

## 9.0 PASSIVE RECREATION

Public access to the Project Area fulfills a goal of Measures A and B, the City's General Plan, and the obligations of State grants that have largely funded the acquisition of the Project Area as described in Section 2.0 – Policies and Ordinances.

Acknowledging that the Project Area provides critical habitat for bears, mountain lions and other species requires that the RMP balance public access and recreational services with natural and cultural resource conservation. This balance means that passive recreation uses are the most appropriate for the site. Passive recreation refers to low impact recreational uses where construction is limited to improvements providing safe access and essential support functions. Trail uses such as bird watching, walking, hiking, biking, picnicking, nature walks, research, and other educational activities typically fall into this category.

Many considerations were assessed in the process of identifying a recommended public access and trail circulation system for the Project Area. As described in this section, the overall intent of the RMP is to provide passive recreation and implement programs to manage, restore, and monitor the resources of the Project Area. The RMP recommends authorizing use of existing trails as a first phase (Section 9.2). The RMP also provides criteria for considering future trails or connections as described in text maps and tables in Section 9.2. The recommendations to authorize existing trails combined with the other management programs described in the RMP provide a framework to ensure that the Project Area continues as a valuable asset for the residents of Monrovia.

### 9.1 REASONABLE PUBLIC ACCESS

#### 9.1.1 Criteria for Determining Public Access

Public access into the Hillside Wilderness Preserve and the Hillside Recreation Area takes into account a number of parameters. These include: the voters' mandate through the passage of Measures A and B; the General Plan; the Mission, Core Values, and Goals developed by the Trails Committee of the Community Services Commission; the provisions of the grant funds used to purchase Hillside Wilderness Preserve lands; community criteria developed at the community workshops; and existing public and private access requirements. Using these criteria, described below, a definition of "Reasonable Public Access" was developed to guide the passive recreation management strategies and recommendations outlined in this section.

The criteria are summarized as follows:

**Grant Criteria.** The City is obligated to provide public facilities and access in accordance with the conditions of the grant funds used to purchase Project Area lands (Refer to Section 2.4).

**Community Criteria.** Taking into consideration the core values and community input on public access at the August 5, 2006 and November 4, 2006 community meetings, access into the Project Area should:

- Be developed in a manner such that public access will have minimal impacts on adjacent neighborhoods.
- Limit motorized use to emergency response, management (e.g., fire and park patrol), and private access to existing locations.
- Limit public access to the hours between dawn and dusk in the Hillside Wilderness Preserve.
- Incorporate identity signage and access controls.
- Address neighborhood parking constraints.
- Balance public access routes with habitat protection.

**Existing Access to the Project Area.** Existing public, agency and private access into the Project Area includes: public access into Canyon Park with links to the Angeles National Forest; access for fire management; utility maintenance access; and limited access for the private residents who live on private in-holdings within the Hillside Wilderness Preserve. Sanctioned public access is allowed from Ridgeside Drive to the middle gate on the Lower Clamshell Motorway.

**Fire Management.** The City of Monrovia's cooperative fire management agreements with the Consolidated Fire Protection District of Los Angeles County and the U.S. Forest Service Angeles National Forest include access provisions for the purposes of emergency response and management of fuel modification areas and firebreaks adjacent to structures. Fire code sets forth use restrictions to minimize fire risk and establishes protocol for closing the Project Area during periods of high risk.

**Utility Access Requirements.** Maintenance of the city water system of reservoirs, pipelines, and access roads is a priority of the City and is required by the Department of Health Services. As such, the Public Works Department requires ongoing access to their facilities for routine and emergency maintenance and inspection. Utility maintenance access to the active water reservoirs is provided via utility roads that begin at the terminus of Highland Place, Canyon Boulevard, Ridgeside Drive and Norumbega Drive.

**Private Access.** Three private homes are located on Clamshell Motorway within the Hillside Wilderness Preserve with current ingress provided via the Lower Clamshell Motorway from Cloverleaf Drive. This access is controlled by a gate. Emergency egress is provided from Ridgeside Drive. Three private parcels are served by the Ridgeside Drive access. Vehicular access to the Hillside Wilderness Preserve from Ridgeside Drive is also controlled by a gate. Private access and emergency egress to these in-holdings must be retained.

### 9.1.2 Reasonable Public Access Defined

In accordance with the above criteria, "Reasonable Public Access" to the Hillside Wilderness Preserve and Hillside Recreation Area refers to the provision of public access that:

- Is consistent with the General Plan and applicable Specific Plans.
- Provides reasonable public access over all acquired properties with public access requirements.
- Emphasizes fire safety and environmental protection.
- Considers the expectations of local taxpayers, affected neighbors, and State funding agencies.
- Maintains current access to Canyon Park within the Hillside Recreation planning area.

- Maintains current access from Ridgeside Drive along the Lower Clamshell Motorway to the first gate and expands it the length of the Lower Clamshell Motorway in accordance to the Specific Plan adopted by the voters in 2000.
- Provides for the connector trails in the future as adopted by the voters in 2000.
- Recognizes that a level of public access to appropriate parts of property acquired with taxpayer funds must be permitted.
- Provides direct access into the Project Area for trail use from a public street or existing accessway or trail.
- Provides amenities such as trails and signage within the Hillside Wilderness Preserve area, and provides for the addition of parking, restrooms, picnic areas and other appropriate amenities in the Hillside Recreation Area.
- Does not allow active recreation uses such as field sports that require the development of significant recreation infrastructure (e.g., playing fields, spectator bleachers).
- Public access and environmental conservation or restoration activities should be “context sensitive” and adapted to the intrinsic resource values of the site. A context-sensitive approach carefully considers the development of public access and infrastructure, respecting the natural setting, surrounding land uses, on-site sensitive resources, and existing topography.

## 9.2 TRAILS AND PUBLIC ACCESS

### 9.2.1 Recommended Public Trails

A primary feature of this RMP is the provision of public access. This public access will be provided by authorizing use of existing roads and trails. For comparison, Figure 11 - Existing Trails, Roads and Access, illustrates the alignment of existing roads and trails across the Project Area, while Figure 16 - Recommended Public Trails, illustrates formalizing or authorizing most of these existing roads and trails for public use. In some instances roads that provide access to a single destination, like a water tank, are not considered appropriate to include in the recommended trail system but can be considered in the future.

The intent for the proposed trails system is summarized in Table E. The table identifies the general location, describes the trail, includes recommendations, and summarizes possibilities for future connections, new trails, or resource management programs within the vicinity.

**Canyon Park Trails** showcase Monrovia’s current program for providing access, maintenance, signage and interpretive programs. Canyon Boulevard provides existing pedestrian and bicycle access to Canyon Park, the Trask Boy Scouts Camp and the Angeles Forest. The existing trails include:

- Bill Cull Trail
- ADA Trail
- The Nature Trail (ADA accessible)
- The Waterfall Trail
- Ben Overturff Trail
- Sawpit Canyon Fire Road

**Table E: Recommended Public Trails**

| TRAIL  | DESCRIPTION  | RECOMMENDATION   | FUTURE CONSIDERATIONS*   |
|--|--|--|--|
| Canyon Park Trails   | <ul style="list-style-type: none"> <li>• Canyon Boulevard provides existing pedestrian and bicycle access to Canyon Park, Trask Boy Scouts Camp, and Angeles National Forest.</li> <li>• Existing Trails:               <ul style="list-style-type: none"> <li>– Bill Cull Trail</li> <li>– The Nature Trail (ADA accessible)</li> <li>– The Waterfall Trail</li> <li>– Ben Overturff Trail</li> <li>– Sawpit Canyon Fire Road</li> </ul> </li> <li>• Existing gates and signage.</li> <li>• Vehicular access with \$5 fee (\$45 annual pass).</li> <li>• Fire chief or his designee closes park for high fire conditions.</li> <li>• Staffed with Canyon Park personnel and volunteers.</li> <li>• Dog walking is allowed on leash.</li> </ul> <p>See Section 3.6 – Recreational Resources, for a detailed description of these trail routes.</p> | <ul style="list-style-type: none"> <li>• Maintain existing trails.</li> <li>• Monitor peak parking times on Saturdays and Sundays and review additional parking strategies.</li> <li>• Trail development would be dependent upon:               <ul style="list-style-type: none"> <li>– Determination of a specific alignment based on results of a biological assessment to ensure new trail alignment will balance public access with habitat protection.</li> <li>– Obtaining trail construction funds.</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>• Provide connector trails to Hillside Wilderness Preserve (e.g., Lower Clamshell Motorway).</li> <li>• Future trails based on development of a new Canyon Park Masterplan.</li> <li>• Future trail development would be dependent upon:               <ul style="list-style-type: none"> <li>– Determination of a specific alignment based on results of a biological assessment to ensure new trail alignment will balance public access with habitat protection.</li> <li>– Obtaining trail construction funds.</li> </ul> </li> <li>• Evaluate the potential for a demonstration garden of drought tolerant ground covers, shrubs &amp; trees.</li> </ul> |
| Upper Cloverleaf Reservoir Utility Road from Highland Place (Upper Cloverleaf Trail) | <ul style="list-style-type: none"> <li>• Paved access road from Highland Place to Upper Cloverleaf Reservoir.</li> <li>• Purchased with Wildlife Conservation Board Grant.</li> <li>• Public access included in voter-approved Madison Avenue Specific Plan.</li> <li>• Fire Department has developed an operational plan.</li> <li>• Parking is limited.</li> <li>• Public Works verified adequate safety measures in place for water tank and will continue to monitor.</li> </ul>   | <ul style="list-style-type: none"> <li>• Open for pedestrian and bicyclist access only.</li> <li>• Allow dog walking on leash.</li> <li>• No parking allowed (parking will be monitored by the Traffic Safety Committee to mitigate any parking issues).**</li> <li>• Install Wilderness Preserve signage.</li> <li>• Fire Chief or his designee closes area for high fire conditions.</li> </ul>  | <ul style="list-style-type: none"> <li>• Connector trail to Lower Clamshell Motorway in San Lorenzo Nursery Area per Specific Plan dependent on:               <ul style="list-style-type: none"> <li>– Determination of a specific alignment based on results of a biological assessment to ensure new trail alignment will balance public access with habitat protection.</li> <li>– Obtaining trail construction funds.</li> </ul> </li> </ul>  |
| Lower Clamshell Motorway and Lower Clamshell Truck Trail                             | <p>The Lower Clamshell Motorway starts at Ridgeside Drive on the east and transverses the hillsides in an east/west direction to</p>   | <ul style="list-style-type: none"> <li>• Retain the Ridgeside Drive access point.</li> <li>• Open Cloverleaf access point to pedestrians and bicyclists. Restrict</li> </ul>   | <ul style="list-style-type: none"> <li>• In the former San Lorenzo Nursery area consider habitat restoration.</li> <li>• Consider improvement of vehicular</li> </ul>  |

| TRAIL                   | DESCRIPTION  | RECOMMENDATION   | FUTURE CONSIDERATIONS*  |
|-------------------------|--|--|---|
| (Lower Clamshell Trail) | <p>Arcadia Wilderness Park and also extends southerly to the Cloverleaf entrance.</p> <p>The route currently provides:</p> <ul style="list-style-type: none"> <li>• Fire/Utility access -- Los Angeles County Fire clears the roadway annually.</li> <li>• Access for three (3) private homes from Cloverleaf and two (2) private homes from Ridgeside Drive.</li> <li>• The Motorway is currently used for hiking and biking to the first gate westerly of the Ridgeside Drive entrance and it has been reported that the entire motorway is frequently used by bicyclists.</li> <li>• The public has the easement rights to traverse the entire Lower Clamshell Motorway and Lower Clamshell Truck Trail.</li> <li>• The City has acquired most of the properties with the exception of four property owners (Weseloh, Leonard, Suess and Fors). The City has a grant application pending with the Rivers and Mountains Conservancy and the approval of the Leonards. The remaining private property owners' rights to the use of their property can be protected while still maintaining public access.</li> <li>• Properties on existing Lower Clamshell Motorway and Lower Clamshell Truck Trail purchased with State Habitat Conservation, and Rivers Mountains Conservancy, and Wildlife Conservation Board Grants.</li> <li>• Fire Department has developed an operational plan.</li> <li>• Parking on Ridgeside Drive.</li> </ul> | <p>parking if necessary.</p> <ul style="list-style-type: none"> <li>• Street parking at access points will be monitored by the Traffic Safety Committee. The Traffic Safety Committee is composed of the Public Works Director, Community Development Director, City Engineer, Police Chief and Traffic Engineer and meets the third Thursday of every month. This Committee is designed to hear issues and evaluate potential solutions to issues brought before them. The Traffic Safety Committee is staffed by the Public Works Department and the consulting Traffic Engineer and handles issues ranging from implementing speeding solutions and parking permits to solving larger neighborhood concerns such as dealing with regional through traffic.</li> <li>• Formalize use of trail over Elkins property on Lower Clamshell Truck Trail.</li> <li>• Install Wilderness Preserve Signage at Cloverleaf and Ridgeside.</li> <li>• Possibly relocate or modify Cloverleaf access gate to minimize impediments to fire safety functions for the Wilderness Fire Station.</li> <li>• Use protective management practices to preserve sensitive species (e.g., milk vetch) along the Lower Clamshell Motorway.</li> <li>• Research the installation of mirrors and signage on designated curves.</li> <li>• Remove or modify the middle gate on Lower Clamshell Motorway.</li> <li>• Fire Chief or his designee will continue</li> </ul> | <p>access to the Cloverleaf gate.</p> <ul style="list-style-type: none"> <li>• Consider providing vista points at selected locations along the Lower Clamshell Motorway and Lower Clamshell Truck Trail.</li> <li>• Study and implement methods to preserve and propagate the milkvetch.</li> <li>• Explore access agreements with Arcadia to Wilderness Park.</li> </ul> |

| TRAIL                                      | DESCRIPTION  | RECOMMENDATION   | FUTURE CONSIDERATIONS* |
|--|--|--|------------------------|
| Norumbega Drive 2<br>(Sleepy Hollow Trail) | <ul style="list-style-type: none"> <li>• Limited parking on Cloverleaf Drive.</li> <li>• The existing trail provides walking opportunities through the Sleepy Hollow area and enters from Norumbega Drive to Traci Lane, an unimproved street with driveways to two private residences.</li> <li>• Purchased with Wildlife Conservation Board Grant.</li> <li>• Public road right of way is established.</li> <li>• No existing parking on Norumbega Drive.</li> <li>• Fire Department has developed an operational plan.</li> </ul> | <ul style="list-style-type: none"> <li>• to close the area for high fire conditions.</li> <li>• Maintain and improve the existing trail and provide Wilderness Preserve signage at the access point on Norumbega Drive.</li> <li>• No parking would be allowed.</li> <li>• Sign for pedestrian access only.</li> <li>• Fire Chief or his designee closes area for high fire conditions.</li> </ul> |                        |

\* In some instances, these future considerations are reflected in more detail in the subsequent tables, "Evaluation of Future Trails" (Table F) and "Evaluation of Trail Connectors" (Table G).

\*\* The traffic safety committee is an existing committee established to review traffic, circulation, parking, and traffic safety matters.

The fire chief or his designee closes the park, including the trails, for high fire conditions. Recommendations are included to monitor peak parking and review additional parking strategies. Future trails within Canyon Park would be included in an updated Park Master Plan. Future trails might provide additional connections to trails within the Hillside Preserve. Trails are staffed by Canyon Park personnel and volunteers.

The **Upper Cloverleaf Trail** would use the existing paved access road from Highland Place to the Upper Cloverleaf Reservoir. The trail would be open for pedestrian and bicycle access. Dogs would be allowed on leash. No parking on Highland Place would be allowed and parking issues would be monitored by the Traffic Safety Committee. Wilderness Preserve signage would be installed. The Fire Department has developed an operational plan for this area. The Fire Chief or his designee would close the area during high fire conditions. In the future a connector trail could be provided to the Lower Clamshell Motorway but would require additional studies to determine the exact alignment and funding for construction.

The **Lower Clamshell Trail** would use the Lower Clamshell Motorway and Lower Clamshell Truck Trail. The route provides fire and utility access and access for five private homes (three from Cloverleaf and two from Ridgeside Drive). The route is currently used for hiking, biking and dog walking on leash. The Fire Chief or his designee currently closes the Lower Clamshell Motorway during high fire conditions and this would be continued. The City has acquired most of the properties with the exception of four. The City has a grant application pending with the Rivers and Mountains Conservancy and the approval from the Leonards. The properties on the existing Lower Clamshell Motorway and Lower Clamshell Truck Trail were purchased with Wildlife Conservation Board, State Habitat Conservation, and Rivers and Mountains Conservancy Grants. Ridgeside Drive would be retained as an access point, and Cloverleaf access would be opened for pedestrians, bicyclists and dogs on leash. Parking would be restricted if necessary and monitored by the Traffic Safety Committee. Wilderness Preserve signage would be installed. To provide for pedestrian and bicycle safety, research will be conducted on the curves to see if mirrors and/or signage is necessary. The Fire Department has developed an operational plan for this area, which may include the relocation of the Cloverleaf access gate to minimize impediments to fire safety functions for the Wilderness Fire Station. Future considerations would include habitat restoration at the former San Lorenzo Nursery, improvement of vehicular access to the Cloverleaf gate, provision of vista points at selected locations, exploration of an access agreement with the City of Arcadia to Wilderness Park, and establishment of management practices for the Brauton's milk vetch.

The **Sleepy Hollow Trail** would use the Norumbega Drive 2 access point. The existing trail provides access from Norumbega Drive to Traci Lane, an unimproved street with driveways to two private residences. The property was purchased with a Wildlife Conservation Board Grant. The public road right of way is established by a final tract map. No parking is provided on Norumbega Drive. The Fire Department has developed an operational plan for this area. The existing trail would be maintained and improved with signage at the access point on Norumbega Drive. No parking would be allowed and the trail would be signed for pedestrian access only. The Fire Chief or his designee would close the area during high fire conditions.

## 9.2.2 Future Trails

Future trails are recommended to: 1) use existing access routes and provide new trails sensitive to the environment; 2) provide logical connections to recognized destinations and trails; 3) provide access from existing neighborhoods with minimal adverse impact on those neighborhoods; and 4) offer prominent panoramic views. Future trails are described in Tables F and G and shown on Figure 17.

The emphasis would be on providing reasonable public access (e.g., walking, hiking, and biking) and expanding outdoor education programs, except where the access may interfere with habitat protection. Several trail routes were considered in developing a conceptual public circulation plan for the Project Area. Recommendations for these trail routes in no particular order, focused on:

- Providing trail continuity and linkage to the existing system
- Connections to viable access points
- Privacy and security of private land owners
- Fire safety/management
- Minimizing harm to natural resources and fragmentation of habitat corridors

Future trails could be located within the Hillside Wilderness Preserve and could require new points of entry. Access points would begin at a local neighborhood residential street or could incorporate an existing access road currently used for residential or utility access. These future trail opportunities would not be implemented with the adoption of the RMP, and are infeasible anytime in the near future as future funding for trail construction is indeterminate, the terrain in many places make immediate use unlikely without a sizeable investment in trail construction, and the City has not acquired all property rights needed to complete the future trails.

The Community Services Commission will hold public meetings on future trails and would consider the following prior to recommending approval of a trail permit:

- Conduct a trail feasibility study of each of the recommended trail routes for utility and emergency vehicle ingress/egress, public safety, neighborhood privacy and security.
- Conduct project specific assessment of biologic and cultural resources in order to determine exact alignment.
- Explore options for funding the design, construction and long-term maintenance and operations of an extended public trail system.
- Design trails taking into consideration impacts to residential development with respect to privacy and safety.
- Design trail routes in conformance with ADA accessibility guidelines where feasible, by taking into consideration the needs of all people, regardless of their physical limitations, who may wish to use the trail system. To determine feasibility and the degree to which trails will be designed for accessibility, the overall terrain conditions of the area surrounding the trail route should be evaluated.



- Where it is not possible to maintain trails in accordance with ADA accessibility guidelines, either in the long-term or the short-term: 1) make information available on signs and in accompanying maps and brochures describing the trail using the Universal Trail Assessment nomenclature so that trail users can make appropriate decisions regarding the use of the trails based on their skills and mobility levels; and 2) offer other accessible trail opportunities that provide a similar landscape experience and/or access to the destination point, as feasible.
- Allocate trail construction funding and long term budget for resource and education programs and additional patrol and maintenance staff.
- Evaluate individual trail projects in conformance with CEQA.

The City Council would consider new trail permits along with related CEQA review. As part of its consideration process, in addition to consideration of the above points, the City Council would be responsible for:

- Allocation of trail construction funding and long term budget for resource and education programs and additional patrol and maintenance staff.
- Evaluation of individual trail projects in conformance with CEQA.

**Table F: Evaluation of Future Trails**

| FUTURE TRAIL                   | DESCRIPTION   | CRITERIA FOR FUTURE TRAIL DEVELOPMENT*   |
|--------------------------------|---|--|
| Norumbega Drive 1 (pedestrian) | <ul style="list-style-type: none"> <li>• Paved easement serving single family homes and deadends into gate to the Wilderness Preserve (former Bowden property).</li> <li>• No parking.</li> <li>• Pedestrian opportunities if pedestrian easement obtained from property owners.</li> </ul>   | <ul style="list-style-type: none"> <li>• Obtain pedestrian easement from property owners.</li> <li>• Allocate budget to fund resource and education programs and additional patrol and maintenance staff.</li> </ul>   |
| Norumbega Drive 3 (pedestrian) | <ul style="list-style-type: none"> <li>• Paved County easement serving water tank. Currently, there is a vehicular gate.</li> <li>• No parking.</li> <li>• Pedestrian opportunities if easement can be obtained from County.</li> </ul>   | <ul style="list-style-type: none"> <li>• Obtain pedestrian easement from County.</li> <li>• Allocate budget to fund resource and education programs and additional patrol and maintenance staff.</li> <li>• Public Works verified adequate safety measures in place for water tank and will continue to monitor.</li> </ul>  |
| Emerson Flats (Pedestrian)     | <ul style="list-style-type: none"> <li>• Paved easement serving single family homes/Los Angeles County Flood Control Facilities and a City water tank.</li> <li>• No parking on easement. Parking on Ridgeside Drive</li> </ul>   | <ul style="list-style-type: none"> <li>• Confirm pedestrian easements.</li> <li>• Allocate budget to fund resource and education programs and additional patrol and maintenance staff.</li> <li>• Public Works verified adequate safety measures in place for water tank and will continue to monitor.</li> </ul>  |
| Briarcliff Road (pedestrian)   | <ul style="list-style-type: none"> <li>• Paved easement serving single family homes and deadends into gate at Wright property.</li> <li>• Former unpaved accessway is overgrown with vegetation.</li> <li>• No parking.</li> <li>• Wright property was purchased with State Habitat Conservation Grant monies.</li> <li>• Pedestrian opportunities if pedestrian easement obtained from property owners.</li> </ul> | <ul style="list-style-type: none"> <li>• Obtain pedestrian easement from property owners.</li> <li>• Re-establish accessway alignment based on the results of a biological assessment to ensure trail will balance public access with habitat protection.</li> <li>• Allocate budget to fund resource and education programs and additional patrol and maintenance staff.</li> <li>• Fund trail reconstruction.</li> </ul> |
| Madison Avenue (pedestrian)    | <ul style="list-style-type: none"> <li>• Access easement needed over private property.</li> <li>• No existing trail.</li> <li>• No parking on easement. Parking on Madison Avenue.</li> <li>• Steve Pokrajac property was purchased with Wilderness Conservation Board grant.</li> </ul>  | <ul style="list-style-type: none"> <li>• Obtain pedestrian easement from property owners.</li> <li>• Allocate budget to fund resource and education programs and additional patrol and maintenance staff.</li> <li>• Fund trail construction.</li> <li>• Determine a specific alignment based on results of a biological assessment to ensure new trail will balance public access with habitat protection.</li> </ul>     |

| FUTURE TRAIL                  | DESCRIPTION  | CRITERIA FOR FUTURE TRAIL DEVELOPMENT*   |
|-------------------------------|--|--|
| Four Palms Trail (pedestrian) | <ul style="list-style-type: none"> <li>• Trail is overgrown with vegetation and a portion of the single track has washed away.</li> <li>• Trail starts from Bill Cull Trail in Canyon Park and continues north into the Angeles National Forest then turns southwest to the Lower Clamshell Motorway.</li> <li>• A portion of the north trail goes through the Angeles National Forest property.</li> <li>• Opportunity to link with Bill Cull Trail and to the Lower Clamshell Motorway.</li> </ul> | <ul style="list-style-type: none"> <li>• Obtain agreement from Angeles National Forest to re-establish trail.</li> <li>• Allocate budget to fund resource and education programs and additional patrol and maintenance staff.</li> <li>• Fund trail construction.</li> <li>• Determine a specific alignment based on results of a biological assessment to ensure trail will balance public access with habitat protection.</li> </ul> |

\* In the future, consider the issuance of an entry pass.

**NOTE:** Future trail routes conceptualized here will require the following prior to development:

- Project specific environmental assessments to determine potential impacts to biological and cultural resources;
- Project specific CEQA review; and
- Construction funding and long term budget allocation to fund resource and education programs and additional patrol and maintenance staff.

Approval of these trails would ultimately require the approval of a trail permit by the Community Services Commission.

**Table G: Evaluation of Trail Connectors**

| TRAIL CONNECTOR  | DESCRIPTION   | CRITERIA FOR FUTURE TRAIL CONNECTORS*   |
|--|---|---|
| Cloverleaf Reservoir-Lower Clamshell Motorway Connector (pedestrian)                         | <ul style="list-style-type: none"> <li>Per the Madison Avenue Specific Plan (ratified 2000), provide a connecting trail between the Cloverleaf Reservoir and the Lower Clamshell Motorway.</li> </ul> | <ul style="list-style-type: none"> <li>No connector trail until public access is provided from Highland Place to Upper Cloverleaf Reservoir. Determine specific alignment based on results of a biological assessment to ensure new trail will balance public access with habitat protection.</li> <li>Obtain trail construction funds.</li> <li>Allocate budget to fund resource and education programs and additional patrol and maintenance staff.</li> <li>Construct new trail.</li> </ul>  |
| Canyon Park/Clamshell Connector Trail (Canyon Park to Lower Clamshell Motorway) (pedestrian) | <ul style="list-style-type: none"> <li>New trail connection between Canyon Park and Lower Clamshell Motorway.</li> <li>Vehicles can park in Canyon Park.</li> </ul>                                   | <ul style="list-style-type: none"> <li>Determine specific alignment based on results of a biological assessment to ensure new trail will balance public access with habitat protection.</li> <li>Obtain trail construction funds.</li> <li>Allocate budget to fund resource and education programs and additional patrol and maintenance staff.</li> <li>Construct new trail.</li> </ul>  |
| Lower Clamshell Truck Trail to Arcadia Wilderness Park (pedestrian)                          | <ul style="list-style-type: none"> <li>Connect from existing Lower Clamshell Truck Trail to Arcadia Wilderness Park.</li> </ul>   | <ul style="list-style-type: none"> <li>Obtain access agreement with Arcadia Wilderness Park.</li> <li>Determine specific alignment based on results of a biological assessment to ensure new trail will balance public access with habitat protection.</li> <li>Obtain trail construction funds.</li> <li>Allocate budget to fund resource and education programs and additional patrol and maintenance staff.</li> <li>Construct new trail.</li> </ul>   |
| Norumbega 1 to Norumbega 3 (pedestrian)  | <ul style="list-style-type: none"> <li>New trail providing a connection between the water reservoir and the former Bowden parcel.</li> </ul>  | <ul style="list-style-type: none"> <li>Obtain an access agreement with Los Angeles County.</li> <li>Obtain access easements from private property owners.</li> <li>Obtain access agreements from private property owners at Norumbega 1; otherwise, future trail could be an out and back trail from Norumbega 3</li> <li>Determine specific alignment based on results of a biological assessment to ensure new trail will balance public access with habitat protection.</li> <li>Obtain trail construction funds.</li> <li>Allocate budget to fund resource and education programs and additional patrol and maintenance staff.</li> <li>Construct new trail.</li> <li>Public Works verified adequate safety measures in place for water tank and will continue to monitor.</li> </ul> |
| Lower Clamshell Motorway to Wright Property (pedestrian)                                     | <ul style="list-style-type: none"> <li>New trail from Lower Clamshell Motorway to Wright property.</li> </ul>   | <ul style="list-style-type: none"> <li>Obtain access easements from private property owners or create out and back trail from Lower Clamshell Motorway.</li> <li>Determine specific alignment based on results of a biological assessment to</li> </ul>   |

| TRAIL CONNECTOR  | DESCRIPTION  | CRITERIA FOR FUTURE TRAIL CONNECTORS*   |
|--|--|---|
|  |  | ensure new trail will balance public access with habitat protection. <ul style="list-style-type: none"> <li>• Obtain trail construction funds.</li> <li>• Allocate budget to fund resource and education programs and additional patrol and maintenance staff.</li> <li>• Construct new trail.</li> </ul>   |
| Voter-approved Lower Clamshell Motorway Connector (pedestrian) | Per the Leonard, Fors and Woodward Concept Plan (ratified 2000), provide a connecting trail on the Lower Clamshell Motorway. | <ul style="list-style-type: none"> <li>• Evaluate the necessity for connector.</li> <li>• Determine specific alignment based on keeping trail on City-owned property and on the results of a biological assessment to ensure new trail will balance public access with habitat protection.</li> <li>• Obtain trail construction funds.</li> <li>• Allocate budget to fund resource and education programs and additional patrol and maintenance staff.</li> <li>• Construct new trail.</li> </ul> |

\* In the future, consider the issuance of an entry pass.

**NOTE:** Future trail routes conceptualized here will require the following prior to development:

- Project specific environmental assessments to determine potential impacts to biological and cultural resources;
- Project specific CEQA review; and
- Construction funding and long term budget allocation to fund resource and education programs and additional patrol and maintenance staff.

Approval of these trails would ultimately require the approval of a trail permit by the Community Services Commission.

## 9.3 PUBLIC ACCESS MANAGEMENT STRATEGIES

### 9.3.1 Context Sensitive Development

Recreational use and environmental conservation or restoration activities should be “context-sensitive” and adapted to the intrinsic resource values of the site. A context-sensitive approach carefully considers the development of recreational facilities and infrastructure, respecting the natural setting, surrounding land uses, on-site sensitive resources, and existing topography.

#### *Strategies for Balancing Public Access with Habitat Protection:*

1. Develop public access and improvements that blend in and are compatible with the surroundings and in keeping with a wilderness area.
2. Retain existing access roads for utility and emergency ingress and egress and connect and incorporate them, where possible, into the Project Area pedestrian/bicycle trail system (*e.g.*, Lower Clamshell Motorway and Highland Utility Road).
3. Ensure that the trail system is public through land dedication, public easement or other City approved mechanism.
4. Utilize the guiding principles in “*Planning Trails with Wildlife in Mind*” (Trails, and Wildlife Task Force, Colorado State Parks, Hellmund Associates, September 1998) when developing new trail alignments and constructing new trails in order to achieve a practical balance between trail development and resource land stewardship (Rivers and Mountains Conservancy Grant requirement). These principles include, but are not limited to:
  - Guiding trail users away from sensitive wildlife habitat.
  - Providing trail experiences that are diverse and interesting such that trail users are less inclined to create their own trails.
  - Providing well-designed trails using signs, educational materials, and even barriers to encourage users to stay on the trail in areas with sensitive vegetation.
5. Conduct and design operation and management practices to have minimal impact on the environment.
6. Minimize adverse effects on fish and wildlife and the habitats upon which they depend.
7. Locate any improvements associated with active uses in the Hillside Recreation Area away from sensitive habitat, such as riparian areas.
8. Conduct biological resource assessments before future trail routes are implemented. Assessments should be conducted by a qualified biologist and include surveys for sensitive habitats and special-status species in the appropriate seasons. These assessments should include recommendations to align the trail to avoid impacts to sensitive habitats, special-status species, and significant trees.
9. Avoid removal of native vegetation. The appropriate resource agencies should be contacted regarding any future trail alignments that may impact sensitive habitats, special status species, or their habitat. Ensure plant replacement is native to the area.

10. Limit trail use in special status species habitat areas, as appropriate to ensure protection of resources. Techniques for limiting use may include, but are not limited to: physical access controls, seasonal or intermittent closures, restricted use permits, and exclusion of domestic pets.
11. Monitor progress of management strategies to gage the ongoing effectiveness of the decisions made and programs implemented within the context of clearly understood and agreed upon objectives for each planning area, and be flexible and willing to change strategies to best fit individual situations.

### **9.3.2 Public Access and Project Area “Image”**

Defining trail access points and reinforcing an “image” are important management strategies to gain the public’s respect for the intent of the Hillside Wilderness Preserve and Hillside Recreation Area designations, as well as provide orientation and navigation to Project Area resources. Accentuating the Project Area’s identity will define the Hillside Wilderness Preserve and the Hillside Recreation Area as special places, contribute to protecting sensitive resources and create a more attractive and informative place.

1. Define the entry and create an overall identity for the Project Area that conveys a clear message so that visitors will immediately recognize that they have entered a wilderness area - visitors should know that they are in a special place.
2. Provide signage, as described in Section 7.1.
3. Incorporate public outreach materials and signage, especially those regarding neighborhood considerations, as described in Section 7.1.

## **9.4 MAINTENANCE**

Proper maintenance is essential to promote user safety, maintain resource values, ensure ease of access, and to discourage off-trail travel. Within this context, “shared-use” also includes respecting other functions that the trail corridor must serve (e.g., fire protection, water supply operations) and adjacent private residential and public forest service land uses.

The City should establish a realistic “standard level of care” that can serve as a framework for structuring a viable maintenance and operations program. This standard needs to keep in mind the level of staffing that can be expected to care for the Project Area and the anticipated life cycle of the initial improvements. While this standard will not capture all future needs, it will provide a framework for dividing future maintenance and restoration work into essential and non-essential categories. Refer to Table H for a general summary of maintenance tasks. Standard best management practices can be found in Table H.

**Table H: Summary of Major Maintenance Recommendations**

| Frequency   | Activities   |
|---|--|
| Daily – Weekly–<br>All Months of the Year                                 | Light clean-up work – trail, trailheads  |
|   | Empty trash cans and collect litter  |
|   | Restroom cleaning/repair   |
|   | Graffiti / illegal dumping removal <sup>1</sup>  |
|   | Patrols by police, fire personnel and park staff   |
|   | Inspect/repair built features (e.g., steps, railings, picnic tables, benches, etc.)  |
|   | Inspect/repair signs, fences, gates, bollards  |
|   | Maintain vertical and horizontal clearance suitable for pedestrian access.   |
|   | Perform weed abatement <sup>2</sup>  |
| Winter Season   | Post “storm damage signs” as needed  |
|   | Monitor/install “seasonal closure” signs, fences, bollards as appropriate  |
|   | Perform mid-winter culvert, water bar, and drain maintenance   |
| Annually  | Clean, inspect, repair drainage system   |
|   | Habitat enhancement – native plant seeding/planting (Oct.)   |
|   | Inspect/repair trails to avoid erosion problems and tripping hazards   |
|   | Maintain understory vegetation to retain intended trail bed width showing little to no evidence of maintenance activities                      |
| 1-3 years   | Sign replacement/repair  |
| 5-15 years  | Repair/replace parking areas surface   |
| All Months of the Year as Needed<br>for Hazard Abatement & User<br>Safety | Respond to hazardous surface failure reports   |
|   | Update information panels/exhibits at entrance areas, information kiosks and visitor centers (e.g., construction/maintenance closures, events) |
|   | Repair/replace signs, markings, furnishings, emergency telephones, etc. identified during inspections  |
|   | Monitor unauthorized encroachments, encampments  |
|   | Remove fallen trees, limbs and debris  |

1. Remove within two days of occurrence.

2. Weed abatement and pruning activities must not occur in known or potential locations of rare plant or animal species except under the direction of the qualified biologist.



1. Log all structures and facilities within the Project Area and maintain in a safe condition that promotes usefulness.
2. Maintain facilities in the Project Area to ensure that resource values are maintained and that management activities are supported.
  - Maintain facilities and infrastructure. Existing gates and roads restrict public access and allow for emergency and fire response. Ongoing maintenance of gates, fences, and roads will allow these functions to continue. Removal of derelict structures in the Project Area will discourage trespassing and enhance aesthetic values of the Project Area.
  - Maintain entrance facilities and structures to retain the integrity and value of the facilities.
  - Remove litter, trash, and debris that may attract nonnative wildlife and reduce the aesthetic values of the Project Area. Establish responsibilities for removing trash and for regular collection at specific locations. Enlist the help of volunteers for clean-up events at the Project Area.
3. Patrol public use of the Project Area to ensure compliance with the rules and regulations and to assess level of use within the Project Area.
  - As budget allows, provide sufficient park staff to adequately address misuse of trails or other facilities.
  - Track trail use and determine which trails are used more frequently than others. Inspect the trails to monitor and mitigate for impacts. This may include restoring the outslope of the trail, installing waterbars, and pruning along the edge of the trail.
  - Issue citations, as needed, to persons that violate regulations. Fines levied for abuse of facilities resulting in harm to species or sensitive habitat should be sufficient to discourage repeat occurrences.
4. Develop a data management system to incorporate baseline data collected for the preparation of this RMP.
  - Incorporate monitoring data collected to track the responses to resources to management actions.
  - Evaluate the suitability of the data management system for management purposes and refine the system, as necessary.
  - Maintain a record of management and monitoring activities.

#### **9.4.1 Erosion Control**

Wind, water, and human land use practices have resulted in severe erosion in parts of the Project Area. Roads, trails, and unvegetated areas along steep slopes are the most susceptible to erosion. Erosion control is critical for maintaining natural drainage patterns, water and soil quality, healthy aquatic ecosystems, and safe trail conditions. Recommended erosion control guidelines are listed below.

1. Evaluate the site. On-site areas that are subject to severe erosion should be evaluated. Trees and vegetation to be preserved should be located and flagged, with access areas identified.

2. Select and install erosion/sediment control practices. A qualified professional should determine the specific practices needed and direct installation as appropriate. All Best Management Practices (BMPs) must be chosen carefully, located and installed correctly, and maintained well to be effective in controlling erosion and sediment. Ensure that sediment-trapping devices and erosion control measures are accessible for maintenance and removal. The following BMPs may be considered, designed, and implemented on a site-specific basis (roughly in order from source to destination):
  - Interceptor berms or wattles at the top of slope to divert and dissipate runoff away from unstable or denuded areas
  - Properly designed culverts and drains that avoid concentration of runoff
  - Vegetation (preserved and/or planted)
  - Mulch (straw, wood chips, hydromulch, erosion control blankets, etc.)
  - Contour wattles, rolling dips, or water bars to slow down and divert runoff on steep slopes, trails, and roads.
  - Gravel filters, sand bags, permeable dams, etc., for filtering sediment out of runoff
  - Sediment traps/basins at the base of slopes to allow soil particles to settle out and to attenuate runoff peaks
3. Develop a practice maintenance program. Maintenance of all BMPs is essential for them to function properly. As practicable, they should be inspected regularly and after each rainfall event.
4. Control surface water runoff. Divert and disperse surface water runoff originating upgrade of exposed areas to reduce erosion and sediment loss.

#### **9.4.2 Road and Trail Maintenance**

Priorities for road and trail maintenance tasks are to: 1) correct unsafe trail conditions, 2) repair environmental damage, and 3) restore the recreation infrastructure (e.g., trails) to the desired conditions while protecting resource values. Recommended strategies for trail maintenance are described below.

##### ***Trail Maintenance Best Management Practices (BMPs)***

1. Prepare a Trail Maintenance System. Priorities for trail maintenance tasks are to:
  - Address trail conditions;
  - Repair environmental damage; and
  - Restore the trail to the desired conditions.
2. Trail work should be planned and implemented with the objective of providing for resource protection and public access. Operating within budgetary and staffing constraints, the trail maintenance program should include:
  - Monitoring of each trail;
  - Trail work aimed as required toward preventing serious damage; and

- Emergency repair work and/or signing to eliminate or to identify a possible safety hazard.
3. Practice environmentally sound maintenance and use techniques appropriate for the type of trail. For example, avoid the use of chemicals to retard vegetation growth.

Guidelines for trail maintenance. Repair heavily used trails as required and maintain on an as-needed basis.

- Clear windfalls and dangerous trees from the trail bed for safety and to prevent detouring.
  - Remove loose rocks and debris from the tread surface.
  - Repair erosion-damaged facilities promptly to prevent further damage. Check for erosion effects after spring runoff. Check and repair water bars, drainage ditches, culverts, and drainage dips. Construct additional drainage structures if needed. Corrective work for drainage or erosion problems should be performed within a reasonable period of time. Where necessary, barriers to prevent further erosion should be erected until problems are corrected.
  - Remove new plant growth on the trail annually. Clear in the spring and early summer when the new growth is soft. Vegetation on the sides of the trail should be pruned to allow passage, but should be preserved, as much as possible, to protect the aesthetic quality of the trail. Typically, vegetation is cleared to a height of 7 ft to accommodate hikers and to a height of 10 ft to accommodate equestrian use. Good pruning practices must be followed, including cutting branches almost flush with the limb and cutting stumps at ground level or below. Large limbs should be pruned almost flush with the trunk. Dead and dying limbs and snags that may fall on the trail should be removed. Groundcover plants and low shrubs should not be removed except on the actual trail tread.
  - Level the trail tread as necessary and restore the tread grade to the original slopes. Use local material to fill ruts, holes, low spots, or muddy areas.
  - Check, repair, or replace signs and trail markers.
  - Maintain trailhead facilities such as toilets and waste containers.
  - Maintain switchbacks as warranted to reduce the need of costly reconstruction. Switchback maintenance involves the reshaping of tread to the intended drainage, cleaning of the inboard ditch on the upper leg, maintenance of the landing between upper and lower legs, and the rehabilitation of any shortcuts developing between legs.
4. An inventory of all trail maintenance, including drainage, vegetation clearing, signing, surfacing, need for graffiti removal and repair of structures, gates, fences, and barriers may be pursued if there are adequate resources in early spring, prior to the heavy summer use period. Based on maintenance reports completed yearly at the end of summer for winterizing trails, trails should be subject to seasonal closures or repair as warranted.

#### ***Trail Maintenance Environmental Considerations***

1. In special status species habitat areas, trail use levels should be limited as appropriate to ensure protection of resources. Techniques for limiting use may include but are not limited to physical access controls, seasonal or intermittent closures, restricted use permits, and exclusion of domestic pets.
2. Biological resource assessments should be conducted before specific trail routes are implemented. Assessments should be conducted by a qualified biologist and include surveys for sensitive

habitats and special-status species in the appropriate seasons. These assessments should include recommendations to align the trail to avoid impacts to sensitive habitats, special-status species, and significant trees.

3. Removal of native vegetation should be avoided as much as possible. The appropriate resource agencies should be contacted regarding any trail alignments that may impact sensitive habitats or special status species or their habitat and to ensure that plant replacement is native to the area.