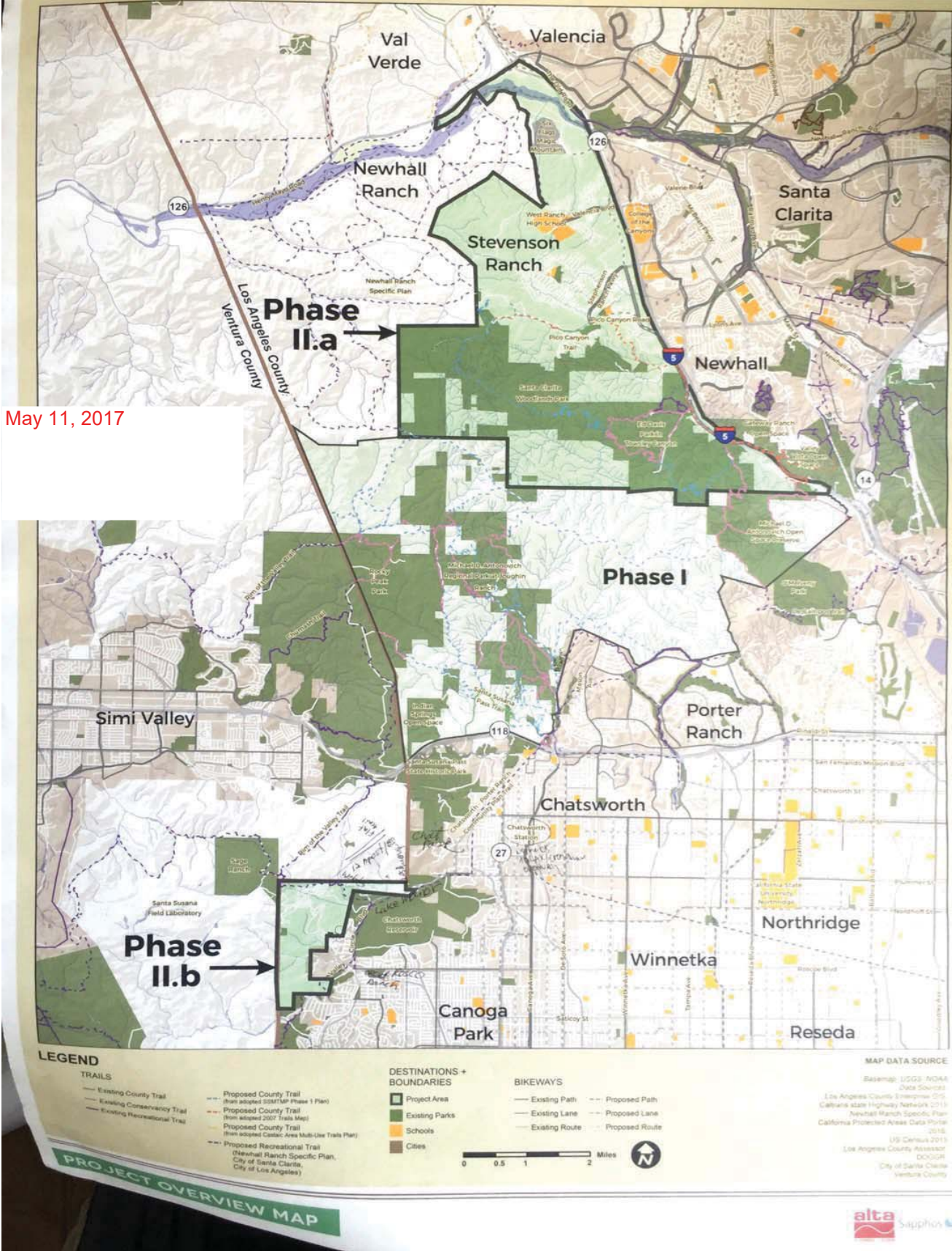
MAP DATA SOURCE

Base map: USGS, NAD44
Data sources:
Los Angeles County, Encinitas GIS
California State Highway Network 2015
Newhall Ranch Specific Plan
California Protected Areas Data Portal
2019
US Census 2013
Los Angeles County Assessor's Office
City of Santa Clarita
Ventura County

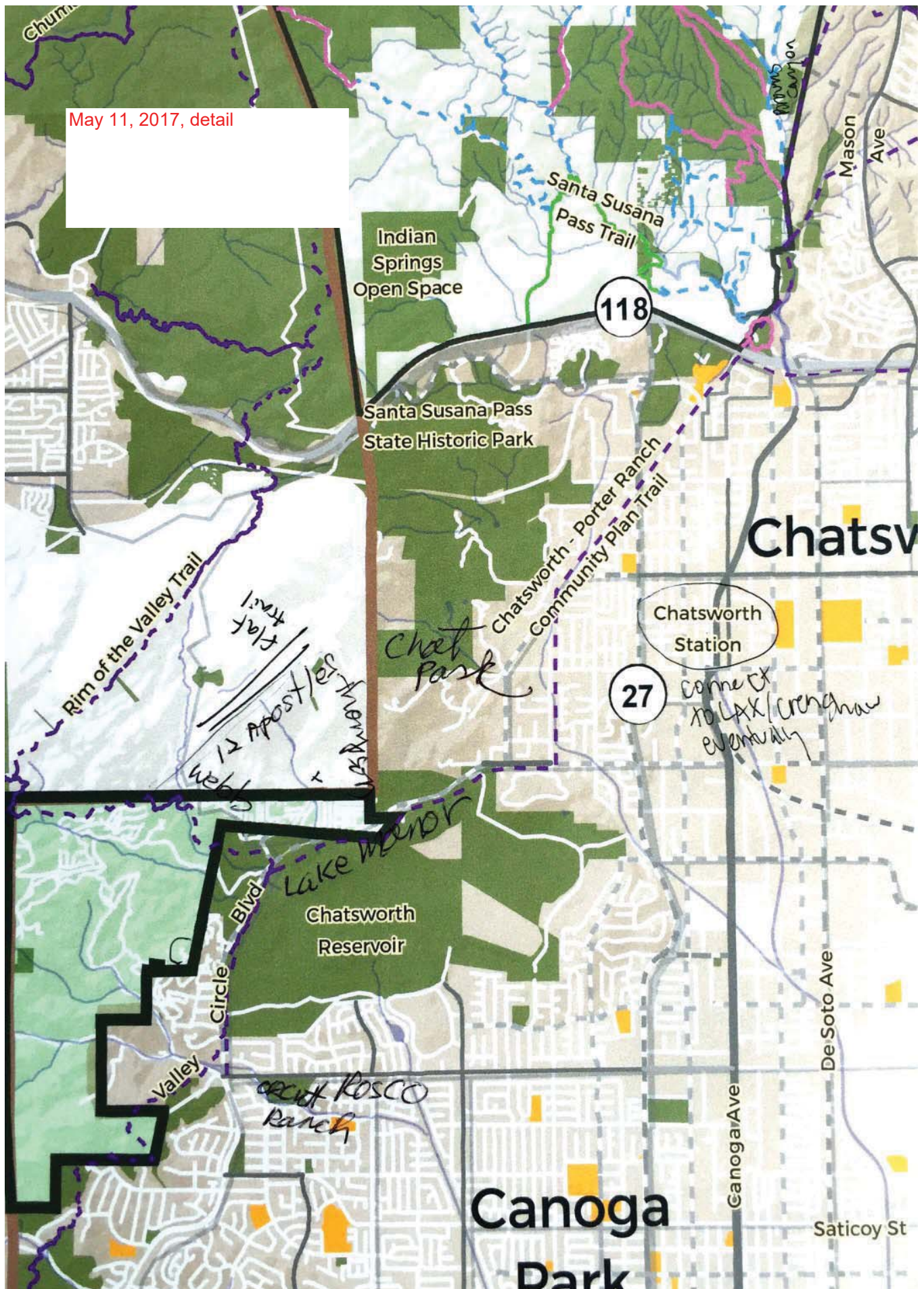
PROJECT OVERVIEW MAP

SANTA SUSANA MOUNTAINS

TRAILS MASTER PLAN - PHASE II



May 11, 2017

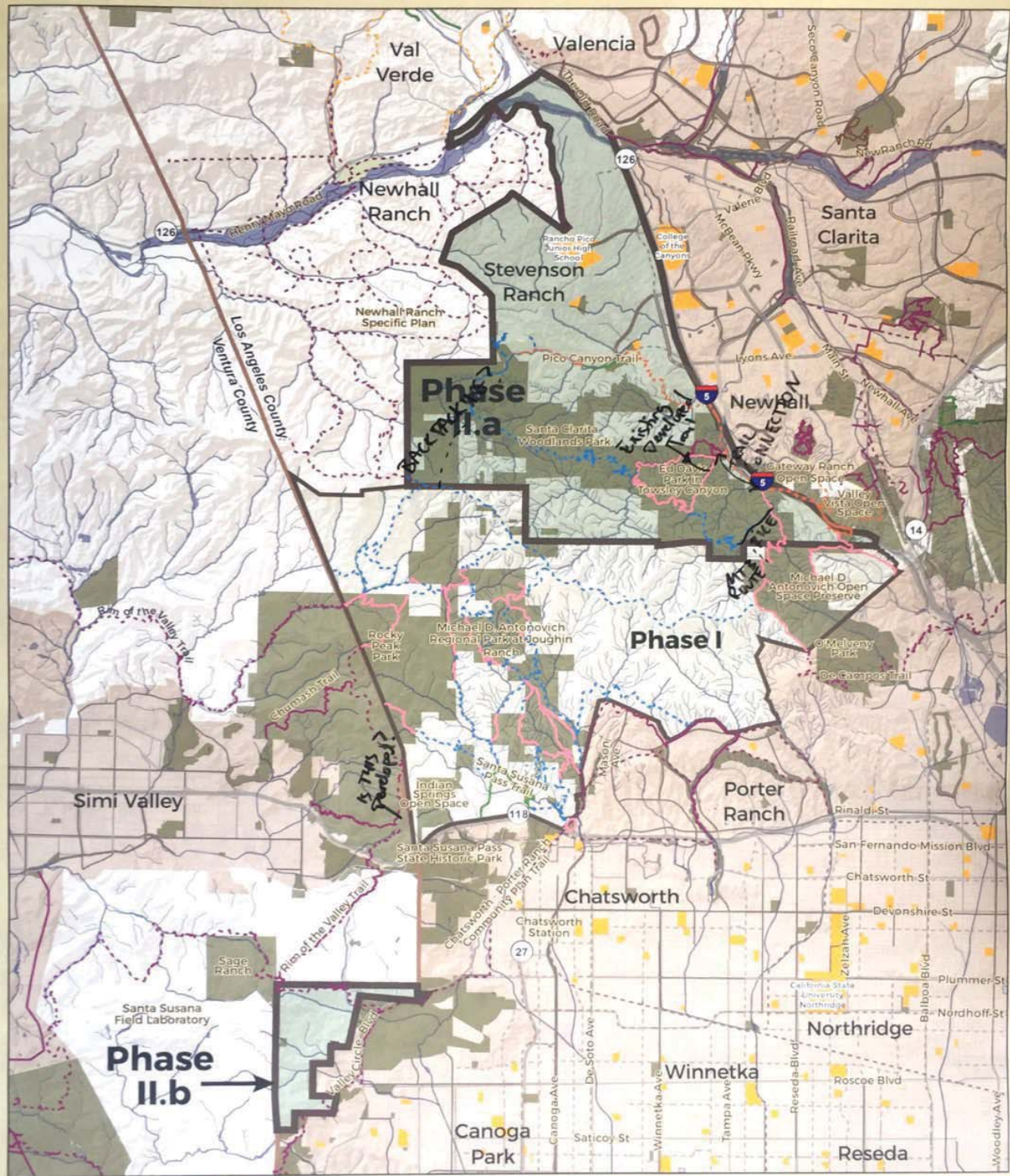


SANTA SUSANA MOUNTAINS

TRAILS MASTER PLAN - PHASE II



April 12, 2017



LEGEND

TRAILS

- Existing County Trail
- Existing Conservancy Trail
- Existing Recreational Trail
- Proposed County Trail (from adopted 2015 MTP Phase I Plan)
- Proposed County Trail (from adopted 2017 Trails Map)
- Proposed County Trail (from adopted 2017 Trails Map)
- Proposed Recreational Trail (Newhall Ranch Specific Plan, City of Santa Clara, City of Los Angeles)

DESTINATIONS + BOUNDARIES

- Project Area
- Existing Parks
- Schools
- Cities

BIKEWAYS

- Existing Path
- Existing Lane
- Existing Route
- Proposed Path
- Proposed Lane
- Proposed Route



MAP DATA SOURCE

Basemap: USGS, NOAA
Data Sources:
Los Angeles County Enterprise GIS
California State Highway Network 2015
Newhall Ranch Specific Plan
California Protected Areas Data Portal
2016
US Census 2015
Los Angeles County Assessor, DOGGR
City of Santa Clara
Ventura County

PROJECT OVERVIEW MAP



SANTA SUSANA MOUNTAINS

MASTER PLAN - PHASE II

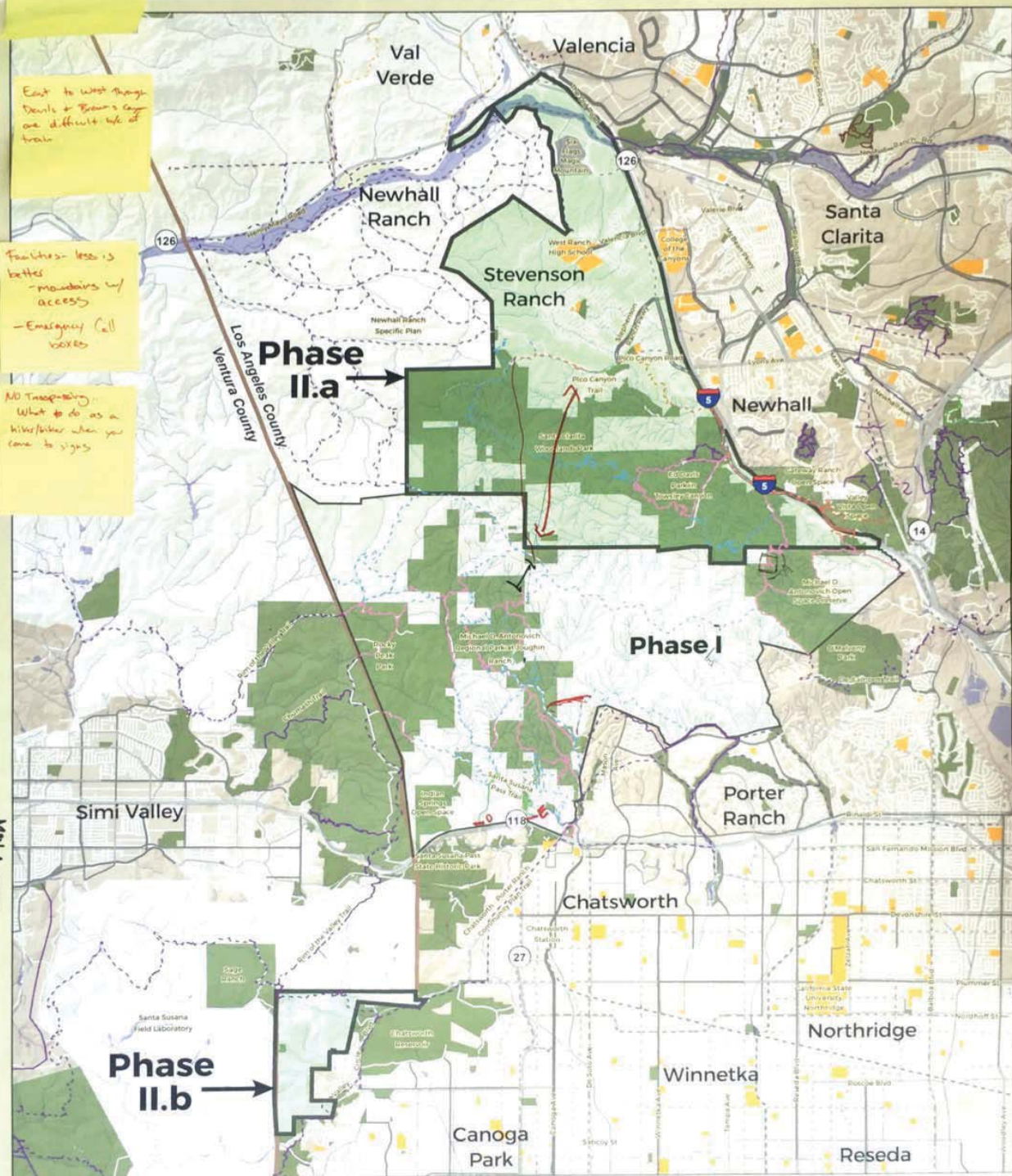


Blind area from 6'000 on MP&A trail from Phase I through Rio Canyon

East to West through Devils & Brown's canyons are difficult w/ access

Facilities - less is better
- mountains w/ access
- Emergency Call boxes

NO Transportation
What to do as a hiker/biker when you come to signs



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



MAP DATA SOURCE

Base map: USGS, NOAA
Data Sources:
Los Angeles County Enterprise GIS
California State Highway Network 2015
Newhall Ranch Specific Plan
California Protected Areas Data Portal
2018
US Census 2010
Los Angeles County Assessor, DOGGR
City of Santa Clarita
Ventura County

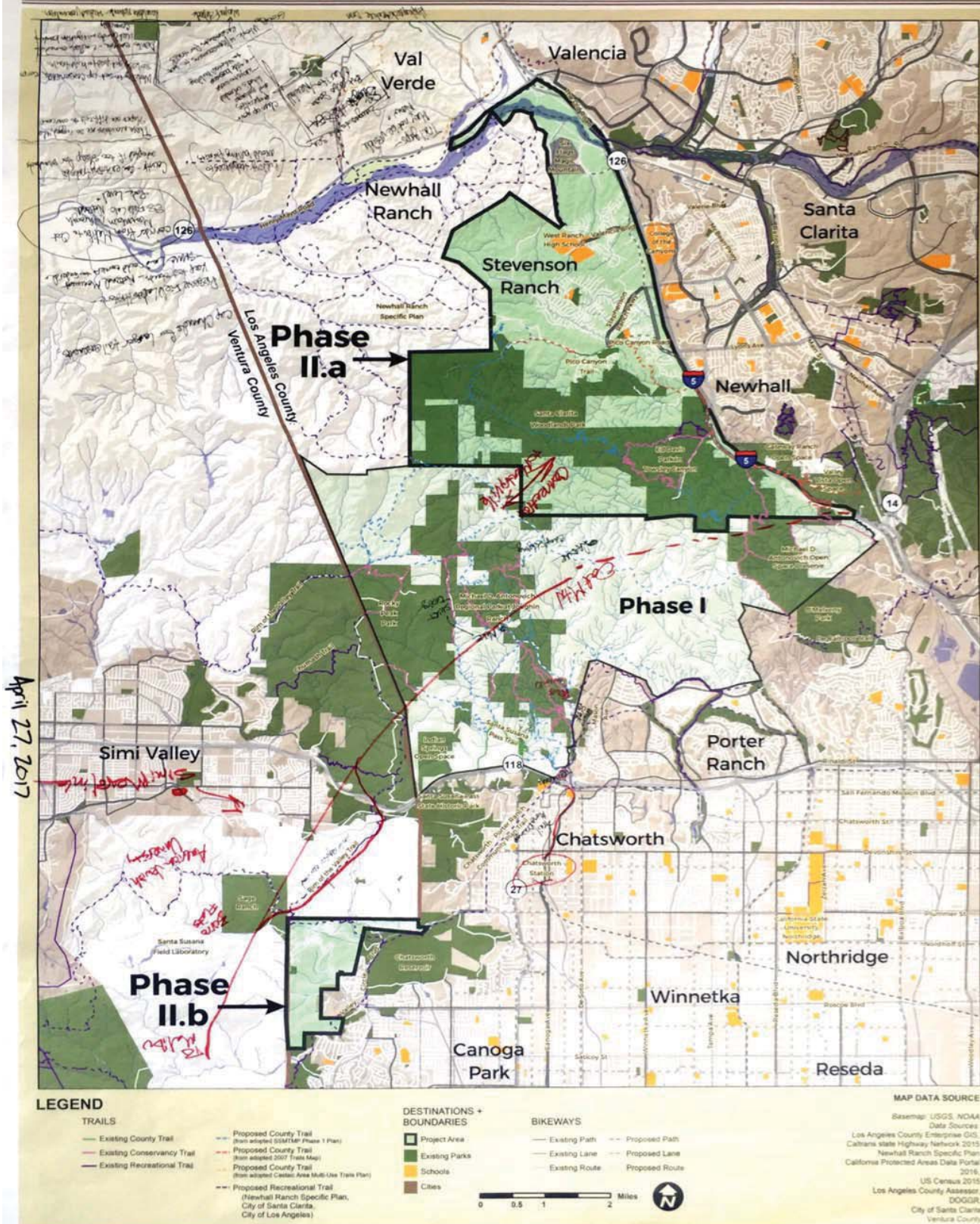
PROJECT OVERVIEW MAP



MAY 4, 2017



TRAILS MASTER PLAN - PHASE II



PROJECT OVERVIEW MAP





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APPENDIX C: APPLICABLE PLANNING DOCUMENTS

E.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 3-3. In relation to SSMTMP-II, 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>

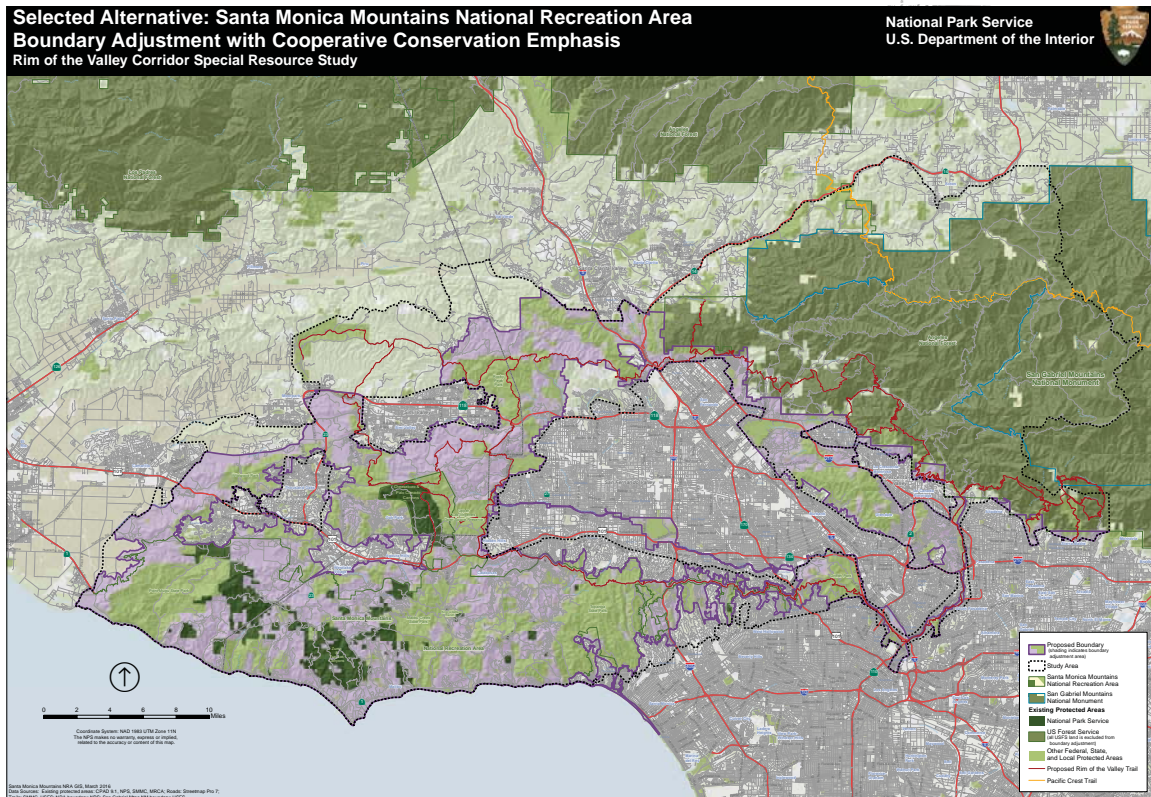


Figure E-1: Rim of the Valley Study Corridor Map

E.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 3-2 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 E-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 programming 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.

E.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/generalplan>

shown in Figure 3-4: 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)

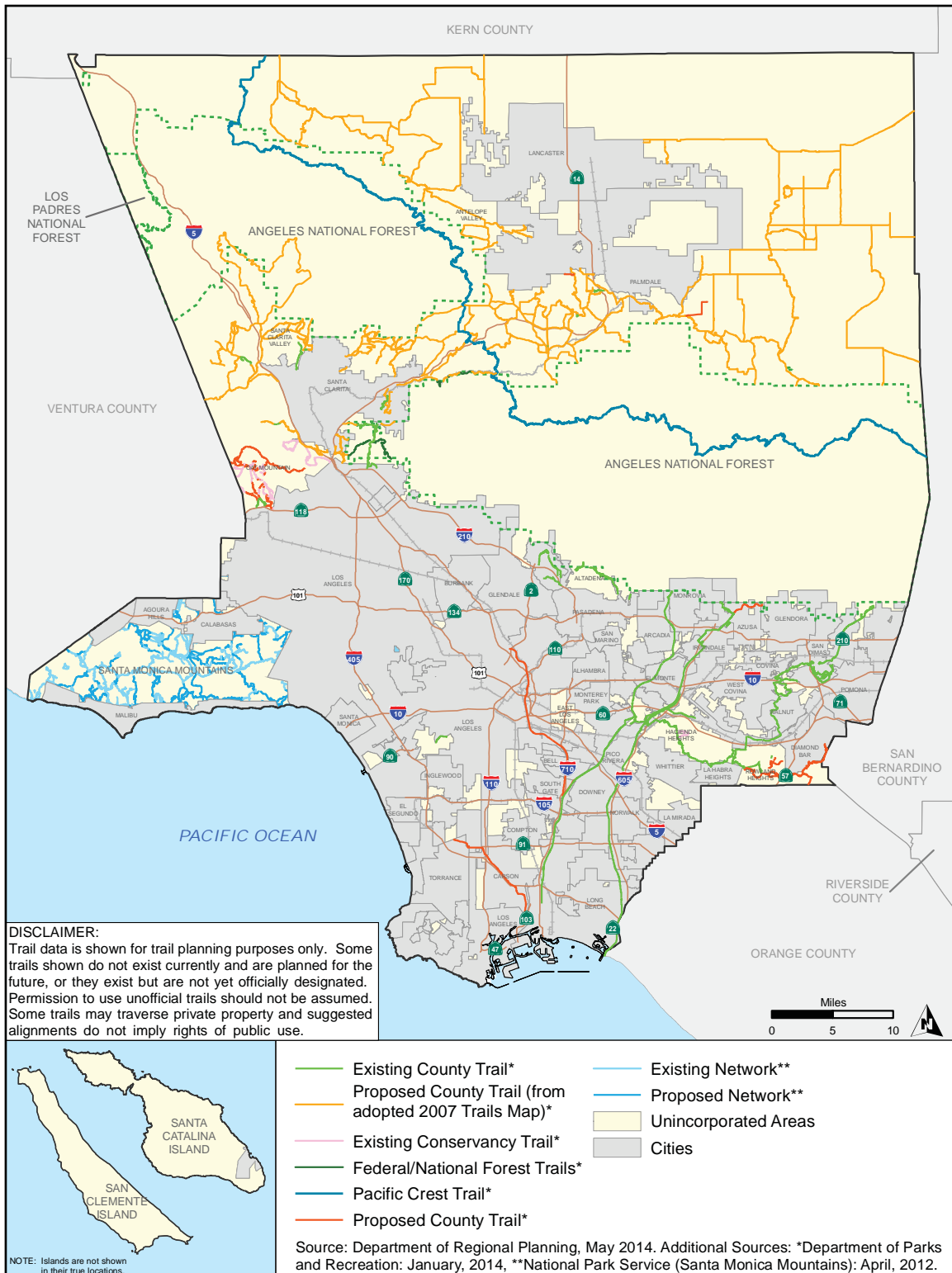


Figure E-2: County of Los Angeles General Plan Regional Trail System

- 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.

E.4 Ventura County

Ventura County General Plan, Updated 2016 ¹⁵

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-

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

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

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-P II goals.

E.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-P II.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

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

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-P11 project are listed in Table 3-3: Newhall Ranch Specific Plan Topics Related to SSMTMP-P11.

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-P11.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-P11 area.

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>

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

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.

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 E-2: Newhall Ranch Specific Plan Topics Related to SSMTMP-P/I

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.”

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 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-P11 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 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.

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>

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>

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.

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.

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/>

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

B.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

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

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.*

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 C.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 B-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

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

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

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.

B.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 B-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 B-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 striping is a matter of local and State preference, and may be accompanied by pavement treatments to help warn and slow motorists. The effectiveness of 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 B-3 Signalized crossing

Crossing types and descriptions are found in **Table C-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 B-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 B-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)

B.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 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.

B.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.

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

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

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APPENDIX E:
SOUTHERN CALIFORNIA EDISON EASEMENT
AGREEMENTS

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.

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

- 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. DEVELOPER/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.
Anchors 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

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: _____

Title: _____

Estimated Completion Date: _____

SOUTHERN CALIFORNIA EDISON COMPANY

Accepted and Approved - Dated: _____

Signature: _____

Print Name: _____

Title: _____

SAMPLE

COUNTY OF LOS ANGELES

L-1260

L I C E N S E A G R E E M E N T
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Initial CM / JL
Licensor / Licensee

SCE Doc. 24903, 24907, 25172, 25855 Att.
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Contract No. 9.5301
(Formerly Contract No. L1499)

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Initial (CM) / (JP)
Licensor / Licensee

- 2 -

LICENSE AGREEMENT

THIS AGREEMENT between SOUTHERN CALIFORNIA EDISON COMPANY, a corporation organized under the laws of the State of California, called "Licensor", and COUNTY OF LOS ANGELES, called "Licensee";

WITNESSETH: That Licensor, for and in consideration of the faithful performance by Licensee of the terms, covenants and agreements hereinafter set forth to be kept and performed by Licensee, does hereby give to Licensee the license to use that certain real property solely for the purpose hereinafter specified, upon and subject to the terms, reservations, covenants and conditions hereinafter set forth, hereinafter designated as "Property" on the Exhibit "A" attached hereto and made a part hereof, being a portion of Assessor's Parcel Numbers, 5812-005-801, 5812-005-800, 5811-004-801, 5811-004-800, 5864-019-800, 5864-030-800, 5864-030-801, 5864-030-802, 5864-030-803, 5864-030-804, 5864-028-800, 5864-028-801 and 5864-028-802, situated in the City of La Canada, County of Los Angeles, State of California, subject to any and all covenants, restrictions, reservations, exceptions, rights and easements, whether or not of record.

Acknowledgment of License and Disclaimer of Tenancy

Licensee acknowledges and agrees that the License constitutes a limited, revocable, non-possessory, personal and non-assignable privilege to use the Property solely for those permitted uses and activities expressly identified in the Agreement (the "License Privilege"). Licensee further acknowledges and agrees that:

- The consideration paid by Licensee pursuant to Article 3 of the Agreement is consistent with the value of the rights comprising the License Privilege; the consideration is *not* consistent with the higher market value for a greater right, privilege or interest (such as a lease) in the Property or similarly situated parcels.
- Licensee is not a tenant or lessee of Licensor and holds no rights of tenancy or leasehold in relation to the Property.
- The Agreement and/or any prior and/or future acts or omissions of Licensor shall not create (or be construed as creating) a leasehold, tenancy or any other interest in the Property.
- Licensor may terminate the License and revoke the License Privilege at any time, subject, if applicable, to a notice period agreed upon by the parties, as more particularly set forth in the Agreement.
- In consideration of Licensor's grant of the License, Licensee specifically and expressly waives, releases and relinquishes any and all right(s) to assert any claim of right, privilege or interest in the Property other than the License.
- Licensee further acknowledges and agrees that without the representations and agreements set forth herein, Licensor would not enter into the Agreement.

Initial () / ()
Licensor / Licensee

1. Use: Licensee will use the Property for riding and hiking trail purposes only. Licensor makes no representation, covenant, warranty or promise that the Property, and any fixtures thereon, are fit or suitable for any particular use, including the use for which this Agreement is made and Licensee is not relying on any such representation, covenant, warranty or promise. Licensee's use of the property for any other purpose and/or failure to utilize the Property in accordance with this License as determined by the Licensor in its sole discretion will be deemed a material default and grounds for immediate termination of this Agreement in accordance with Articles 28 and/or 30.

2. Term: Unless otherwise terminated as provided herein, this Agreement will be in effect for a term of one (1) year commencing on the first day of November, 2016 and ending on the last day of October, 2017. Licensee acknowledges that this Agreement does not entitle Licensee to any subsequent agreement, for any reason whatsoever, regardless of the use Licensee makes of the Property, the improvements Licensee places on or makes to the Property, or for any other reason.

3. Consideration: Licensee will pay to Licensor the sum of Five Thousand Five Hundred One and 01/100 Dollars (\$5,501.01) upon the execution and delivery of this Agreement. Payment to Licensor must be in the form of a check or money order payable to Southern California Edison Company. No cash payments will be accepted by Licensor. Payment schedule as follows:

Term	Year Due	Yearly Amount	Payment Due First Day Of
First Year	2016	\$5,501.01	November

All accounts not paid by the agreed upon due date may be subject to a late fee of up to 20% of the amount that was due on the date.

All payments subsequent to the initial payment will be paid to the Southern California Edison Company, Post Office Box 800 Rosemead, California, 91770, and Attention: Corporate Accounting Department – Accounts Receivable.

4. Insurance: During the term of this Agreement, Licensee shall maintain the following insurance:

- (a) Workers' Compensation with statutory limits, under the laws of the State of California and Employer's Liability with limits of not less than \$1,000,000.00 each accident, disease/each employee, and disease/policy limit. Licensee shall require its insurer to waive all rights of subrogation against Licensor, its officers, agents and employees, except for any liability resulting from the willful or grossly negligent acts of the Licensor.
- (b) Commercial General Liability Insurance, including contractual liability and products liability, with limits not less than \$1,000,000.00 per occurrence and \$1,000,000.00 in the aggregate. Such insurance shall: (i) name Licensor, its officers, agents and

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Licensor/Licensee

employees as additional insureds, but only for Licensee's negligent acts or omissions; (ii) be primary for all purposes and (iii) contain separation of insureds or cross-liability clause, and (iv) require its insurer to waive all rights of subrogation against Licensor, its officers, agents and employees, except for any liability resulting from the willful or grossly negligent acts of the Licensor.

- (c) Self - Insurance: Licensee may self-insure all of the insurance requirements above if they belong to an approved Secondary Use Category and the self-insurance is maintained under a self-insurance program reasonably satisfactory to Licensor. Riding and hiking use is an approved Secondary Use Category; Licensee may submit written verification of self-insurance to meet the above insurance requirements

The failure to maintain such insurance may be deemed by Licensor a material default of this Agreement and grounds for immediate termination pursuant to Articles 28 and/or 30. Licensee shall provide Licensor with proof of such insurance by submission of certificates of insurance, pursuant to Article 38 "Notices", at least ten days prior to the effective date of this Agreement, and thereafter at least ten days prior to each insurance renewal date. Licensee must provide Licensor at least thirty (30) days notice before any such insurance will be canceled, allowed to expire, or materially reduced. However, in the event insurance is canceled for the non-payment of a premium, Licensee must provide to Licensor at least ten (10) days prior written notice before the effective date of cancellation. The required insurance policies shall be maintained with insurers reasonably satisfactory to Licensor, and shall be primary and non-contributory with any insurance or self-insurance maintained by Licensor.

5. Licensor's Use of the Property: Licensee agrees that Licensor, its successors and assigns, have the right to enter the Property, at all times, for any purpose, and the right to conduct any activity on the Property. Exercise of these rights by Licensor, its successors and assigns, will not result in compensation to Licensee for any damages whatsoever to personal property, structures, and/or crops located on the Property, nor shall Licensee be entitled to any compensation for any loss of use of the Property or a portion thereof, and/or any related damages, as a result of Licensor's activities under this Article.

6. Licensee's Improvements: Licensee must submit, for Licensor's prior written approval, complete improvement plans, including, but not limited to, grading, lighting, landscaping, grounding, and irrigation plans, identifying all existing and proposed improvements, a minimum of sixty (60) days prior to making any use of the Property. Licensee's conceptual plans for proposed improvements shall be developed in accordance with the guidelines contained in the Appendix to this License. It is understood and agreed that the general guidelines contained in the Appendix are intended to provide a framework for the development of conceptual plans only; and that Licensor may modify or add to the conditions contained in the Appendix hereto, based on individual site characteristics, Licensor's existing or potential operating needs or Licensee's proposed use(s). Licensee must submit, for Licensor's prior written approval plans for any modifications to such improvements. Written approval may be modified and/or rescinded by Licensor for any reason whatsoever.

To the extent Licensor reviews and/or approves any improvement plans, Licensor is doing so only for purposes of determining whether said improvements are compatible with Licensor's use of the Property. Under no circumstances shall such review and/or approval be construed as a warranty, representation, or promise that the Property is fit for the proposed improvements, or that said

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Licensor/Licensee

improvements comply with any applicable city, state, or county building requirements, other legal requirements, or the generally accepted standard of care.

At any time, Licensor may require Licensee to modify and/or remove any or all such previously approved improvements at Licensee's risk and expense and without compensation from Licensor. Licensor is not required, at any time, to make any repairs, improvements, alterations, changes or additions of any nature whatsoever to the Property and/or any fixtures thereon. Licensee expressly acknowledges that any expenditures or improvements will in no way alter Licensor's right to terminate in accordance with Articles 28, and/or 30.

7. Licensee's Personal Property: **(MODIFIED)** All approved equipment and other property brought, placed or erected on the Property by Licensee shall be and remain the Property of Licensee. Licensee shall have the right to remove the same from the Property at any time prior to the expiration or earlier termination of this Agreement; provided, however, that Licensee shall promptly restore any damage to the Property caused by the removal. Licensee further acknowledges and agrees that Licensor is not responsible for Licensee's property. Licensor further assumes no duty or obligation to maintain or secure Licensee's property including, but not limited to such times when Licensee's property may not be removed by Licensee from the Property in the event of a default. In the event of a default, Licensor is not precluded from exercising its remedies under law, including, but not limited to, filing an administrative claim with the County of Los Angeles.

8. Height Limitations and Vertical Clearances: Any equipment used by Licensee or its agents, employees or contractors, on and/or adjacent to the Property, will be used and operated so as to maintain minimum clearances from all overhead electrical conductors as designated in the table below:

Vehicle/ Equipment Vertical Clearance	
500 kV	36 feet
220 kV – 66kV	30 feet
<66kV (Distribution facilities)	25 feet
Telecom	18 feet

All trees and plants on the Property will be maintained by Licensee at a maximum height of fifteen (15) feet. If requested by Licensor, Licensee will remove, at Licensee's expense, any tree and/or other planting.

9. Access and Horizontal Clearances: Licensee will provide Licensor with adequate access to all of Licensor's facilities on the Property and at no time will there be any interference with the free movement of Licensor's equipment, personnel, and materials over the Property. Licensor may require Licensee to provide and maintain access roads within the Property, at a minimum usable width of sixteen (16) feet, with commercial driveway aprons and curb depressions capable of supporting a gross load of forty (40) tons on a three-axle vehicle. The minimum width of all roads shall be increased on curves by a distance equal to 400/inside radius of curvature. All curves shall have a radius of not less than 50 feet measured at the inside edge of the usable road surface. Unless otherwise specified in writing by Licensor, Licensee will make no use of the area directly underneath Licensor's towers and will maintain the following minimum clearances:

Initial (CM) / (JL)
Licensor / Licensee

- a. A 50-foot-radius around suspension tower legs, H-Frames and poles and 100-foot radius around dead-end tower legs, H-Frames and poles.
- b. A 25-foot-radius around all other poles.

NOTE: Additional clearance may be required by Licensor for structures.

10. Parking: Licensee will not park, store, repair or refuel any motor vehicles or allow parking, storage, repairing or refueling of any motor vehicles on the Property unless specifically approved in a writing executed by Licensor.

11. Weeds, Brush, Rubbish and Debris (Weed Abatement): Licensee will keep the Property clean, free from weeds, brush, rubbish and debris and in a condition satisfactory to Licensor.

12. Flammables, Waste and Nuisances: Unless permitted by Licensor in writing, Licensee will not, or allow others, to place, use, or store any flammable or combustible materials or waste materials on the Property or commit any waste or damage to the Property or allow any to be done. Licensee will be responsible for the control of and will be liable for any damage or disturbance, caused by any trespasser, dust, odor, flammable or waste materials, noise or other nuisance disturbances. Licensee will not permit dogs on the Property.

13. Pesticides and Herbicides: Any pesticide or herbicide applications and disposals will be made in accordance with all Federal, State, County and local laws. Licensee will dispose of all pesticides, herbicides and any other toxic substances declared to be a health or environmental hazard, and all materials contaminated by such substances, including but not limited to, containers, clothing and equipment, in the manner prescribed by law.

14. Hazardous Waste: Licensee will not engage in, or permit any other party to engage in, any activity on the Property that violates federal, state or local laws, rules or regulations pertaining to hazardous, toxic or infectious materials and/or waste. Licensee will indemnify and hold Licensor, its directors, officers, agents and employees, and its successors and assigns, harmless from all claims, loss, damage, actions, causes of action, expenses and/or liability arising from leaks of, spills of, and/or contamination by or from hazardous materials as defined by applicable laws or regulations, which may occur during and after the Agreement term, and are attributable to the actions of, or failure to act by, Licensee or any person claiming under Licensee.

15. Signs: Licensee must obtain written approval from Licensor prior to the construction or placement of any sign, signboard or other form of outdoor advertising. Licensee shall within three (3) days from the date on which the Licensee learns of the graffiti remove any signs containing graffiti or shall otherwise remove such graffiti from the signs in a manner reasonably acceptable to Licensor. Notwithstanding any other language in this Article, Licensee shall not advertise on any sign any product, service, or good which is (i) not directly related to Licensee's use of the Property, (ii) offensive to the public, or (iii) which Licensor, in its reasonable discretion, deems objectionable.

16. Fencing and Existing Fixtures: Licensor disclaims any and all express or implied warranties for any fencing and/or other fixtures affixed to the Property, and further disclaims any liability arising from any disrepair of the same. Licensee may install fencing on the Property with prior written approval from Licensor. Such fencing will include double drive gates, in locations specified by Licensor, a minimum of twenty (20) feet in width, and designed to accommodate separate Licensor and

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Licensor / Licensee

Licensee locks. Licensee will maintain and repair all fencing and other fixtures affixed to the Property, including any grounding of the same as deemed necessary by Licensor, in a manner acceptable to Licensor. Grounding plans must be prepared and stamped by a licensed electrical engineer and submitted to Licensor.

17. Parkways and Landscaping: Licensee will keep parkway and sidewalk areas adjacent to the Property free of weeds, brush, rubbish and debris. Licensee will maintain parkways on the Property and provide landscaping that is compatible with adjoining properties and that is satisfactory to Licensor.

18. Irrigation Equipment: Any irrigation equipment located on the Property prior to the commencement of this Agreement, including but not limited to pipelines, well pumping equipment and other structures, is the property of Licensor and will remain on and be surrendered with the Property upon termination of this Agreement. Should Licensee desire to use the irrigation equipment, Licensee will maintain, operate, repair and replace, if necessary, all irrigation equipment at its own expense.

19. Underground and Above-Ground Tanks: Licensee will not install underground or above-ground storage tanks, as defined by any and all applicable laws or regulations, without Licensor's prior written approval.

20. Underground Facilities: Any underground facilities must be approved by Licensor pursuant to Article 6. Licensee must contact Dig Alert and comply with the applicable processes, policies and/or procedures of Dig Alert, prior to any underground installation. Any underground facilities installed or maintained by Licensee on the Property must have a minimum cover of three feet from the top of the facility and be capable of withstanding a gross load of forty (40) tons on a three-axle vehicle. Licensee will compact any earth excavated to a compaction of ninety percent (90%). Licensee will relocate its facilities at its own expense so as not to interfere with Licensor's proposed facilities.

21. Utilities: Licensee will pay all charges and assessments for, or in connection with, water, electric current or other utilities which may be furnished to or used on the Property.

22. Taxes, Assessments and Liens: Licensee will pay all taxes and assessments which may be levied upon any crops, personal property, and improvements, including but not limited to, buildings, structures, and fixtures on the Property. Licensee will keep the Property free from all liens, including but not limited to, mechanics liens and encumbrances by use or occupancy by Licensee, or any person claiming under Licensee. If Licensee fails to pay the above-mentioned taxes, assessments or liens when due, Licensor may pay the same and charge the amount to the Licensee. All accounts not paid within thirty (30) days of the agreed upon due date will be charged a "late fee" on all amounts outstanding up to the maximum rate allowed by law.

23. Expense: Licensee will perform and pay all obligations of Licensee under this Agreement. All matters or things required by Licensee will be performed and paid for at the sole cost and expense of Licensee, without obligation by Licensor to make payment or incur cost or expense for any such matters or things.

Initial CM / gr
Licensor / Licensee

24. Assignments: This Agreement is personal to Licensee, and Licensee will not assign, transfer or sell this Agreement or any privilege hereunder in whole or in part, and any attempt to do so will be void and confer no right on any third party.

25. Compliance with Law: Licensee will comply with all applicable federal, state, county and local laws, all covenants, conditions and restrictions of record and all applicable ordinances, zoning restrictions, rules, regulations, orders and any requirements of any duly constituted public authorities now or hereafter in any manner affecting the Property or the streets and ways adjacent thereto. Licensee will obtain all permits and other governmental approvals required in connection with Licensee's activities hereunder. Licensee shall hold harmless, defend and indemnify Licensor, its officers, agents and employees, and its successors and assigns, from and against all claims, loss, damage, actions, causes of actions, expense and/or liability arising from or resulting from any violation of this provision.

26. Governing Law: The existence, validity, construction, operation and effect of this Agreement and all of its terms and provisions will be determined in accordance with the laws of the State of California.

27. Indemnification: **(MODIFIED)** Licensee shall indemnify, defend and hold Licensor harmless, from and against all loss, cost and expense, including attorneys' fees, arising from any injury or damage to any person or property, occurring in or about the Complex, the Building or the Premises, as a result of any act, omission or willful misconduct of Licensee or its agents, contractors or employees ("Licensee parties"), or arising from any default of this License by Licensee. The foregoing provision shall not be construed to make Licensee responsible for loss, damage, liability or expense resulting from injuries to third parties caused by negligence or willful misconduct of Licensor, or its officers, contractors, licensees, agents, employees or invitees.

Licensee understands and acknowledges that it has maintained a non-possessory interest and occupancy of the Property for the entire term as specified in its prior License Agreement with Licensor, dated 7/1/2013 thru 9/30/16, and has continued to maintain such occupancy from the termination date of such License Agreement and Extension up to and through the date upon which this Agreement is executed, all in accordance with the terms, covenants, and conditions specified in the prior Agreement. By executing this Agreement, Licensee hereby agrees that the terms and obligations of Licensee under Article 27 of the prior License Agreement shall be effective and binding upon Licensee throughout the period the Licensee remained in occupancy on the Property up to the date upon which this Agreement is executed.

28. Termination: Licensor or Licensee may terminate this Agreement, at any time, for any reason, upon thirty (30) days notice in writing. Additionally, Licensor may immediately terminate this Agreement pursuant to Article 30. Termination does not release Licensee from any liability or obligation (indemnity or otherwise) which Licensee may have incurred. Upon termination, Licensor may immediately recover from Licensee all amounts due and owing hereunder, plus interest at the maximum rate permitted by law on such amounts until paid, as well as any other amount necessary to compensate Licensor for all the detriment proximately caused by Licensee's failure to perform its obligations under this Agreement. Licensee's continued presence after termination shall be deemed a trespass. In the event of a termination for any reason other than non-payment of the License fee, Licensor shall refund any previously collected/pre-paid License fees covering the unused portion of the remaining term, to the extent such fees exceed any offset claimed by Licensor under the Agreement

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Licensor / Licensee

29. Events of Default: In addition to material defaults otherwise described herein, the occurrence of any of the following shall constitute a material default and breach of this Agreement by Licensee:

- (a) Any failure by Licensee to pay the consideration due under Article 3, or to make any other payment required to be made by Licensee when due.
- (b) The abandonment or vacating of the Property by Licensee.
- (c) Any attempted assignment or subletting of this Agreement by Licensee in violation of Article 24.
- (d) The violation by Licensee of any resolution, ordinance, statute, code, regulation or other rule of any governmental agency for Licensee's activities under this Agreement.
- (e) Any attempt to exclude Licenser from the licensed premises.
- (f) The making by Licensee of any general assignment for the benefit of creditors; the appointment of a receiver to take possession of substantially all of Licensee's assets located on the Property or of Licensee's privileges hereunder where possession is not restored to Licensee within five (5) days; the attachment, execution or other judicial seizure of substantially all of Licensee's assets located on the Property or of Licensee's privileges hereunder, where such seizure is not discharged within five (5) days.
- (g) Any case, proceeding or other action brought against Licensee seeking any of the relief mentioned in "clause f" of this Article which has not been stayed or dismissed within thirty (30) days after the commencement thereof.
- (h) Any claim by Licensee that it has a possessory interest and/or irrevocable license in the Property.
- (i) With respect to items not otherwise listed in Article 29.a-h, the failure by Licensee to observe and perform any other provision of this Agreement to be observed or performed by Licensee. Licenser shall provide written notice of such failure and Licensee shall be considered in material default where such failure continues for a total of ten (10) or more consecutive days from the date of the notice. Further, with respect to items not otherwise listed in Article 29.a-h, Licensee shall be considered in material default should Licensee fail to observe or perform any other provision of this Agreement for more than fifteen (15) days during the entire Term of the Agreement in the aggregate, after Licenser provides an initial written notice of such failure. After providing initial notice under this provision, Licenser will not be required to provide any subsequent notice of breach of this Agreement.

30. Remedies: Notwithstanding the notice requirement in Article 28, in the event of any material default by Licensee, then in addition to any other remedies available to Licenser at law or in equity, Licenser shall have the option to immediately terminate this Agreement and all rights of Licensee hereunder by giving written notice of such immediate termination to Licensee.

Initial CM / J
Licenser/Licensee

31. Licensee's Personal Property Upon Termination or Expiration: In the event that this Agreement is terminated, whether termination is effected pursuant to Article 28 and/or 30, or in the event this Agreement expires pursuant to Article 2, Licensee shall, at Licensee's sole cost and expense and prior to the earlier of the effective termination date or expiration date, remove all weeds, debris, and waste from the Property and peaceably quit, surrender and restore the licensed Property to the condition it was in prior to the Licensee's use of the Property, in a manner satisfactory to Licensur.

If Licensee fails or refuses to remove any of Licensee's personal property, building(s), fixture(s) or structure(s) from the Property prior to the earlier of the termination date or expiration date, said personal property, building(s), fixture(s) or structure(s) shall be deemed abandoned by the Licensee, and the Licensur shall have the right, but not the obligation, to remove, destroy, sell or otherwise dispose of them with no further notice to Licensee. Licensur shall not be required to seek and/or obtain judicial relief (including, but not limited to, the filing of an unlawful detainer action), nor shall Licensur be responsible for the value of Licensee's personal property.

Licensur shall have the right to charge and recover from Licensee all costs and expenses incurred by Licensur related to (i) the removal, disposal or sale of Licensee's personal property, building(s), fixture(s) or structure(s), (ii), the removal of any waste, weeds, or debris on the Property, (iii) environmental studies and environmental remediation and/or cleanup attributable to Licensee's use of the Property, and (iv) the restoration of the Property to the condition it was in prior to Licensur's initial use of the Property. Licensee agrees to pay such expenses to Licensur upon demand.

32. Limitation of Liability:

IN ORDER FOR LICENSEE TO OBTAIN THE BENEFIT OF THE FEE IDENTIFIED IN ARTICLE 3, WHICH INCLUDES A LESSER ALLOWANCE FOR RISK FUNDING FOR LICENSOR, LICENSEE AGREES TO LIMIT LICENSOR'S LIABILITY PURSUANT TO THIS AGREEMENT. AS SUCH, IF LICENSEE IS ENTITLED TO ANY RELIEF FOR LICENSOR'S NEGLIGENCE, INCLUDING GROSS NEGLIGENCE, FOR DAMAGE OR DESTRUCTION OF LICENSEE'S PERSONAL PROPERTY, BUILDING(S), STRUCTURE(S) OR FIXTURE(S) AFTER THE TERMINATION OR EXPIRATION OF THIS AGREEMENT, THE TOTAL LIABILITY OF LICENSOR SHALL NOT EXCEED THE TOTAL FEES ACTUALLY PAID BY LICENSEE TO LICENSOR DURING THE TERM OF THIS AGREEMENT.

FURTHER, IN NO EVENT SHALL LICENSOR BE LIABLE UNDER ANY CIRCUMSTANCES FOR INJURY OR DAMAGE TO LICENSEE'S BUSINESS, IF ANY, INCLUDING, BUT NOT LIMITED TO, LOSS OF PROFITS, LOSS OF RENTS OR OTHER EVENTS, LOSS OF BUSINESS OPPORTUNITY, LOSS OF GOODWILL OR LOSS OF USE, IN EACH CASE, HOWEVER OCCURRING, RELATED TO THIS AGREEMENT.

33. Non-Possessory Interest: Licensur retains full possession of the Property and Licensee will not acquire any possessory interest, whether temporary, permanent, or otherwise by reason of this Agreement, or by the exercise of the permission given herein. Licensee will make no claim to any such interest and Licensee will not claim that it has or ever had an irrevocable license in the Property.

34. Waiver: Licensur shall not be deemed to waive any provision of this Agreement orally or by conduct. Any waiver by Licensur of any provision of this Agreement must be in a writing signed

Initial CM / JK
Licensor/Licensee

by Licensor. No waiver by Licensor of any provision shall be deemed a waiver of any other provision or of any subsequent breach by Licensee of the same or any other provision. Licensor's consent to or approval of any act shall not be deemed to render unnecessary the obtaining of Licensor's consent to or approval of any subsequent act by Licensee. Licensor's acceptance of payment after providing notice of termination to Licensee shall not constitute a waiver of Licensor's termination of the Agreement.

35. Authority: This Agreement is executed subject to General Order No. 69-C of the Public Utilities Commission of the State of California dated and effective July 10, 1985, incorporated by this reference. As set forth in General Order 69-C, this License is made conditional upon the right of the Licensor either on order of the Public Utilities Commission or on Grantor's own motion to resume the use of that property (including, but not limited to the removal of any obstructions) whenever, in the interest of Licensor's service to its patrons or consumers, it shall appear necessary or desirable to do so. Licensee agrees to comply with all federal, state and local laws and regulations. This Agreement should not be construed as a subordination of Licensor's rights, title and interest in and to its fee ownership, nor should this Agreement be construed as a waiver of any of the provisions contained in said License or a waiver of any costs of relocation of affected Licensor facilities.

36. Electric and Magnetic Fields ("EMF"): 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 this scientific research and public concerns.

While some 40 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 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 and in our communities, a quick resolution of the remaining scientific uncertainties is not expected.

Since Licensee plans to license or otherwise enter Licensor property that is in close proximity to Licensor electric facilities, Licensor wants to share with Licensee and those who may enter the property under this agreement, the information available about EMF. Accordingly, Licensor has attached to this document a brochure that explains some basic facts about EMF and that describes Licensor policy on EMF. Licensor also encourages Licensee to obtain other information as needed to assist in understanding the EMF regarding the planned use of this property.

37. Induced Voltages: Licensee hereby acknowledges that any structures (including, but not limited to, buildings, fences, light poles) that exist or may be constructed on the Property licensed herein, (hereinafter, the "Structures") in close proximity to one or more high voltage (66 kilovolt or above) electric transmission lines and/or substation facilities may be susceptible to induced voltages, static voltages and/or related electric fault conditions (hereinafter collectively referred to as "Induced Voltages") unless appropriate grounding or other mitigation measures are incorporated into the Structures. If not properly mitigated, Induced Voltages can cause a variety of safety and/or nuisance conditions including, but not limited to, electric shocks or other injuries to individuals contacting the Structures or other utilities connected to the Structures (including, but not limited to, natural gas

Initial CM / [Signature]
Licensor / Licensee

lines, water lines or cable television lines), or interference with or damage to sensitive electronic equipment in or around the Structures. Measures to mitigate Induced Voltages, if required, will vary from case to case because of factors such as electric facility configuration and voltage, other utilities involved, or sensitivity of electronic equipment. Licensee will be responsible to determine what Induced Voltages mitigation measures should be undertaken regarding the Structures and to implement such mitigation measures at its sole cost and expense.

Licensee agrees for itself and for its contractors, agents, licensees, invitees, and employees, to save harmless and indemnify Licensor, its parent, subsidiaries and affiliated entities and their respective officers and employees against all claims, loss, damage, actions, causes of action, expenses and/or liability arising from or growing out of loss or damage to property, including Licensor's own personal property, or injury to or death of persons, including employees of Licensor caused by or resulting from or connected to Induced Voltages on or related to the Structures.

38. Notices: All notices required to be given by either party will be made in writing and deposited in the United States mail, first class, postage prepaid, addressed as follows:

To Licensor: Southern California Edison Company
Real Properties Department
Land Management – Metro Region
2 Innovation Way
Pomona, CA 91768

To Licensee: County of Los Angeles
222 South Hill Street, 3rd Floor
Los Angeles, CA 90012

Business Telephone No. (213) 974-4300

Notice will be deemed effective on the third calendar day after mailing. A party will immediately notify the other party in writing of any address change.

39. Recording: Licensee will not record this Agreement.

40. Complete Agreement: Licensor and Licensee acknowledge that the foregoing provisions and any appendix, addenda and exhibits attached hereto constitute the entire Agreement between the parties. This Agreement may not be modified, amended, contradicted, supplemented or altered in any way by any previous written or oral agreements or any subsequent oral agreements or unsigned written agreements. This Agreement may be modified or amended only by way of a writing executed by both parties.

41. Signature Authority: Each of the persons executing this Agreement warrants and represents that he or she has the full and complete authority to enter into this Agreement on behalf of the Party for which he or she is signing, and to bind said party to the agreements, covenants and terms contained herein.

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42. Survival: Any provision of this Agreement that imposes an obligation after termination or expiration of this Agreement shall survive the termination or expiration of this Agreement.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed in duplicate.

SOUTHERN CALIFORNIA EDISON COMPANY

By Cheri Mcelroy _____
10/28/2016 _____
Date LICENSOR

CHERI MCELROY
Land Services Agent
Land Management – Metro Region
Real Properties Department

COUNTY OF LOS ANGELES, a body politic and corporate

SACHI A. HAMAI
Chief Executive Officer

By [Signature] _____
CHRISTOPHER M. MONTANA _____
Director of Real Estate Division LICENSEE

ATTEST:

DEAN C. LOGAN
Registrar-Recorder/County Clerk

BY: [Signature] _____
Deputy

APPROVED AS TO FORM:

MARY C. WICKHAM
County Counsel

By: [Signature] _____
Deputy

Initial CM / [Signature]
Licensor / Licensee

APPENDIX

Guidelines for Standard Licensee Improvements

The following criteria are provided to aid in developing a conceptual plot plan to be submitted to Southern California Edison Company herein after referred to as "Licensor" for consideration and approval prior to the start of any construction on "Licensor" property.

Plans should be developed indicating the size and location of all planned improvements. The plan should specify the dimensions of all planned improvements and the distance of all planned improvements from property lines and all adjacent "Licensor" towers, poles, guy wires or other "Licensor" facilities.

The plan must show the locations of all "Licensor" towers and poles, 16-foot wide access roads, main water lines and water shut-off valves, electrical service lines and parking areas. All plans must indicate adjacent streets and include a "north arrow" and the Licensee's name.

SHADE STRUCTURES

(Definition: A non-flammable frame covered on the top with a material designed to provide shade to aid in growing plants)

1. Shade structures must maintain minimum spacing of 50 feet between shade structure locations, should be placed perpendicular to Licensor's overhead electrical conductors (wires) unless otherwise approved in writing by Licensor, and should not exceed maximum dimensions of:
 - a. 100 feet in length
 - b. 50 feet in width
 - c. 15 feet in height
2. Shade structures will not be permitted within the following areas reserved for Licensor's access:
 - a. Within 2 feet from edge of 16-foot wide access roads
 - b. 50-foot radius around suspension tower legs, H-Frames and poles
 - c. 100-foot radius around dead-end tower legs, H-Frames and poles
 - d. 25-foot radius around anchors/guy wires, poles and wood poles
3. Shade structures must utilize the following design:
 - a. Temporary/slip joint construction only
 - b. Non-flammable frame only
 - c. Adequately grounded by a licensed electrical engineer

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Licensor/Licensee

- d. Shade covering must be non-flammable and manufactured with non-hydrocarbon materials.

SHADEHOUSES/HOTHOUSES

*(Definition: A simple, non-flammable, enclosed structure designed to control temperature **without** the benefit of heating and/or air conditioning units to aid in propagating and/or growing plants)*

1. Shadehouses/hothouses must maintain minimum spacing of 50 feet between shadehouse/hothouse locations, should be placed in perpendicular to Licensor's overhead electrical conductors (wires) unless otherwise approved in writing by Licensor, and should not exceed maximum dimensions of:
 - a. 100 feet in length
 - b. 50 feet in width
 - c. 15 feet in height
2. Shadehouses/hothouses will not be permitted within the following areas reserved for Licensor's access:
 - a. Within 2 feet from edge of 16-foot wide access roads
 - b. 50-foot radius around suspension tower legs, H-Frames and poles
 - c. 100-foot radius around dead-end tower legs, H-Frames and poles
 - d. 25-foot radius around anchors/guy wires, poles and wood poles
3. Shadehouses/hothouses must utilize the following design:
 - a. Temporary/slip joint construction only
 - b. Non-flammable frame only
 - c. Adequately grounded by a licensed electrical engineer
 - d. Covering must be non-flammable and manufactured with non-hydrocarbon materials

GREENHOUSES

(Definition: An enclosed structure designed to control temperature and/or humidity by the use of heating and/or air conditioning units to aid in propagating and/or growing plants)

Greenhouses will be considered on a case-by-case basis.

IRRIGATION SYSTEMS / WELLS

1. Maximum diameter of pipe: 3 inches
2. All pipe must be plastic Schedule 40 or better
3. No irrigation system will be permitted within the following areas reserved for Licensor's access:

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- a. Within 2 feet from edge of 16-foot wide access roads
 - b. 50 -foot radius around suspension tower legs, H-Frames and poles
 - c. 100-foot radius around dead-end tower legs, H-Frames and poles
4. Sprinkler and drip irrigation controllers must be located at the edge of the right of way
 5. Suitable identification markers will be required on main controllers and valves
 6. Locations of main shut off valve will be provided and shown on a plot plan
 7. Underground facilities must have a minimum cover of three feet
 8. Earth disturbed must be compacted to ninety percent (90%)

LANDSCAPING

1. No trees will be permitted under the overhead electrical conductors or within 20 feet of the "drip line" of the conductors
2. Trees must have slow to moderate growth, and must be of a variety that grows to a maximum height of only 40 feet and must be maintained by the Licensee at a height not to exceed 15 feet
3. Placement of large rocks (boulders) must be approved in writing by Licensor
4. Any mounds or change of grade must be approved in writing by Licensor
5. No cactus or thorny shrubs will be permitted
6. Retaining walls, planters, etc. may be considered ~~on a case by case~~ by case basis and must be approved in writing by Licensor

TRAILERS (Definition: Removable / portable office modules are not permitted without Licensor's prior permission. Trailers must meet the following criteria to be considered: Trailers must meet the following criteria:

- a. Must have axles and wheel and be able to be moved
 - b. Maximum length: 40 feet
 - c. Maximum height: 15 feet
 - d. Maximum width: 12 feet
2. No trailers will be permitted within the following areas reserved for Licensor's access:
 - a. Within 2 feet from edge of 16-foot wide access roads
 - b. 50-foot radius around suspension tower legs, H-Frames and poles
 - c. 100-foot radius around dead-end tower legs, H-Frames and poles

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Licensor/Licensee

- d. 25-foot radius around anchors/guy wires, poles and wood poles
- e. Under or within 10 feet of the conductor "drip lines"
- 3. Sewer or gas lines to trailers must be approved in writing by Licensor
- 4. Location of all electrical and telephone lines must be approved in writing by Licensor
- 5. Electrical lines must be installed by a licensed -general contractor.
- 6. Trailers shall not be used for residential purposes
- 7. Toxic or flammable materials will not be permitted in trailers
- 8. Adequately grounded by a licensed -general contractor

PARKING AREAS

Parking areas should not be designed under the overhead electrical conductors or within 10 feet of the "drip lines" without Licensor's prior written approval. Parking spaces to be identified under the approved site plan. "No Parking" striping may be required in areas where additional clearance is required.

MATERIAL STORAGE

- 1. If an emergency occurs, Licensee must immediately relocate all materials specified by Licensor to provide Licensor clear access to its facilities.
- 2. Licensee must provide Licensor with a list of material stored on the right of way
- 3. No toxic or flammable materials will be permitted
- 4. No materials shall be stored within the following areas reserved for Licensor's access:
 - a. Within 2 feet from edge of 16-foot wide access roads
 - b. 50-foot radius around suspension tower legs, H-Frames and poles
 - c. 100-foot radius around dead-end tower legs, H-Frames and poles
 - d. 25 feet from anchors/guy wires, poles and wood poles
- 5. Storage of materials not to exceed a maximum height of 15 feet
- 6. No storage of gasoline, diesel or any other type of fuel will be permitted
- 7. Any fencing around the storage areas must have Licensor's prior written approval.

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Licensor/Licensee

ADDENDUM

TREES/LANDSCAPING

- A. Existing landscaping improvements (trees, plants, and shrubs) have been inspected and approved by Licensor. This written approval may be modified and/or rescinded by Licensor for any reason whatsoever.
- B. At any time, Licensor may require Licensee to modify and/or remove any or all such previously approved improvements at Licensee's risk and expense and without any compensation from Licensor.
- C. Licensee agrees and accepts full responsibility for the maintenance and/or removal of all trees, plants, and shrubs (vegetation) located on the property. All costs associated with the maintenance and/or removal of trees/vegetation will be the sole burden of Licensee.
- D. Periodically, the Property will be inspected by Licensor, and upon determination that any tree/vegetation requires trimming or removal, Licensee will be notified by Licensor. Failure by Licensee to trim or remove said tree/vegetation in the time allotted, that results in Licensor's contractor performing the work, Licensee will be billed by Licensor for the contractor's expense; and Licensee may be subject to termination under the terms and conditions of the Permit or License.
- E. Trees/vegetation must be slow growing and maintained by Licensee to not exceed fifteen (15) feet in height.
- F. Failure by Licensee to maintain all permit or license clearance requirements will require removal at Licensee's expense.
- G. Unless authorized in writing by Licensor, Licensee agrees not to plant any additional trees, plants, or shrubs within the Property. If additional authorization is requested by Licensee and prior written authorization is received by Licensor, no tree or plant species that is protected by federal or state law shall be planted within Licensor's land and no cactus or thorny shrubs/plants will be permitted.
- H. Any improvements or alterations, including retaining walls, planters, placement of large rocks, etc. and any mounds or changes of grade, require prior written approval by Licensor.
- I. Licensee will keep the Property clean, free from weeds, rubbish and debris, and in a condition satisfactory to Licensor.
- J. Upon permit or license termination, Licensee agrees to remove all trees/vegetation and improvements and restore the Property to a condition satisfactory to Licensor, at the sole expense of Licensee.

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Licensor/Licensee

A D D E N D U M

NON-MOTORIZED BIKING, RIDING & HIKING TRAILS

- A. Licensee must obtain the prior written approval from Licensor for the installation of any non-motorized biking, riding and hiking trails, including any subsequent modifications. Licensee will maintain the non-motorized biking, riding and hiking trails at all times in a safe condition satisfactory to Licensor.
- B. At any time, Licensor may require the removal, modification, or relocation of any portion of the non-motorized biking, riding and hiking trails. Licensee will remove, modify, or relocate same, at its expense, to a location satisfactory to Licensor within sixty (60) days after receiving notice to remove, modify, or relocate from Licensor.
- C. At Licensee's expense, Licensee will post signs at all access points to the Property that read: "Non-motorized Biking, Riding and Hiking Only. No Other Use Permitted."
- D. At Licensee's expense, Licensee will post signs at all access points to the Property that read: "No Kite Flying, Model Airplanes, unmanned aerial vehicles (UAV's or Drones), or Metallic Balloons Permitted, High Voltage Wires Overhead."
- E. At Licensee's expense, Licensee will post signs at all access points of the Property that read: "Dogs are required to be on leash at all times."
- F. Licensee must close the non-motorized biking, riding and hiking trails at any time Licensor deems it necessary for the safety of the general public or for maintenance of Licensor's facilities. If it is necessary to close the non-motorized biking, riding and hiking trails for more than three days, Licensee will notify the general public of the closure by posting at all access points to the Property.
- G. At Licensee's expense, Licensee will install removable post-type barriers designed to accommodate Licensor's locks to prevent unauthorized vehicular use or parking on the Property, including but not limited to, motorcycles, off-road vehicles, and "all-terrain" vehicles.
- H. Licensee is responsible for all erosion control in connection with the construction, operation, maintenance, and use of the non-motorized biking, riding and hiking trails, including but not limited to, water flowing onto lands of others. Licensee will perform any work deemed necessary by Licensor to correct any damage to the Property of the land of others.
- I. Use of the Property is a joint use with Licensor and other tenants of Licensor. Licensor may use the biking, riding and hiking trails for access to its facilities.
- J. Trespass discourages shall be installed on Licensor's towers. The discourager installation will be performed by Licensor. Licensee shall pay Licensor in advance, for all Licensor's direct and indirect costs associated with the engineering, purchase, and installation of the discouragers. All towers shall be equipped with signs so worded as to warn the public of the danger of climbing the towers. Such signs shall be placed and arranged so that they may be read from the four corners of the structure. Such signs shall be neither less than 8 feet nor more than 20 feet above the ground except where the lowest horizontal member of the tower or structure is

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Licensor / Licensee

SCE Doc. 24903, 24907, 25172, 25855 Att.
26291, 28528, 28531, 101820, 191693
& 73855

Contract No. 9.5301
(Formerly Contract No. L1499)

more than 20 feet above the ground in which case the sign shall be not more than 30 feet
above the ground.


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NOTE: THE FOLLOWING
CLEARANCES MUST BE
MAINTAINED AT ALL TIMES;

a) A 50-FOOT RADIUS
AROUND SUSPENSION
TOWER LEGS, H-FRAMES
& 100-FOOT RADIUS
AROUND DEAD-END
TOWER LEGS.

b) A 25-FOOT RADIUS
AROUND ALL OTHER POLES.

LEGEND

 LANDS OF SOUTHERN
CALIFORNIA EDISON COMPANY
BEING LICENSED TO
COUNTY OF LOS ANGELES

 FLOOD CHANNEL

 APPROXIMATE TOWER LOCATION

 ACCESS ROAD

 APPROXIMATE A-FRAME LOCATION

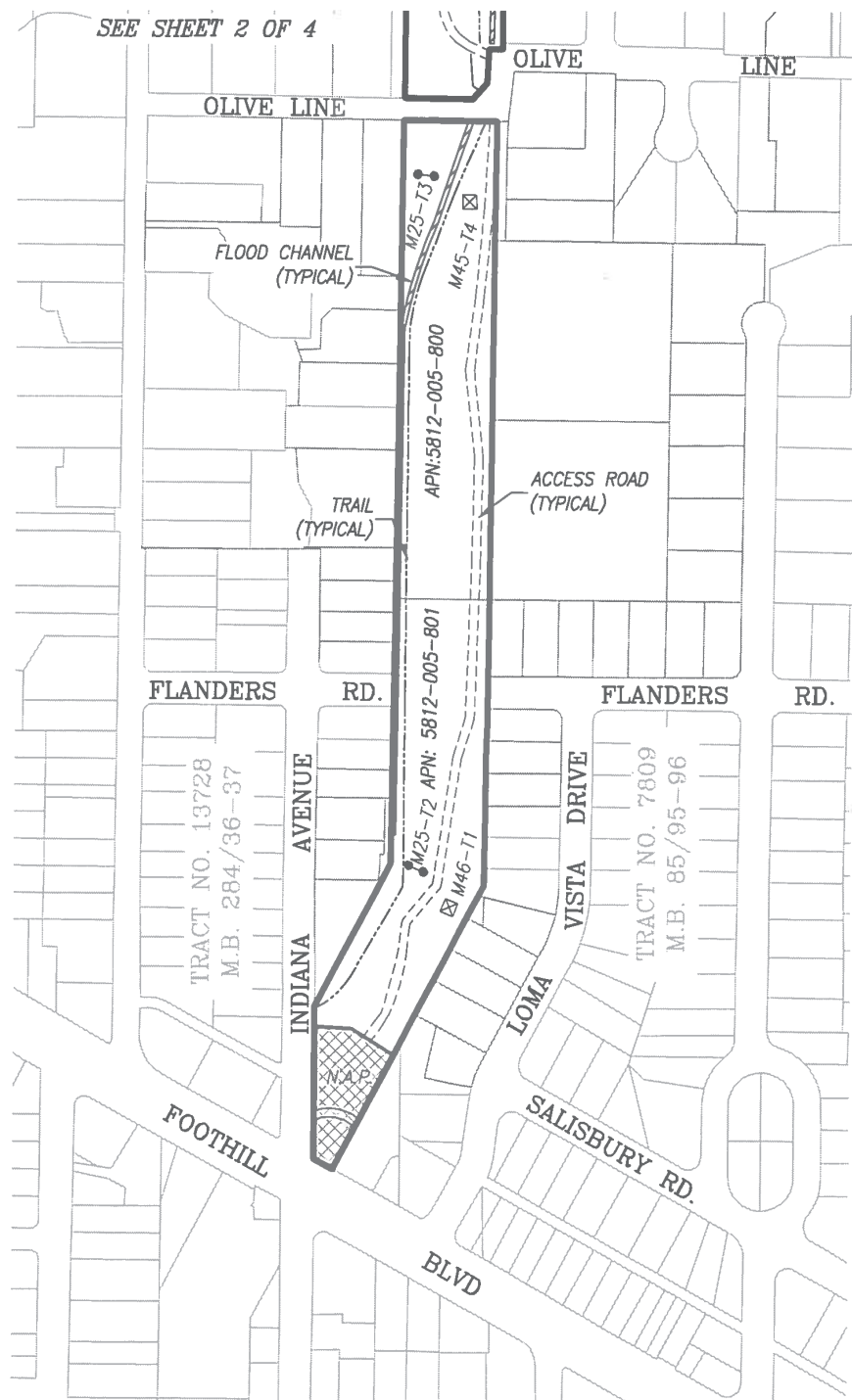
 TRAIL

 NOT APART (N.A.P.)




0 300 600
SCALE IN FEET

SEE SHEET 2 OF 4



SHEET 1 OF 4

EXHIBIT "A"

FACILITY NAME: EAGLE ROCK-GOULD 220KV T/L R/W			LICENSED AREA (GROSS)	SQ.FT.: 2,234,382	AC.: 34.62
LICENSEE: COUNTY OF LOS ANGELES			CONTRACT NO.: 9.5301	ACCOUNT NO.: L1499	
CITY: LA CANADA FLINTRIDGE	COUNTY: LOS ANGELES		STATE: CA	T.G.: 535/A2	M.S.: 058-086
APN.(S): 5812-005-801, 5812-005-800		SCE DOCUMENT NO.: 24903/001, 24907/001, 25172/001, 25855/043, 26291/017, 28528/001			
SCE SANDERS MAP: 533934		SCE LAND BOOK: N/A	REF: N/A		 SOUTHERN CALIFORNIA EDISON® An EDISON INTERNATIONAL® Company
R.P. LAND AGENT: C.MCELROY	LANDBASE MAPPING: F.TORREZ		CHECKED BY: E.HERNANDEZ		
ORDER NO.: 801167420	NOT. NO.: 202715217	DATE: 12/04/2015	FILE NAME: 9.5301-1.DWG		


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NOTE: THE FOLLOWING CLEARANCES MUST BE MAINTAINED AT ALL TIMES;

a) A 50-FOOT RADIUS AROUND SUSPENSION TOWER LEGS, H-FRAMES & 100-FOOT RADIUS AROUND DEAD-END TOWER LEGS.

b) A 25-FOOT RADIUS AROUND ALL OTHER POLES.

LEGEND

 LANDS OF SOUTHERN CALIFORNIA EDISON COMPANY BEING LICENSED TO COUNTY OF LOS ANGELES

 FLOOD CHANNEL

 APPROXIMATE TOWER LOCATION

 ACCESS ROAD

 APPROXIMATE A-FRAME LOCATION

 TRAIL

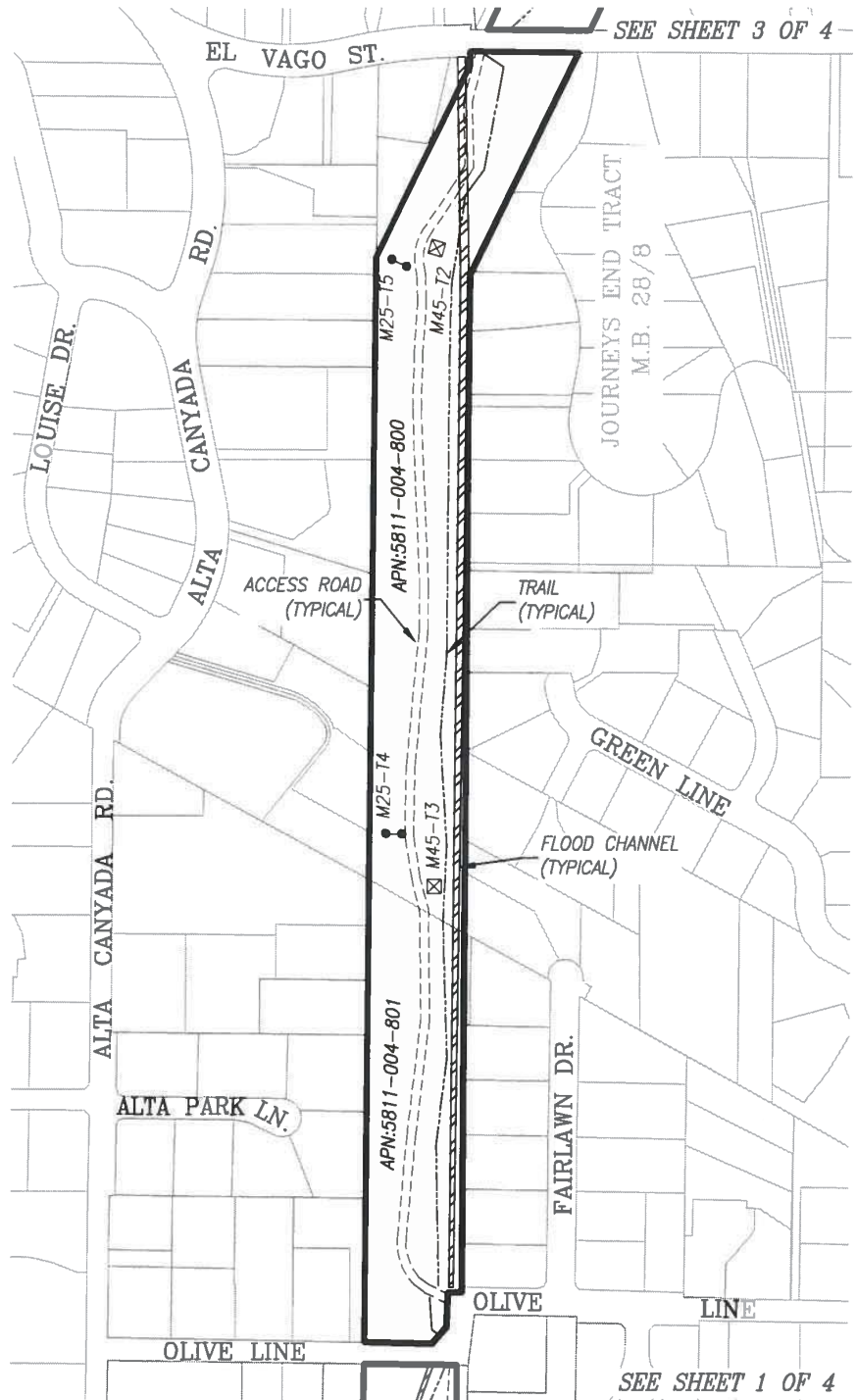



0 300 600

SCALE IN FEET

SHEET 2 OF 4

EXHIBIT "A"



FACILITY NAME: EAGLE ROCK-GOULD 220KV T/L R/W			LICENSED AREA (GROSS)	SQ.FT.: 2,234,382	AC.: 34.62
LICENSEE: COUNTY OF LOS ANGELES			CONTRACT NO.: 9.5301	ACCOUNT NO.: L1499	
CITY: LA CANADA FLINTRIDGE	COUNTY: LOS ANGELES	STATE: CA	T.G.: 535/A2	M.S.: 058-086	
APN(S): 5811-004-801, 5811-004-800		SCE DOCUMENT NO.: 24903/001, 24907/001, 25172/001, 25855/043, 26291/017, 28528,001			
SCE SANDERS MAP: 533934		SCE LAND BOOK: N/A	REF: N/A		
R.P. LAND AGENT: C.MCELROY	LANDBASE MAPPING: F.TORREZ	CHECKED BY: E.HERNANDEZ		 SOUTHERN CALIFORNIA EDISON® An EDISON INTERNATIONAL® Company	
ORDER NO.: 801167420	NOT. NO.: 202715217	DATE: 12/04/2015	FILE NAME: 9.5301-1.DWG		

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APPENDIX F:

GIS DATA DICTIONARY AND CORRIDOR RANKING

C.1 GIS Data Dictionary

SSMTMP-P11_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 "AGENCY_NAME" to identify the name and primary managing agency of the property.
	SSMTMP_P11_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_ CONSTRAINTS	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_ParcelsWith_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	<p>Included Fields:</p> <p>Phase: Indicates the overall location of the amenity and whether it is outside the study area.</p> <p>Notes: A general description of site conditions and potential specific amenities possible at the location.</p> <p>Type: Corresponds with LA County's categories for trail facilities (described in Section 4 of this document)</p> <p>Name: A three-digit code to identify the amenity on maps and in tables.</p> <p>Acres: Estimated available acres at the amenity site.</p>
SSMTMP_PII_Trails	<p>Included Fields:</p> <p>Phase: Indicates the overall location of the amenity and whether it is outside the study area.</p> <p>Name: A reference for the trail segment to be used within this document. Not an official trail name.</p> <p>Corridor: The larger route that the trial segment is a part of. Used to group segments into larger corridors.</p> <p>Phys_Statu: Existing on-the-ground condition for the trail. Either existing, partial, or none.</p> <p>Description: A summary of conditions along the trail and connections the trail makes (if applicable).</p> <p>SegCode: Four-digit code to identify the segment and it's overarching corridor.</p> <p>Riparian: Identifies whether the segment crosses a stream, follows a stream corridor, or neither.</p> <p>TM_Type: Trails Manual Classification. NAT = Natural Surface, REC = Recreational Pathway, UPT = Urban Pedestrian Trail, EXS = Existing Maintained Trail</p> <p>Z_Min, Z_Max, Z_Mean: Minimum, maximum, and average elevation along a segment.</p> <p>SLength: Length of a segment with elevation as a factor.</p> <p>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.</p> <p>Elev_Chg: Total elevation change from one end to another</p>
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.

Phase II.a Corridor Ranking

Segment Code	Phase	Miles	Source	Primary Owner
Pico Channel		1.7		LA County Flood Control District
PCL1	Phase II.a	0.1	SSMTMP-PII Proposed	Private
PCL2	Phase II.a-outside	0.7	SSMTMP-PII Proposed	Private
PCLEX	Phase II.a	0.9	Existing County Trail	LA County Flood Control District
Rice Canyon		3.7		MRCA
RCY1	Phase II.a	1.2	SSMTMP-PII Proposed	MRCA
RCY2	Phase II.a	0.4	Realigned SSMTMP-PI	MRCA
RCY3	Phase II.a	0.4	Realigned SSMTMP-PI	MRCA
RCY4	Phase II.a	0.2	SSMTMP-PII Proposed	MRCA
RCY5	Phase II.a-outside	0.7	SSMTMP-PII Proposed	Private
RCYEX	Phase II.a	0.8	Existing Conservancy Trail	MRCA
Palo Sola		1.3		Private
PAS1	Phase II.a-outside	0.9	SSMTMP-PI	Private
PASEX	Phase II.a	0.4	Existing Conservancy Trail	US Govt
The Old Rd		3.1		LA County
ORD1	Phase II.a	0.1	Adopted County Trail System Proposed	LA County
ORD2	Phase II.a	0.1	Adopted County Trail System Proposed	Subdivision
ORD3	Phase II.a	0.1	Adopted County Trail System Proposed	LA County
ORD4	Phase II.a	0.5	Adopted County Trail System Proposed	LA County
ORD5	Phase II.a	0.8	Adopted County Trail System Proposed	LA County
ORD6	Phase II.a	1.4	Realigned Adopted	LA County
Pico Canyon		7.6		LA County
PCA1	Phase II.a	0.9	Adopted County Trail System Proposed	Private
PCA2	Phase II.a	1.0	Adopted County Trail System Proposed	LA County
PCA3	Phase II.a	0.3	Adopted County Trail System Proposed	LA County
PCA4	Phase II.a	0.0	Adopted County Trail System Proposed	LA County

Cultural Resources	Slope	Destinations	Public Comment	Blue Line Stream Crossings	Connections	Oil Leases	Ownership	Agency	Physical Status	% Maintained	Total Score
3.0	2.6	2.5	1.0	2.5	3.0	3.0	1.5	2.0	2.0	50%	34.5
3	3	2	1	3	3	3	2	1	1		23
3	2	2	1	3	3	3	2	1	1		22
3	3	3	1	2	3	3	1	3	3		30
3.0	1.4	2.3	1.5	3.0	1.6	2.5	2.2	2.6	2.3	23%	27.6
3	1	3	2	3	3	3	2	3	1		24
3	1	2	2	3	1	3	2	3	3		23
3	1	2	2	3	1	3	3	3	2		23
3	1	2	1	3	1	2	2	3	3		21
3	2	2	1	3	1	2	1	1	3		19
3	2	2	1	3	1	2	3	3	3		23
3.0	2.0	2.0	1.3	3.0	1.0	3.0	1.3	1.0	3.0	30%	26.9
3	2	2	1	3	1	3	1	1	3		20
3	2	2	2	3	1	3	2	1	3		22
3.0	2.5	2.9	1.4	3.0	3.0	3.0	1.7	3.0	2.5	0%	26.1
3	3	2	1	3	3	3	3	3	3		27
3	3	2	1	3	3	3	2	2	3		25
3	3	2	1	3	3	3	1	3	3		25
3	3	3	2	3	3	3	3	3	3		29
3	3	3	2	3	3	3	2	3	3		28
3	2	3	1	3	3	3	1	3	2		24
2.3	2.1	2.1	1.4	2.6	1.5	2.0	2.0	2.7	3.0	8%	23.3
2	2	2	1	3	3	3	1	1	3		21
3	1	2	1	3	1	3	2	3	3		22
3	3	2	1	3	3	3	2	3	3		26
3	3	2	1	3	1	3	3	3	3		25

Phase II.a Corridor Ranking (cont.)

Segment Code	Phase	Miles	Source	Primary Owner
PCA5	Phase II.a	0.2	Adopted County Trail System Proposed	Subdivision
PCA6	Phase II.a	0.6	Adopted County Trail System Proposed	LA County
PCA7	Phase II.a	0.4	Adopted County Trail System Proposed	Subdivision
PCA8	Phase II.a	1.7	Realigned SSMTMP-PI	LA County
PCA9	Phase II.a	2.0	Realigned SSMTMP-PI	MRCA
PCAEX	Phase II.a	0.6	Existing County Trail	Los Angeles County
Minnie-Lotta		2.1		MRCA
MIL1	Phase II.a	0.5	SSMTMP-P II Proposed	Subdivision
MIL2	Phase II.a	1.3	SSMTMP-P II Proposed	MRCA
MILEX	Phase II.a	0.3	Existing Conservancy Trail	MRCA
Wiley West Rim		0.8		MRCA
WWR1	Phase II.a	0.8	SSMTMP-P II Proposed	MRCA
Pico Park		1.0		Private
PPA1	Phase II.a	0.4	SSMTMP-P II Proposed	Subdivision
PPA2	Phase II.a	0.4	SSMTMP-P II Proposed	Private
PPA3	Phase II.a	0.2	SSMTMP-P II Proposed	Subdivision
Lyons Ranch		4.2		City of Santa Clarita
LYR1	Phase II.a	0.2	Realigned Adopted	Subdivision
LYR2	Phase II.a	0.5	SSMTMP-P II Proposed	City of Santa Clarita
LYR3	Phase II.a	1.1	SSMTMP-P II Proposed	Subdivision
LYR4	Phase II.a	1.0	SSMTMP-P II Proposed	City of Santa Clarita
LYR5	Phase II.a	1.4	SSMTMP-P II Proposed	Private
Wiley to RIVA		2.3		LA County
WRV1	Phase II.a	0.3	SSMTMP-P II Proposed	MRCA
WRV2	Phase II.a-Outside	1.3	SSMTMP-P II Proposed	Private
WRV3	Phase II.a-Outside	0.3	SSMTMP-P II Proposed	LA County
WRV4	Phase II.a-Outside	0.5	SSMTMP-P II Proposed	LA County
Wiley South Rim		2.0		MRCA
WSR1	Phase II.a	0.5	Realigned SSMTMP-PI	MRCA
WSR2	Phase II.a	0.2	Realigned SSMTMP-PI	MRCA
WSR3	Phase II.a	0.6	SSMTMP-P II Proposed	MRCA
WSR4	Phase II.a	0.7	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
2	3	2	1	3	1	3	2	2	3		22
2	3	2	1	3	1	3	3	3	3		24
2	3	2	1	3	1	2	2	2	3		21
1	2	2	1	1	1	1	2	3	3		17
3	2	2	2	3	1	1	2	3	3		22
3	3	3	3	3	3	3	3	3	3		30
2.5	1.3	2.0	1.6	3.0	1.0	3.0	1.5	2.7	1.8	12%	22.9
1	2	2	1	3	1	3	2	2	3		20
3	1	2	2	3	1	3	1	3	1		20
3	1	2	1	3	1	3	3	3	3		23
3.0	1.0	2.0	1.0	3.0	1.0	3.0	2.0	3.0	3.0	0%	22.0
3	1	2	1	3	1	3	2	3	3		22
3.0	1.8	2.0	1.0	3.0	2.1	3.0	1.2	1.6	3.0	0%	21.8
3	3	2	1	3	3	3	1	2	3		24
3	1	2	1	3	2	3	1	1	3		20
3	1	2	1	3	1	3	2	2	3		21
3.0	2.0	2.0	1.0	2.7	1.8	3.0	1.4	2.0	2.2	0%	21.3
3	3	2	1	3	3	3	2	2	3		25
3	2	2	1	3	3	3	2	3	2		24
3	3	2	1	3	3	3	1	2	3		24
3	2	2	1	2	1	3	2	3	3		22
3	1	2	1	3	1	3	1	1	1		17
3.0	1.3	1.7	1.9	3.0	1.0	3.0	1.8	1.9	2.7	0%	21.2
3	2	2	1	3	1	3	2	3	2		22
3	1	2	2	3	1	3	1	1	3		20
3	1	1	2	3	1	3	3	3	3		23
3	2	1	2	3	1	3	3	3	2		23
3.0	1.0	2.0	1.6	3.0	1.0	2.4	2.6	2.3	2.3	0%	21.2
3	1	2	2	3	1	1	3	3	3		22
3	1	2	2	3	1	2	3	3	3		23
3	1	2	2	3	1	3	3	3	3		24
3	1	2	1	3	1	3	2	1	1		18

Phase II.a Corridor Ranking (cont.)

Segment Code	Phase	Miles	Source	Primary Owner
Entrada to Santa Clara River		1.7		Private
ESC1	Phase II.a	1.2	SSMTMP-P II Proposed	Private
ESC2	Phase II.a-outside	0.5	SSMTMP-P II Proposed	Subdivision
Entrada		4.3		Subdivision
ENT1	Phase II.a	1.5	SSMTMP-P II Proposed	Subdivision
ENT2	Phase II.a-outside	0.3	SSMTMP-P II Proposed	Subdivision
ENT3	Phase II.a	0.3	SSMTMP-P II Proposed	Subdivision
ENT4	Phase II.a	0.4	SSMTMP-P II Proposed	Subdivision
ENT5	Phase II.a	0.2	SSMTMP-P II Proposed	Subdivision
ENT6	Phase II.a	0.5	SSMTMP-P II Proposed	Subdivision
ENT7	Phase II.a	0.7	SSMTMP-P II Proposed	Private
ENT8	Phase II.a	0.5	SSMTMP-P II Proposed	Subdivision
Towsley to North Ridge		2.3		MRCA
TNR1	Phase II.a	1.4	Realigned SSMTMP-P I	MRCA
TNR2	Phase II.a	0.9	Realigned SSMTMP-P I	Private
Towsley to South Ridge		2.2		MRCA
TSR1	Phase II.a	2.1	SSMTMP-P II Proposed	MRCA
Pico to Newhall Ranch		3.1		MRCA
PNR1	Phase II.a	0.6	SSMTMP-P II Proposed	MRCA
PNR2	Phase II.a	0.4	SSMTMP-P II Proposed	MRCA
PNR3	Phase II.a	0.1	SSMTMP-P II Proposed	U S Govt
PNR4	Phase II.a	0.5	SSMTMP-P II Proposed	U S Govt
PNR5	Phase II.a	1.5	SSMTMP-P II Proposed	U S Govt
Mentryville-Newhall Ranch		0.8		MRCA
MNR1	Phase II.a	0.4	Realigned SSMTMP-P I	MRCA
MNR2	Phase II.a	0.2	SSMTMP-P I	Subdivision
MNR3	Phase II.a-outside	0.3	SSMTMP-P II Proposed	Subdivision
Minnie-Lotta to Lyons		1.4		Subdivision
MLL1	Phase II.a	1.4	SSMTMP-P II Proposed	Subdivision
Pico to Palo Sola		4.4		US Govt
PPS1	Phase II.a	1.7	SSMTMP-P II Proposed	US Govt
PPS2	Phase II.a	0.9	SSMTMP-P II Proposed	US Govt
PPS3	Phase II.a	1.3	SSMTMP-P II Proposed	US Govt
PPS4	Phase II.a-outside	0.5	SSMTMP-P II Proposed	Private
Towsley to RIVA		2.9		Private
TRV1	Phase II.a	1.0	SSMTMP-P II Proposed	Private
TRV2	Phase II.a	0.9	SSMTMP-P II Proposed	Private
TRV3	Phase II.a-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	3.0	1.7	2.0	3.0	2.7	1.3	1.6	1.3	1.0	0%	20.6
3	3	2	2	3	3	1	1	1	1		20
3	3	1	2	3	2	2	3	2	1		22
3.0	1.8	1.3	1.0	3.0	1.8	2.6	1.7	1.8	2.4	0%	20.5
3	2	1	1	3	3	2	1	2	3		21
3	2	1	1	3	1	2	2	2	1		18
3	2	2	1	3	1	3	3	2	3		23
3	2	2	1	3	1	3	3	2	3		23
3	2	2	1	3	1	3	3	2	1		21
3	2	2	1	3	1	3	2	2	3		22
3	1	1	1	3	1	3	1	1	1		16
3	2	1	1	3	2	3	2	2	3		22
3.0	1.0	2.0	2.0	3.0	1.0	1.6	1.4	2.2	1.8	0%	19.0
3	1	2	2	3	1	2	1	3	1		19
3	1	2	2	3	1	1	2	1	3		19
3.0	1.0	2.0	1.0	3.0	1.0	3.0	1.0	3.0	1.0	0%	19.0
3	1	2	1	3	1	3	1	3	1		19
3.0	1.2	2.0	1.0	3.0	1.0	2.2	1.8	2.3	1.4	0%	18.9
3	2	2	1	3	1	2	3	3	3		23
3	1	2	1	3	1	2	2	3	1		19
3	1	2	1	3	1	3	3	2	1		20
3	1	2	1	3	1	3	2	2	1		19
3	1	2	1	3	1	2	1	2	1		17
2.5	1.0	2.0	1.0	3.0	1.3	1.8	2.3	2.5	1.5	0%	18.9
2	1	2	1	3	1	2	2	3	2		19
3	1	2	1	3	1	1	2	2	1		17
3	1	2	1	3	2	2	3	2	1		20
3.0	1.0	2.0	1.0	3.0	1.0	3.0	1.0	2.0	1.0	0%	18.0
3	1	2	1	3	1	3	1	2	1		18
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	1.0	1.7	1.0	2.0	1.0	2.7	1.3	1.0	1.7	0%	16.0
2	1	2	1	1	1	2	1	1	3		15
3	1	1	1	2	1	3	2	1	1		16
3	1	2	1	3	1	3	1	1	1		17

Phase II.b Corridor Ranking

Segment Code	Phase	Miles	Source	Primary Owner
SHP Connector		2.5		LADWP
SHP1	Phase II.b-outside	0.2	SSMTMP-P II Proposed	LADWP
SHP2	Phase II.b-outside	2.3	SSMTMP-P II Proposed	LADWP
John Luker Trail		4.5		Private
JLU1	Phase II.b-outside	0.2	SSMTMP-P II Proposed	LADWP
JLU2	Phase II.b	0.6	SSMTMP-P II Proposed	Private
JLU3	Phase II.b	0.5	SSMTMP-P II Proposed	Private
JLU4	Phase II.b	0.8	SSMTMP-P II Proposed	Private
JLU5	Phase II.b	0.1	SSMTMP-P II Proposed	Private
JLU6	Phase II.b	0.1	SSMTMP-P II Proposed	MRCA
JLU7	Phase II.b	0.2	SSMTMP-P II Proposed	Private
JLU8	Phase II.b	0.2	SSMTMP-P II Proposed	Private
JLU9	Phase II.b	0.1	SSMTMP-P II Proposed	Private
JLU10	Phase II.b	0.5	SSMTMP-P II Proposed	Private
JLU11	Phase II.b	0.2	SSMTMP-P II Proposed	Private
JLU12	Phase II.b	0.8	SSMTMP-P II Proposed	MRCA
JLU13	Phase II.b	0.2	SSMTMP-P II Proposed	Private
RIVA		5.2		LADWP
RIM1	Phase II.b	0.4	RIVA	Subdivision
RIM2	Phase II.b	0.6	RIVA	Private
RIM3	Phase II.b	0.8	RIVA	Private
RIM4	Phase II.b-outside	2.0	RIVA	LADWP
RIM5	Phase II.b	0.3	RIVA	Private
RIM6	Phase II.b-outside	1.0	RIVA	MRCA
Luker to RIVA		0.9		MRCA
LRV1	Phase II.b	0.4	SSMTMP-P II Proposed	MRCA
LRV2	Phase II.b	0.2	SSMTMP-P II Proposed	Private
LRV3	Phase II.b	0.2	SSMTMP-P II Proposed	Private
Woolsey to RIVA		0.7		Subdivision
WOR1	Phase II.b	0.1	SSMTMP-P II Proposed	Subdivision
WOR2	Phase II.b	0.1	SSMTMP-P II Proposed	Subdivision
WOR3	Phase II.b	0.1	SSMTMP-P II Proposed	Subdivision
WOR4	Phase II.b	0.1	SSMTMP-P II Proposed	Subdivision
WOR5	Phase II.b	0.2	SSMTMP-P II Proposed	Subdivision
WOR6	Phase II.b	0.2	SSMTMP-P II Proposed	MRCA

Cultural Resources	Slope	Destinations	Public Comment	Blue Line Stream Crossings	Connections	Oil Leases	Ownership	Agency	Physical Status	% Maintained	Total Score
3.0	2.0	2.0	2.8	3.0	2.9	3.0	1.1	2.0	1.9	0%	23.0
3	2	2	1	3	2	3	2	2	1		21
3	2	2	3	3	3	3	1	2	2		24
3.0	2.0	2.0	1.9	3.0	1.3	3.0	2.0	1.4	2.7	0%	22.4
3	2	2	1	3	2	3	3	2	3		24
3	2	2	2	3	2	3	2	1	3		23
3	2	2	2	3	1	3	2	1	3		22
3	2	2	2	3	1	3	2	1	2		21
3	2	2	2	3	1	3	3	1	2		22
3	2	2	1	3	1	3	3	3	2		23
3	2	2	2	3	1	3	2	1	2		21
3	2	2	2	3	1	3	3	1	3		23
3	2	2	2	3	1	3	3	1	3		23
3	2	2	2	3	2	3	2	1	3		23
3	2	2	2	3	1	3	3	1	3		23
3	2	2	2	3	1	3	1	3	3		23
3	2	1	1	3	2	3	2	1	3		21
3.0	1.5	2.0	2.0	3.0	1.0	3.0	1.8	1.9	3.0	0%	22.2
3	2	2	1	3	1	3	3	2	2		22
2	1	1	1	3	1	3	2	1	2		17
3	2	2	2	3	2	3	1	1	2		21
3	2	2	2	3	3	3	1	2	2		23
3	1	1	1	3	1	3	2	1	1		17
3	1	2	1	3	2	3	1	3	2		21
3.0	1.5	2.0	2.0	3.0	1.0	3.0	1.8	1.9	3.0	0%	22.2
3	2	2	2	3	1	3	2	3	3		24
3	1	2	2	3	1	3	1	1	3		20
3	1	2	2	3	1	3	2	1	3		21
3.0	1.6	2.0	1.0	3.0	1.0	3.0	2.8	2.2	2.2	0%	21.9
3	2	2	1	3	1	3	3	2	3		23
3	1	2	1	3	1	3	3	2	1		20
3	1	2	1	3	1	3	3	2	3		22
3	1	2	1	3	1	3	3	2	1		20
3	2	2	1	3	1	3	3	2	3		23
3	2	2	1	3	1	3	2	3	2		22

Phase II.b Corridor Ranking (cont.)

Segment Code	Phase	Miles	Source	Primary Owner
Dayton to SSFL		2.1		MRCA
DFL1	Phase II.b	0.2	SSMTMP-P II Proposed	MRCA
DFL2	Phase II.b	0.1	SSMTMP-P II Proposed	Private
DFL3	Phase II.b	0.4	SSMTMP-P II Proposed	MRCA
DFL4	Phase II.b	0.5	SSMTMP-P II Proposed	MRCA
DFL5	Phase II.b	0.2	SSMTMP-P II Proposed	Private
DFL6	Phase II.b	0.3	SSMTMP-P II Proposed	MRCA
DFL7	Phase II.b	0.3	SSMTMP-P II Proposed	MRCA
Bell Canyon		1.1		Subdivision
BEC1	Phase II.b	0.9	SSMTMP-P II Proposed	Subdivision
BEC2	Phase II.b-outside	0.2	SSMTMP-P II Proposed	Private
Dayton Canyon		2.0		Private
DAC1	Phase II.b	0.7	SSMTMP-P II Proposed	Private
DAC2	Phase II.b	0.6	SSMTMP-P II Proposed	Private
DAC3	Phase II.b	0.4	SSMTMP-P II Proposed	MRCA
DAC4	Phase II.b-outside	0.3	SSMTMP-P II Proposed	LA City
Woolsey to Sage Ranch		1.0		Ventura County
WOS1	Phase II.b	0.4	SSMTMP-P II Proposed	Private
WOS2	Phase II.b	0.1	SSMTMP-P II Proposed	Private
WOS3	Phase II.b-outside	0.6	SSMTMP-P II Proposed	Ventura County

Cultural Resources	Slope	Destinations	Public Comment	Blue Line Stream Crossings	Connections	Oil Leases	Ownership	Agency	Physical Status	% Maintained	Total Score
2.8	1.3	1.7	1.5	3.0	1.0	3.0	2.3	2.7	2.4	0%	21.7
3	2	2	1	3	1	3	2	3	3		23
3	2	2	1	3	1	3	3	1	3		22
3	1	2	1	3	1	3	2	3	1		20
3	1	2	2	3	1	3	2	3	3		23
3	1	2	2	3	1	3	3	1	3		22
3	1	1	1	3	1	3	3	3	1		20
2	2	1	2	3	1	3	2	3	3		22
3.0	1.0	1.0	1.8	3.0	2.0	3.0	2.0	1.8	3.0	0%	21.6
3	1	1	2	3	2	3	2	2	3		22
3	1	1	1	3	2	3	2	1	3		20
3.0	1.7	2.0	1.2	3.0	1.0	3.0	2.3	2.4	2.6	0%	21.2
3	2	1	2	3	1	3	2	1	3		21
3	1	2	3	2	1	3	2	1	3		21
3	2	1	2	2	1	3	1	3	3		21
2	2	2	2	3	3	3	2	2	1		22
3.0	1.4	2.0	1.0	3.0	1.0	3.0	2.2	1.6	1.9	0%	20.1
3	2	2	1	3	1	3	1	1	3		20
3	2	2	1	3	1	3	2	1	3		21
3	1	2	1	3	1	3	3	2	1		20