

PETERS CANYON REGIONAL PARK

General Development Plan

July 2019





Peters Canyon Regional Park – View of Multi-Use Trail

PETERS CANYON REGIONAL PARK

General Development Plan

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September 2019

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Peters Canyon Regional Park – View of Upper Peters Canyon Reservoir

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General Development Plan

July 2019

Prepared for



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Peters Canyon Regional Park – View of Multi-Use Trail

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CHAPTER 1

BACKGROUND





Peters Canyon Reservoir – July 1965

Peters Canyon Reservoir – July 1966 (previous page)

1.1 Introduction

Peters Canyon Regional Park (PCRP) is a 340-acre regional park located in Orange, California, in Orange County and is owned and operated by Orange County Parks (OC Parks). In 1992, OC Parks acquired PCRP under an Irrevocable Offer of Dedication to the County of Orange by The Irvine Company. The park has operated under an Interim Operations Plan (IOP) since that time. The IOP was a short-term strategy for management of the park. The plan discussed in the following chapters replaces the IOP. Emphasis will be placed on the preservation and restoration of natural resources, while creating opportunities for education about both the ecological and historical significance of the park, as well as providing recreational opportunities for park visitors.

In recent years, the park has experienced increased visitor usage, which has resulted in crowding of the trail system, impacts to natural resources, and concerns about parking availability. The General Development Plan (GDP) identifies recreational improvements and management approaches focused on enhancing the park's recreational value and habitat preservation.

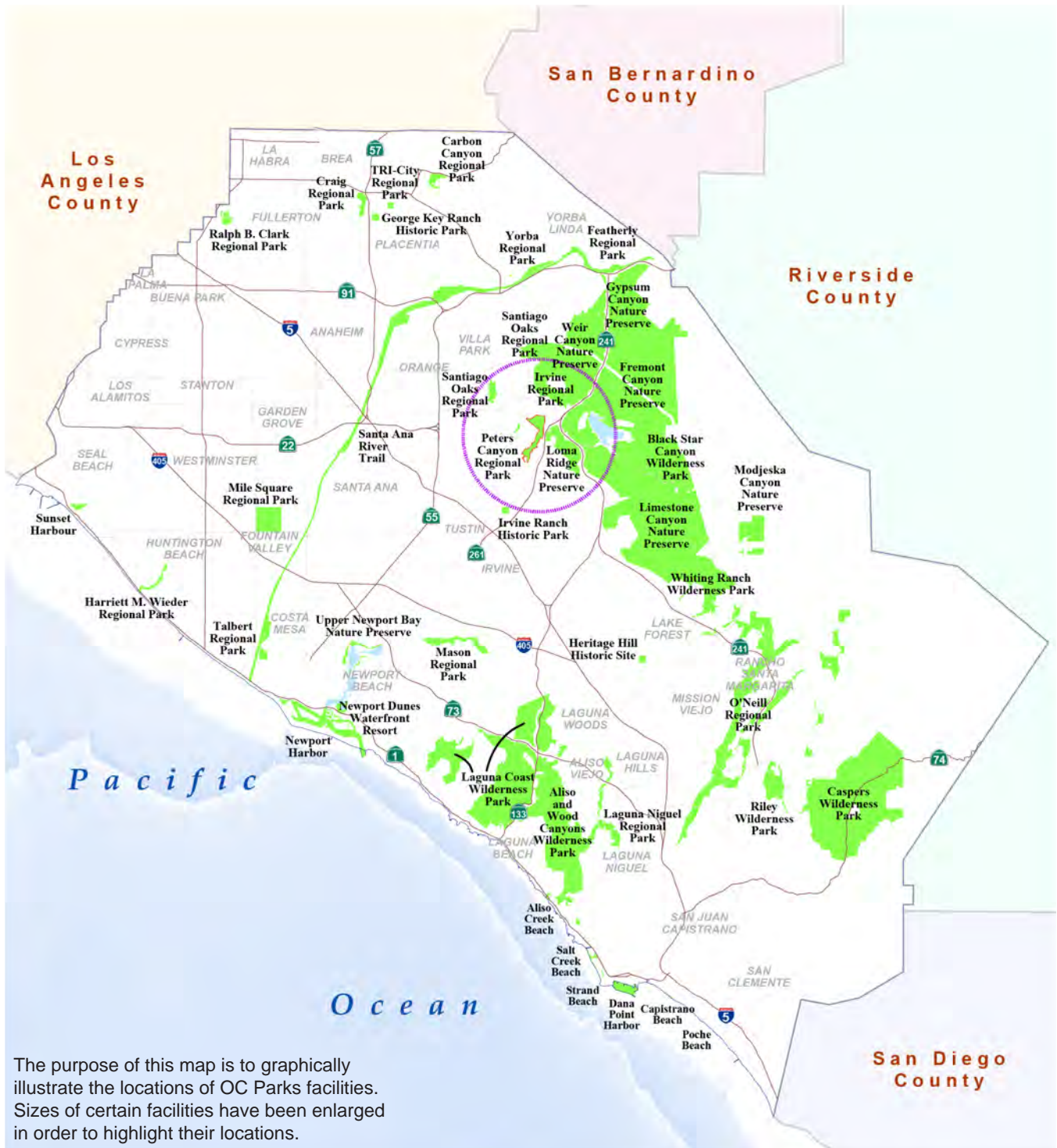
1.2 Purpose

This GDP guides the proposed development, restoration, and preservation activities and facilities at PCRP. Based on research, existing conditions, and public meetings and comments, a plan has been created and is presented in detail in the chapters that follow.

A Resource Management Plan (RMP) has been developed concurrently with this GDP. The RMP is a comprehensive, long-term resource management plan for PCRP. The fundamental objective for the RMP was to create a framework for the management, protection, and enhancement of the natural resource values of the park while balancing the needs of the community for safe recreational and educational opportunities. The RMP considers all of the natural and cultural resources present within PCRP and incorporates recommendations and strategies to preserve them.

1.3 Park Location

OC Parks has over 60,000 acres of land including regional, historical, preserved, wilderness, and coastal facilities. PCRP is one of the regional park facilities. It is located in central Orange County, in the City of Orange, and adjacent to the City of Tustin and unincorporated County areas. The park is within 3 miles of two other regional parks: Santiago Oaks Regional Park to the northwest and Irvine Regional Park to the northeast (**Exhibit 1.1 Regional Context**). The park is bordered on the east by Jamboree Road and on the north by Canyon View Avenue with connections to Newport Boulevard on the west and Peters Canyon Road to the south (**Exhibit 1.2 Park Location**).



The purpose of this map is to graphically illustrate the locations of OC Parks facilities. Sizes of certain facilities have been enlarged in order to highlight their locations.

Exhibit 1.1 - Regional Context

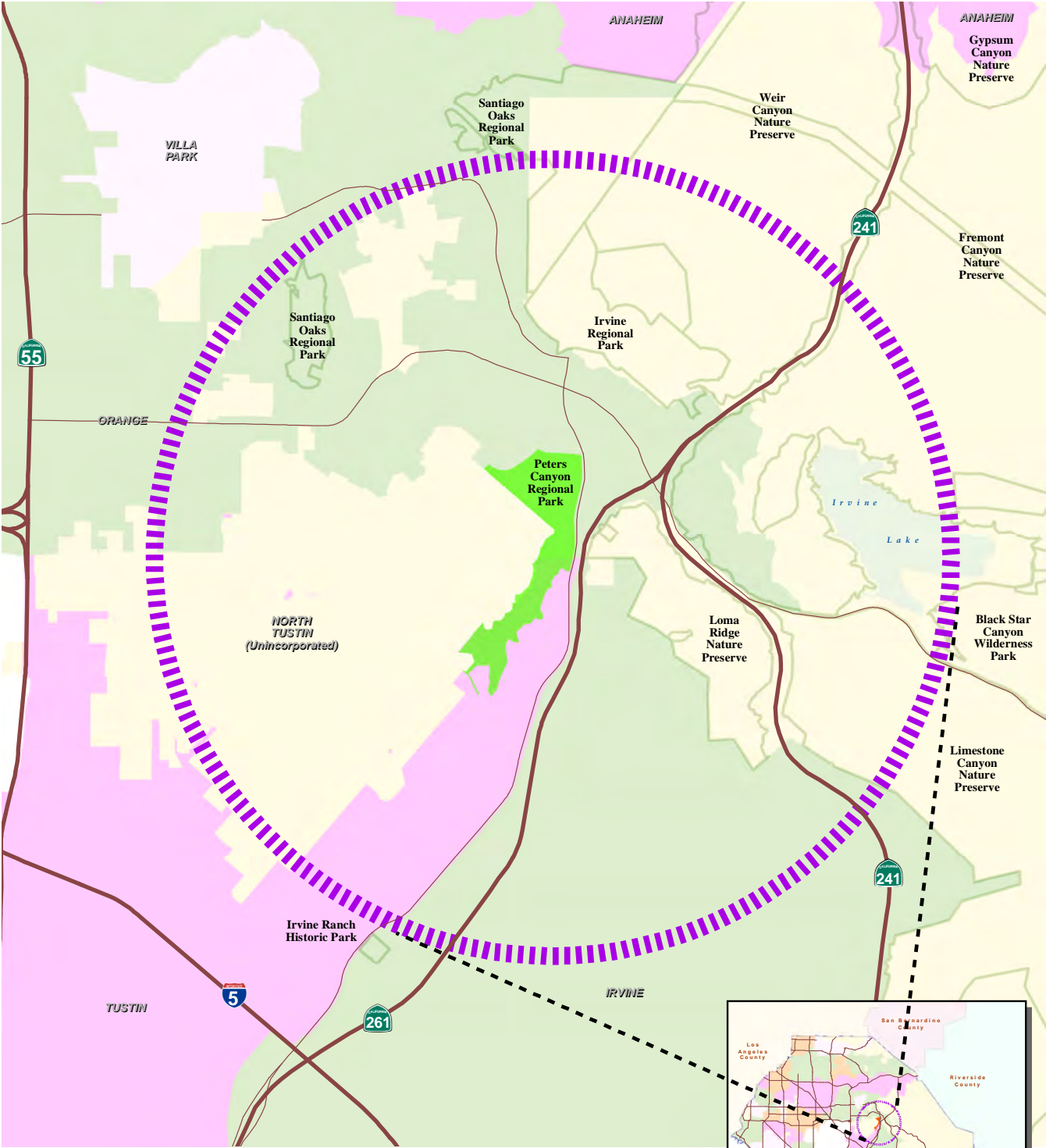


Exhibit 1.2 - Park Location



1.4 Description

The park is approximately 2 miles long, a predominantly linear site, with reservoirs that shape the areas at each end. The park's northern area contains a 55-acre reservoir (Upper Peters Canyon Reservoir), built in the 1930s for agricultural irrigation for the historic Irvine Ranch. Peters Canyon Creek runs the length of the park from north to south, which in turn flows into a large water retention basin (Lower Peters Canyon Reservoir) at the park's southern boundary. These two large reservoirs are currently fed by seasonal rains and urban runoff, as is Peters Canyon Creek, which runs between them. The reservoirs are no longer used for agricultural irrigation, but the basins perform the important function of flood control for the surrounding residential developments, as well as provide habitat.

1.5 Existing Amenities

The IOP provided for basic amenities throughout the park. Currently, the park has nearly 9 miles of trails and is a popular destination for adjacent residents as well as visitors from across the county and throughout Southern California. The majority of the trails are natural in character, composed of compacted earth or decomposed granite, with connections to regional trail systems. Peters Canyon Regional Riding & Hiking Trail traverses the park, connecting to a popular Mountains to Sea Trail and providing linkages from Irvine Regional Park to Upper Newport Bay Regional Park.

In addition to trails, PCRCP has a small modular office, interpretive kiosks, picnic tables, benches, restrooms, trash receptacles, drinking fountains, water troughs, signage, and a decomposed granite parking area with pay stations. In addition to the built amenities, the majority of the park has a wealth of vegetation communities including coastal sage scrub, riparian, and marsh. Chapter 2 describes the existing park amenities and habitat resources in more detail.

1.6 Background

Agriculture

The land that is now PCRCP was originally part of a Spanish land grant, Rancho Lomas de Santiago. In 1866, the ranch was purchased by James Harvey Irvine I, who then leased the canyon out to several farmers.

James Peters, who was one of the tenant farmers (and for whom the canyon is named), dry-farmed beans and barley in the upper canyon. Peters farmed the area now occupied by the park in the 1880s. In the 1890s, he built his home in the northern area of the site, in the vicinity of what is now the park office, and planted the eucalyptus grove that is still prominent in the southern area of the park (County of Orange 1978).

In 1886, James Harvey Irvine II took over Irvine Ranch operations and shifted operations from sheep ranching to citrus groves. Along with other investors, he started the California Fruit Growers Exchange, later named Sunkist Growers, Inc. Eventually, dry-land farmed crops were phased out for more lucrative, though more water-intensive, crops such as oranges, lemons, and avocados. Beneath his ranchland, Irvine had discovered a significant supply of groundwater. Advancements in pump technology and access to electricity allowed The Irvine Company to tap this water supply for its citrus groves. Over 1,200 wells were installed to support the growing agricultural business (Nelson 2009). (**Exhibit 1.4 Historic Irvine Ranch**)

Water Provisions

As the water table fell and the depth of such wells had to be increased, The Irvine Company's agricultural operations shifted from wells to capturing surface water. This action resulted in the creation of the Irvine Ranch Water Resources Program, which included a series of dams and reservoirs to capture and control water flow for irrigation of citrus and other crops (Nelson 2009).

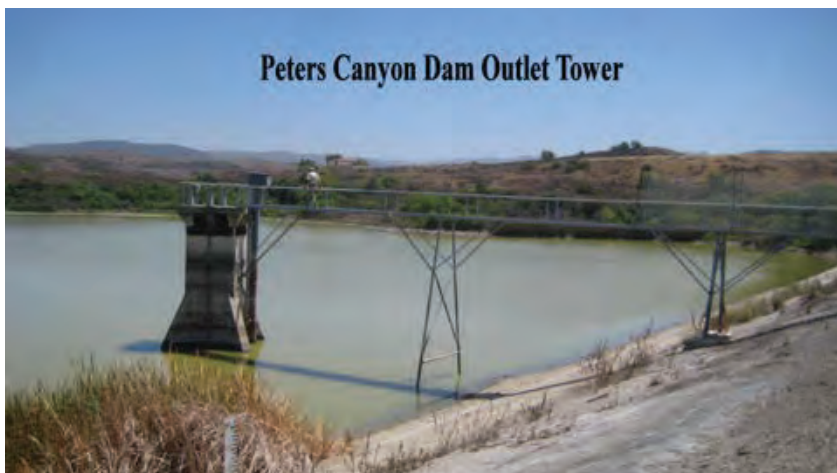
Santiago Dam was built from 1929 to 1931 as a joint venture by The Irvine Company and Serrano Irrigation District. It formed the Santiago Reservoir (Irvine Lake), which was filled by 1933. The dam and reservoir were built to serve the purpose of flood control and Irvine's irrigation operations. Water released from Santiago Dam flowed into Santiago Creek in a westerly direction, then turned south and entered the area now occupied by the park.

Peters Canyon Dam and Upper Peters Canyon Reservoir (holding 700 acre-feet) were built in 1931 as a second control point for water flows to downstream crops. Water released from the Peters Canyon Dam flowed south into Peters Canyon Creek. At the south end of the park, Lower Peters Canyon Reservoir was created to again slow and control water flows. This reservoir is now owned by the Orange County Flood Control District. This reservoir lies outside the park boundaries but remains visually and physically an important part of the park experience (Nelson 2009). These two reservoirs will be referred to as the "upper reservoir" and "lower reservoir" throughout this document.

Today, Irvine Lake is supplied with imported water through the Metropolitan Water District, and a pipeline has been installed that bypasses the upper reservoir. The upper reservoir depends on seasonal rains and storm runoff from nearby residential development and from Handy Creek (a small watercourse that empties into the park area near the corner of Jamboree Road and Canyon View Avenue). Without a controlled water supply, the upper reservoir's water level is highly dependent on seasonal rains, and periods of drought cause water levels to shrink substantially and quickly (**Exhibit 1.3 Reservoir**).

Military Training

In 1942, the land was used for military training exercises. A large unit of National Guard reservists camped in Irvine Regional Park, and a second unit of Army regulars established Camp Commander in the southern portion of the park (near James Peters's eucalyptus grove). From these positions, they engaged in mock combat, hurling benign artillery between the two parks.



Peters Canyon Dam Outlet Tower - 1930s



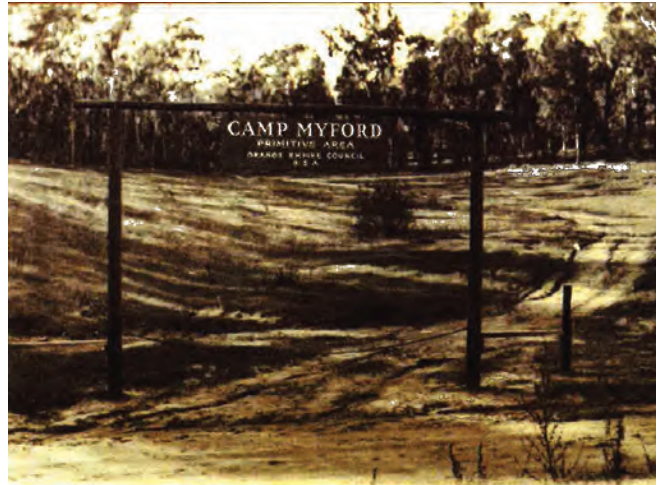
Shallow Well with Windmill Pump - 1800s

Camp Myford

From 1952 to 1988, the Boy Scouts of America maintained Camp Myford, which was located toward the southern end of the park, for a variety of weekend scouting events, including more than 20 years of summer day camps for younger Cub Scouts. The camp was a gift from The Irvine Company and was named for James Irvine's youngest son, Myford Irvine.

Historic Traces

Several aspects of the park's historic traces are still evident in the park today. The dam and upper reservoir, the lower reservoir, and the eucalyptus grove are evidence of the Irvine Ranch and James Peters's use of the land. Traces of Camp Commander can be found at the park's southern end near the intersection of Eucalyptus Trail and Peters Canyon Trail. Careful observation throughout the park reveals numerous structures (fences, a windmill, and the dam's outlet tower) that remain a part of the history of the park and Orange County.



Camp Myford - 1964

Relationship to Other Plans

Several planning and policy documents were taken into consideration during the process of creating the GDP. Planning for the park is accomplished with recognition that existing documents have been produced which affect the park and its immediate environs. The key planning documents relevant to PCRCP are described in **Exhibit 1.5 Relevant Planning Documents**.

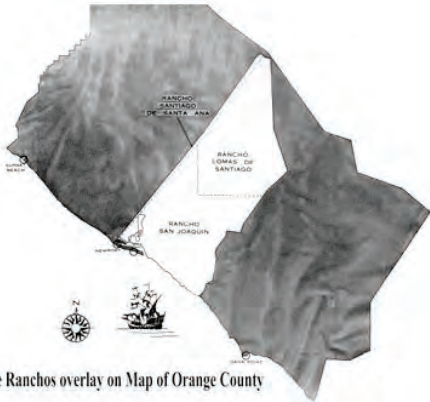


Upper Peters Canyon Reservoir - March 2015



Upper Peters Canyon Reservoir - August 2018

Exhibit 1.3 - Reservoir

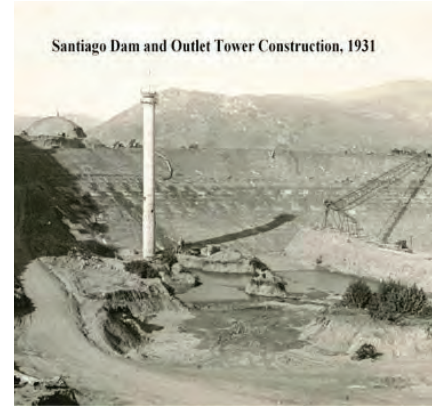


Irvine Ranches overlay on Map of Orange County

Irvine Ranch created by James Irvine in 1866 via acquisition of several Spanish ranchos



James Irvine II takes over operation of the ranch



1929–1931, Santiago Dam is constructed to form Santiago Reservoir (Irvine Lake)

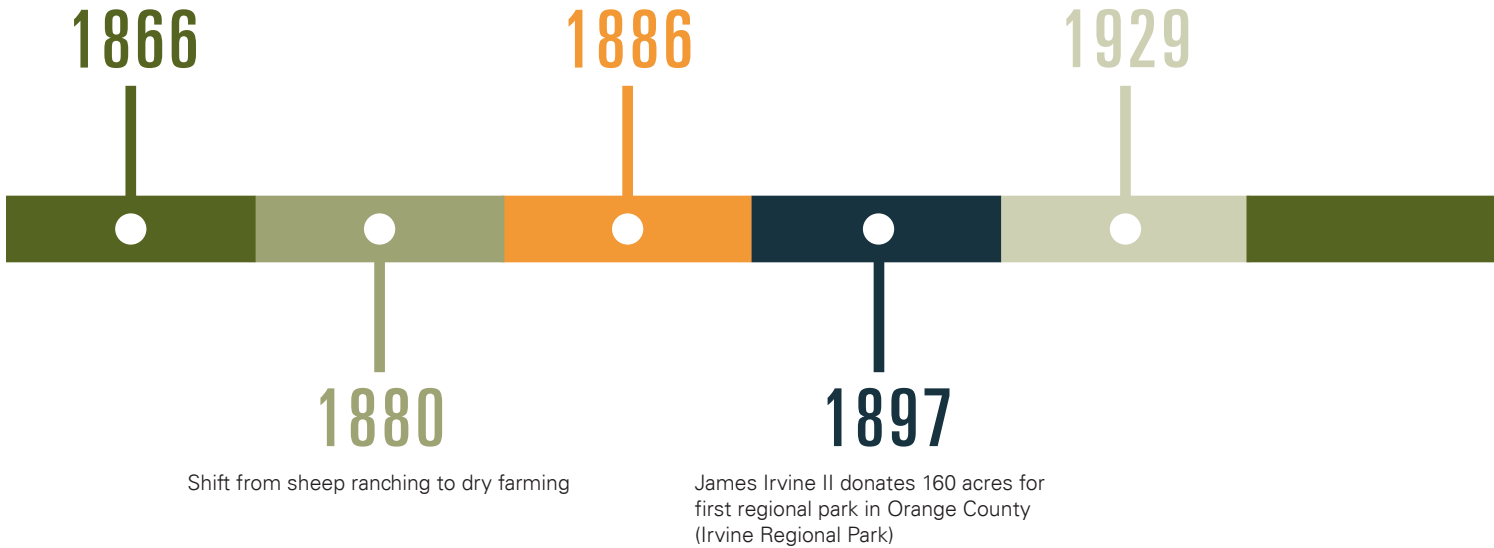


Exhibit 1.4 - Historic Irvine Ranch

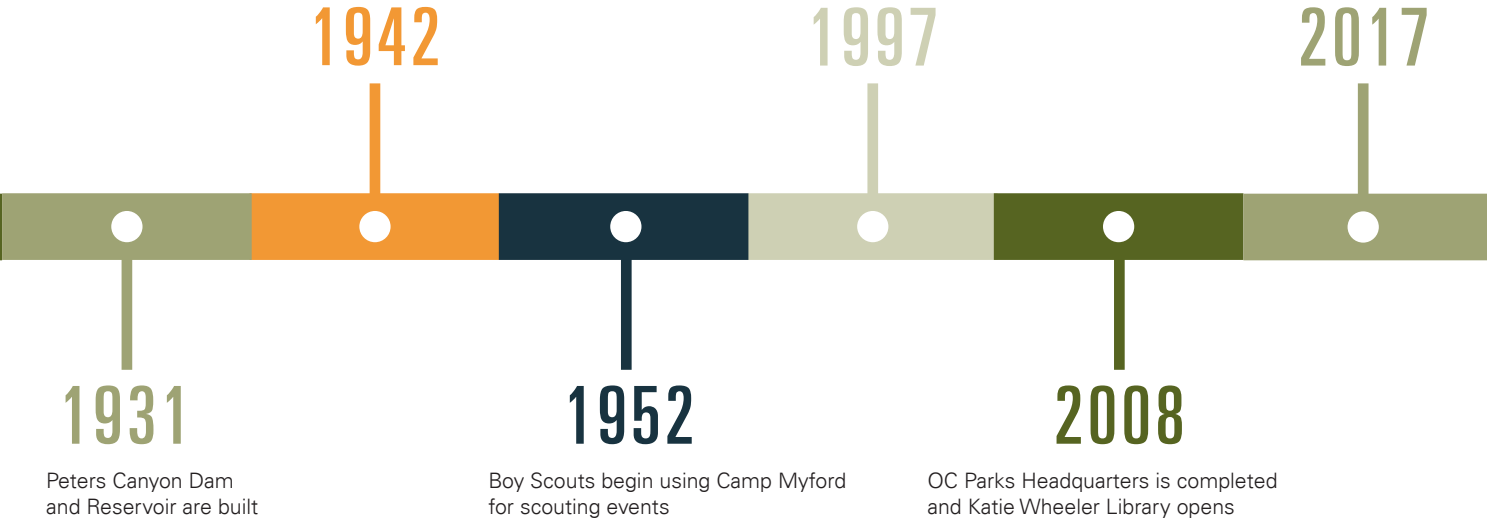


Land is used for military training exercises



October 2017, Canyon II Fire

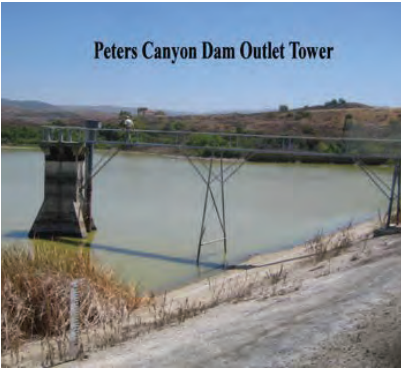
1997–2002, Orange County receives transfer of 16 acres of Irvine Ranch from The Irvine Company



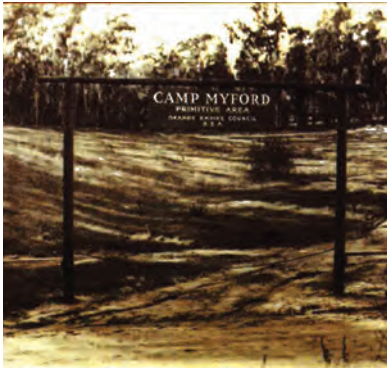
Peters Canyon Dam and Reservoir are built

Boy Scouts begin using Camp Myford for scouting events

OC Parks Headquarters is completed and Katie Wheeler Library opens



Peters Canyon Dam Outlet Tower



CAMP MYFORD

Exhibit 1.5 - Relevant Planning Documents

Document	Description	Relevance
Irrevocable Offer of Dedication between County of Orange & Irvine Company for Peters Canyon Regional Park (1992)	Describes terms of transfer of park land from The Irvine Company to the County of Orange.	Deems land as open space available to the public, but also imparts responsibility for natural resources on the property. Provides The Irvine Company access to the land for mitigation purposes, if necessary.
Peters Canyon Regional Park Interim Operations Plan (1992)	Describes general operations and maintenance of park land in order to be open and suitable for immediate public use.	These guidelines are intended for the short term, whereas long-term guidelines are facilitated by a General Development Plan and Resource Management Plan.
Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP) for the County of Orange Central/Coastal Subregion (1996)	Provides for regional protection and perpetuation of natural wildlife diversity while allowing compatible and appropriate development and growth.	The park is within the NCCP/HCP for the County of Orange Central/Coastal Subregion. As such, park development plans must be reviewed by NCCP staff and by federal and state resource agencies.
Orange County General Plan, Recreation Element (2005)	One of nine elements of the County's General Plan, the Recreation Element sets forth a comprehensive strategy for the acquisition, development, operation, maintenance, management, and financing of county recreation facilities, which are necessary to meet Orange County's existing and future recreation needs.	<p>Contains a Master Plan for Regional Riding and Hiking Trails (RR&HT).</p> <p>Peters Canyon Trail is designated a Regional Riding and Hiking Trail and therefore falls under the jurisdiction of the RR&HT Master Plan.</p> <p>This trail is intended to be shared by equestrians, pedestrians, and mountain bikers, where possible, and should maintain links to other regional trails, as well as to local and community trails.</p>
Orange County General Plan, Transportation Element (2005)	Contains County policies on the development of transportation facilities necessary to accommodate the county's growth. The Transportation Element identifies goals, objectives, policies, and implementation programs that affect the transportation system and provide guidance for future transportation planning efforts in unincorporated areas.	Made up of three components—the Circulation Plan, the Scenic Highways Plan, and the Bikeway Plan—and achieves a balanced transportation system through the integration of multi-modal transportation facilities. The Bikeway Plan planned for a Class I Bikeway through the park.

Orange County Parks Strategic Plan (2007)	Addresses the management, operation, maintenance, expansion, and development of facilities and programs within OC Parks.	Provides a framework for the OC Parks Vision and Mission. Performance measures are established and incorporated.
Commuter Bikeways Strategic Plan (2009)	Developed by the Orange County Transportation Authority (OCTA) to encourage the enhancement of Orange County's regional bikeway network and make bicycle commuting a more viable and attractive travel option.	The projects described in the Commuter Bikeways Strategic Plan (CBSP) are a compilation of projects planned by Orange County cities and the County of Orange. As such, the CBSP identified existing and proposed Class I bikeway alignments adjacent to Peters Canyon Regional Park with related data for each city (i.e., estimated number of bicycle commuters, collisions, end-of-trip facilities, multimodal facilities, etc.) toward future planning efforts and/or to pursue grant funding opportunities.
Peters Canyon Wash Habitat Mitigation Program (2012)	Provides guidelines for the enhancement of riparian habitat within the Peters Canyon Wash Habitat Mitigation Area (23.42 acres) as compensation for impacts associated with OC Public Works projects.	Activities in the mitigation area within the park include (1) removal of non-native plants, (2) establishment of native plant species, (3) a five-year maintenance and monitoring program, and (4) implementation of a long-term maintenance and monitoring program.
OC Foothills Bikeways Strategy (2016)	Report developed by the Orange County Transportation Authority (OCTA) summarizing a collaborative effort to identify and prioritize potential bikeways throughout the foothills area of Orange County (Supervisorial District 3).	Through extensive facilitation efforts, eleven regional bikeway corridors were identified and studied. One of these corridors (A: Regional Parks Connector) proposes two alternative alignments to connect the existing Class I bikeway segments north & south of Peters Canyon Regional Park. One alternative alignment travels through the park and the other alternative alignment travels outside the park along Jamboree Road, each as a Class I shared-use path.



Existing Peters Canyon Dam Outlet Tower

CHAPTER 2

EXISTING CONDITIONS





Peters Canyon Regional Park – Natural Landscape

2.1 Introduction

This chapter describes Peters Canyon Regional Park (PCRP) in terms of its existing conditions, including physical resources (topography, soil, hydrology, and vegetation communities), circulation, visual character, built structures, and utilities. This information serves as a foundation for analysis of park design elements. For more detailed information relating to all the park's natural resources, refer to Peters Canyon Regional Park Resource Management Plan prepared by Michael Baker International, dated April 2019.

2.2 Physical Resources

Topography

PCRP is near the intersection of two major mountain ranges in Southern California: the Peninsular Range, commonly known as the Santa Ana Mountains, and the Transverse Range, commonly known as the San Gabriel Mountains. The Santa Ana Mountains generally have a north-south orientation, while the San Gabriel Mountains lie on the east-west axis. Both ranges influence the park's topography.

The park is gently sloped from north to south due to the San Gabriel Mountains and steeply sloped from west to east due to the Santa Ana Mountains, which are closer to the park. The topography of the park is shown in

Exhibit 2.1 Park Topography. The highest point in the park (along the eastern ridge) is 695 feet above sea level and the lowest point (at the southern boundary) is 325 feet. The complex and varied terrain is part of what makes the park popular with hikers, mountain cyclists, and equestrians of every skill and fitness level. The degree of slope ranges from relatively flat (less than 5 percent grade, predominantly in the north and along portions of Peters Canyon Trail) to very steep (20 percent or more for short distances along the ridgelines and adjacent to the reservoir). The steep slopes can result in extreme erosion, especially where trails are at the top of ridgelines or run straight up the slope.

PCRP's unique topography is in part because its northern section (where the reservoir is located) is a "saddle point" for the area. This means that the reservoir is a low point when viewed from the east-west line but a high point from the north-south line. The topography also contributes to the park's unusual hydrology (described in Section 2.3 Hydrology).

The steep topography limits the park's usability for built structures and preserves the open space feel, making PCRP a great park for challenges on a variety of trails.

Soil

Soil is a complex mixture of minerals, organic matter, water, air, and fungal matter. It supports an array of living organisms ranging from microscopic bacteria and mites to worms, ants, and beetles. The physical and chemical character of soil depends on the mix of these elements and organisms, and this in turn determines its ability to support plant and animal life.



View from Peters Canyon Dam – 2015

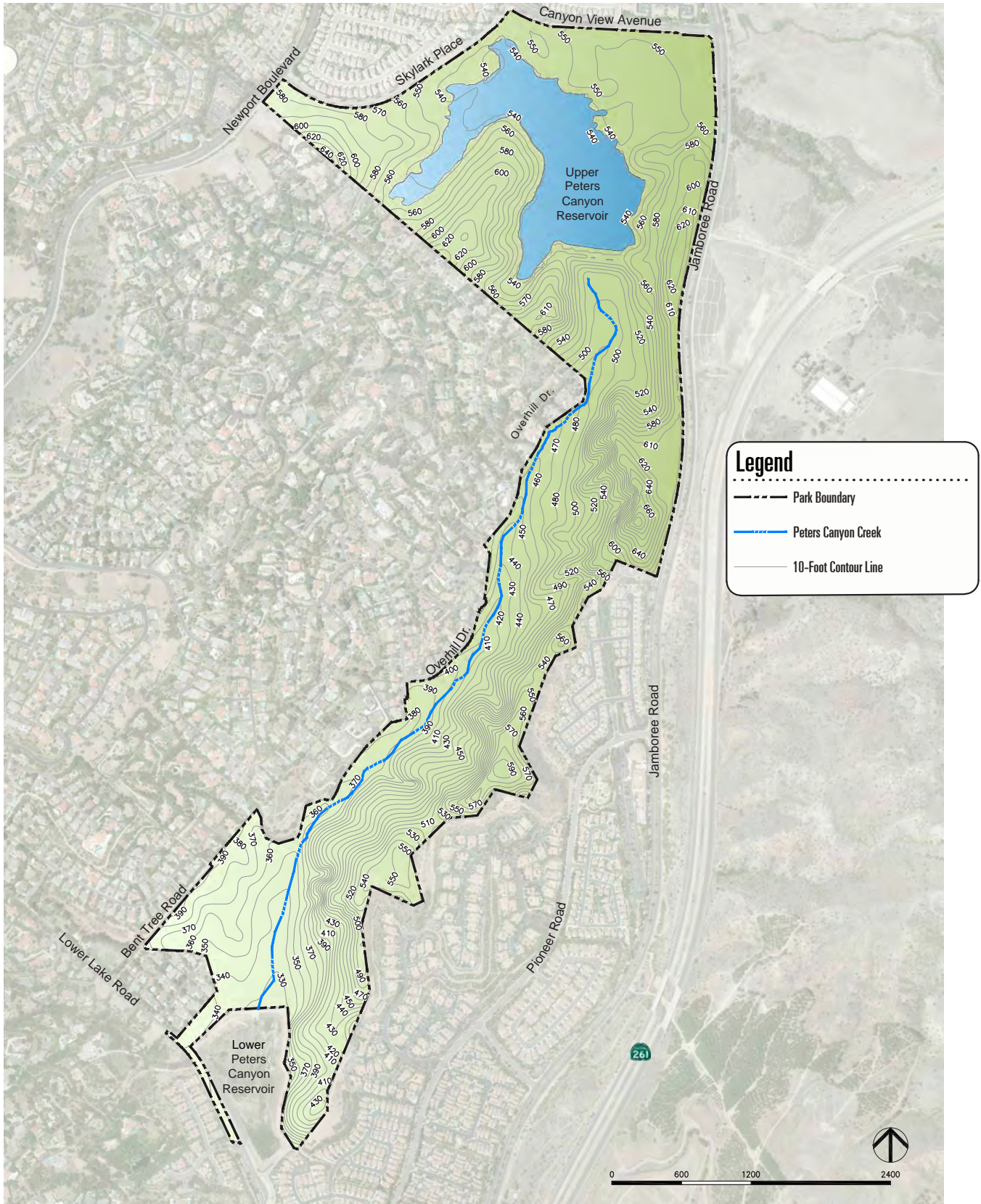


Exhibit 2.1 - Park Topography

The park has two types of soil originating from different rocky minerals that are present in the park (these minerals are usually called a soil's parent material). One type, called Sespe formation soil, originates from river rock, gravel, and sand brought to the canyon over millions of years by water in creeks and rivers flowing down from nearby mountains. The other type, called Vaqueros formation soil, comes from marine deposits from a time when the Orange County shoreline was farther inland than today (**Exhibit 2.2 Soil Types**). Observation of the color of the ground in the park enables one to easily differentiate these two kinds of soils—the Sespe is a widespread red to varicolored pebble and rock, while Vaqueros soil comprises of predominantly gray-green marine sandstones (Morton and Miller 2006; Prothero and Donohoo 1997; Schoelhamer et al. 1981; Whistler and Lander 2003).

2.3 Hydrology

PCRP is located within the Santa Ana River Hydrologic Unit (HU), Lower Santa Ana River Hydrologic Area, and East Coastal Plain Sub-area of the Santa Ana Hydrologic Basin Planning Area. The Santa Ana River HU is a roughly rectangular-shaped area of about 150 square miles, extending from the Santiago Canyon foothills on the east to the Pacific Ocean on the west and from the City of Orange on the north to the City of Lake Forest on the south. The unit includes the Cities of Irvine, Tustin, Orange, Newport Beach, Santa Ana, Costa Mesa, and Lake Forest. PCRP is located in the San Diego Creek Watershed. Waters from PCRP (and Handy Creek) are ultimately conveyed to Upper Newport Bay and the Pacific Ocean.

Upper Peters Canyon Reservoir

Due to the fluctuation in the amount of rainfall per year and the effects of drought, the presence of surface water within PCRP is not consistent. This inconsistency can cause an extreme fluctuation of water in the Upper Peters Canyon Reservoir, with the reservoir being full during wet years and completely dry in periods of extended drought.

Upper Peters Canyon Reservoir is a critical element in the flood control system for PCRP and the entire watershed. The reservoir was previously owned and operated by The Irvine Company, but it was dedicated to the County with the requirement that the reservoir be maintained as a flood control facility.

Due to the accumulation of sediment since its original construction, the reservoir volume has decreased from approximately 1,070 acre-feet to approximately 500 acre-feet. In the late 1980s, a concrete spillway and 42-inch outlet pipe were constructed at the northern end of the reservoir. Flows entering the northerly spillway are conveyed through the Santiago Hills Phase I improvements and then to Handy Creek. The 42-inch outlet pipe and spillway and a number of other smaller drainage outlet pipes were installed to mitigate anticipated increases in storm water runoff from the development of the Santiago Hills Phase I project and as an allowance for the area now known as Santiago Hills Phase II and East Orange Area 1.



Upper Peters Canyon Reservoir – 2017

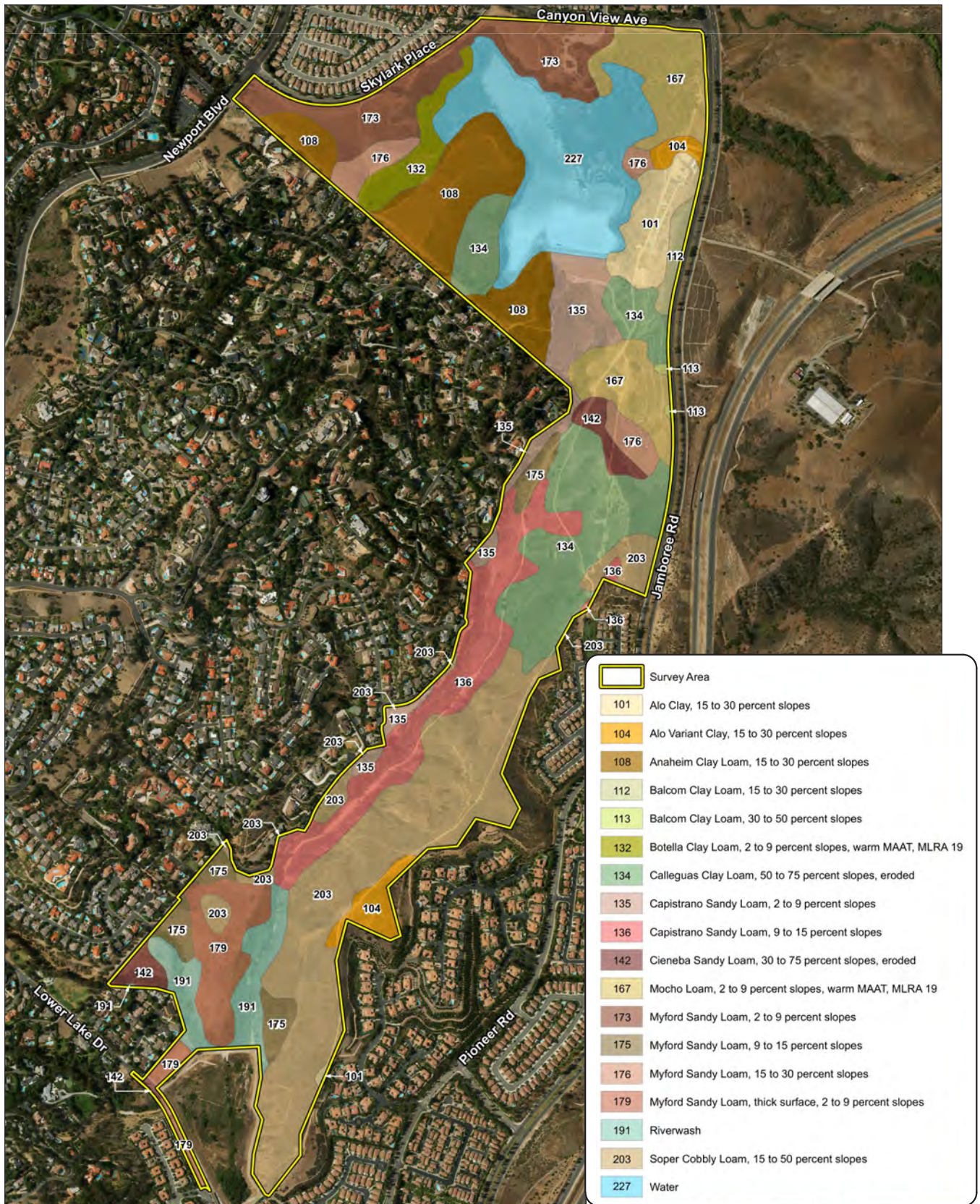


Exhibit 2.2 - Soil Types



Peters Canyon Dam/Peters Canyon Wash

An earthen dam (Peters Canyon Dam) with an elevation of 552 feet and a crest length of 580 feet is located at the southern end of the reservoir. The reservoir is connected to Peters Canyon Wash (also referred to as Peters Canyon Creek) downstream via an outlet works system, which includes an outlet tower, a trash rack, a 42-inch reinforced corrugated pipe, and floodgates. The emergency outlet works are operated by Orange County Public Works (OCPW) and are used to reduce reservoir water levels to protect the integrity of the dam. OCPW occasionally releases water to Peters Canyon Wash through the outlet works.



Peters Canyon Dam – 2017

Lower Peters Canyon Reservoir

At the southern end of the park, Peters Canyon Wash flows into an off-site detention basin referred to as Lower Peters Canyon Reservoir. This reservoir, located outside the park boundary, is a local flood-control basin owned by the Orange County Flood Control District and operated and maintained by OCPW. OC Parks and OCPW have agreed that the lower reservoir is an integral part of the physical, recreational, and aesthetic character of the park since it serves as the “first impression” for park users entering from the south. Accordingly, the reservoir’s operation and maintenance are integrated into and coordinated with park functions and facilities.



Lower Peters Canyon Reservoir – 2017

Currently water enters the lower reservoir from Peters Canyon Wash and from a number of storm water pipes coming off adjacent residential streets. While the basin may hold water temporarily during periods of heavy rain and high runoff, it is almost always dry. Park users currently use the asphalt maintenance road that surrounds the basin as a loop trail.

2.4 Vegetation Communities

The park is a mosaic of several related plant and wildlife habitats and features. Some of these reflect the park's long history as an undisturbed open space and some have appeared as a result of human intervention. Most of inland Orange County, including the park, is in an ecologic zone called California chaparral and oak woodland. Within this general category two main habitats occur in the park—coastal sage scrub and riparian. The vegetation communities found in the park for each of these habitats are listed in **Exhibit 2.3 Vegetation Communities**.

The predominant plant habitat in the park is coastal sage scrub, which includes many plants that are aromatic, drought deciduous, and have showy flowers that attract bees and butterflies. The coastal sage scrub plant communities are separated into two main groups: plants growing on south-facing slopes (where the sun and heat are more punishing to plants) and those growing on the north-facing slopes. Because the park has both north- and south-facing slopes, it is home to many coastal sage scrub plants. The other plant habitat present within the park is riparian, where plants grow along creek banks and reservoir edges.

The park's special combination of plant communities attracts an equally unique variety of animals and birds because of the food and nesting opportunities. Water (both the large expanse of the reservoir and the small pools and flows of the creek) provides habitat for a number of species of birds and amphibians. As with plants in the park, certain amphibians are not native to the region but were introduced by humans inadvertently through transport and release of amphibians from other areas. Water, food, and the protective cover provided by the park's natural habitats attract a number of mammals. A complete list of the vegetation communities, mammals, birds, reptiles, and amphibians is included in Section 3, Existing Conditions, of the Resource Management Plan.

Exhibit 2.3 - Vegetation Communities

Coastal Sage Scrub	Acreage
Diegan Coastal Sage Scrub	127.88
Low-quality Diegan Coastal Sage Scrub	40.32
Eucalyptus Woodland	13.50
Non-Native Grassland	24.23
Riparian	
Southern Cottonwood-Willow Riparian Forest	31.30
Southern Willow Scrub	15.82
Valley Freshwater Marsh	4.94
Mule Fat Scrub	10.31
Disturbed Wetland	3.99
Tamarisk Scrub	5.16
Disturbed Habitat	27.24
Urban/Developed	9.44
Bare Ground	26.01
TOTAL	340

Peters Canyon Mitigation Project

In 2012, OCPW needed to mitigate projects within the San Diego Creek Watershed and obtained rights from The Irvine Company to implement a 23-acre enhancement project along Peters Canyon Wash. The project involved removing non-native vegetation including eucalyptus trees, palm trees, and grasses to establish native plants such as mule fat (*Baccharis salicifolia*), coyote brush (*Baccharis pilularis*), and arroyo willow (*Salix lasiolepis*). As part of the project, a five-year monitoring and maintenance program was implemented. The project is being managed by OCPW and is currently in the monitoring and maintenance phase.



OC Public Works Mitigation Project – 2015

Special-Status Species

A total of thirty-one special-status plant species and a total of forty-six special-status wildlife species were identified on-site during field surveys within PCR. Special-status species are those that are considered sufficiently rare and thus require special consideration and/or protection and should be, or have been, listed as rare, threatened, or endangered by the federal and/or state governments. All special-status plant and wildlife species documented on-site are listed in Section 3, Existing Conditions, of the Resource Management Plan.

Natural Community Conservation Plan

The Natural Community Conservation Plan (NCCP) program is an innovative State of California effort to allow compatible land use and development while protecting and managing habitat that supports a wide variety of plant and animal populations. The Natural Community Conservation Planning Act was enacted by the California legislature in 1991 and was made possible to amendments of the federal Endangered Species Act. It is intended that the NCCP program will protect and enhance habitats and associated species through long-term land use planning and management programs.

The Southern California Sage Scrub NCCP Program is the first effort to be undertaken pursuant to the NCCP Act. It is a pilot project and may serve as a model for other efforts elsewhere in the state. The Southern California Coastal Sage Scrub NCCP program is made up of eleven subregions that cover 6,000 square miles in a five-county area. The Central and Coastal Subregion is one of the eleven subregions and encompasses 208,000 acres of developed, agricultural, and undeveloped lands, an area covering about two-fifths of Orange County. Within the Central and Coastal Subregion are 104,000 acres of natural biotic communities, including 34,392 acres of coastal sage scrub. Eighteen regional parks in County of Orange, including Peters Canyon Regional Park, are enrolled in the Central and Coastal Subregion NCCP Program.

The park is under the jurisdiction of NCCP. This plan manages natural resources using a community management approach, rather than through a traditional natural resources protection plan focusing on individual species. Community management goals seek to maintain a healthy habitat that supports the myriad plants and wildlife within it, rather than targeting a single species. The NCCP is overseen by the Natural Communities Coalition, which manages by research method and survey reporting, and through adaptive management practices.

2.5 Circulation

Park Access

Park visitors enter the park from the north, south, and west sides of the park. The north entrance is the main entrance located off Canyon View Avenue, serving as PCRP's primary entrance and the only location where vehicles can enter the park. The south entrance located at a cul-de-sac off Peters Canyon Road serves as a secondary entrance, and visitors park either along Peters Canyon Road or at Peters Canyon Elementary School and walk into the park. Visitors can also use street parking along Lower Lake Road and Overhill Drive.

Pedestrians can enter PCRP at Canyon View Avenue, Jamboree Road, Overhill Drive, Lower Lake Road, and Peters Canyon Road. Equestrians typically enter the park at the north area from a series of trails that connect to PCRP or park in the north area and commence their riding activity.

Parking

An existing 130-space decomposed granite surfaced lot accommodates vehicular and equestrian parking at the north end of PCRP off Canyon View Avenue. The parking area has a single entry/exit access point and is unpaved but is graded and finished with decomposed granite. Parking lanes are generally indicated by concrete curbs, but no lines designate individual parking spaces, which can result in inefficient use of the lot when nearing capacity. Three paved ADA (Americans with Disabilities Act) spaces are provided and two automated pay stations collect parking fees, currently \$3 per day on weekdays and weekends. An annual County Regional and Wilderness Parking Pass in 2019 can be purchased through OC Parks for \$55; seniors and disabled persons can purchase an annual pass for \$35. The parking area often reaches capacity on weekend mornings (though rarely during the week). OC Parks hires a parking attendant on weekends to assist users with parking in an efficient manner.

Visitors also park in the west residential areas and at the south end of PCRP on Peters Canyon Road and at Peters Canyon Elementary School. Local residents have expressed concerns about street parking in these residential areas, in particular noting the potential for conflict between cars, pedestrians, and nearby homeowners.

A Parking Study Report dated April 2015 (see Appendix A) indicated that the Canyon View Avenue parking area was at capacity between 8:00 a.m. and 9:00 a.m. on weekends. Weekday mornings resulted in fewer than 50 vehicles in the Canyon View Avenue parking lot. Parking on Peters Canyon Road and at Peters Canyon Elementary School also reached capacity on the weekends.



Canyon View Avenue Entrance – 2017



Parking at the North End – 2017

Trails

The park has nearly 9 miles of trails that accommodate multi-use activities including hiking, walking, running, mountain cycling, and horseback riding. Some of the trails are gentle and suitable for children and visitors with limited mobility; other trails are steep and rugged, presenting a vigorous challenge. Many points along the trail system offer long-distance views of the San Gabriel Mountains to the north, the Santa Ana Mountains to the east, and the Pacific Ocean to the south. The trail system offers a variety of experiences for visitors ranging from cool, shady, intimate, easy hiking trails to rugged, steep, exposed trails along high ridgelines. The majority of the trails are natural in character, composed of bare soil or decomposed granite, with some asphalt maintenance roads used as trails.

There are three types of trails in the park, as described below (**Exhibit 2.4 Existing Park Trails**).

Regional Trails

Peters Canyon Regional Riding and Hiking Trail (Peters Canyon Trail) is the main north–south trail through the park. It is also a part of the County of Orange Master Plan of Regional Riding and Hiking Trails. The master plan’s purpose is to incorporate policies and programs to direct the development and operation of a county-wide public trail system that provides for the public welfare by serving the recreational need of equestrians, pedestrians (walkers, hikers, joggers), and mountain bikers (non-motorized).

Mountains to Sea Trail

The Mountains to Sea Trail is the backbone of the 50,000-acre Irvine Ranch Land Reserve and was created through cooperative municipal planning to allow people of all ages and abilities to experience the reservoir’s magnitude, magnificence, and diversity. The 22-mile trail, completed in 2005, runs from Anaheim to Newport Beach through the Cities of Orange, Tustin, and Irvine.

A portion of the trail goes through the park, starting at the northeast corner of Jamboree Road and Canyon View Avenue, continuing through the park (same trail as Peters Canyon Trail), and exiting at the south entrance onto Peters Canyon Road. Surface materials vary, and the trail is designated with the required Mountains to Sea Trail signage.

Interior Park Trails

Interior park trails create a network of trails within the park as well as connections to other regional and local city trail systems. Existing interior park trails include Lake View Trail, Skylark Trail, Willow Trail, Cactus Point Trail, East Ridge View Trail (a portion nicknamed “Big Red”), Gnatcatcher Trail, Creek Trail, Scout Trail, and Eucalyptus Trail.



Peters Canyon Regional Park – Multi-Use Trail

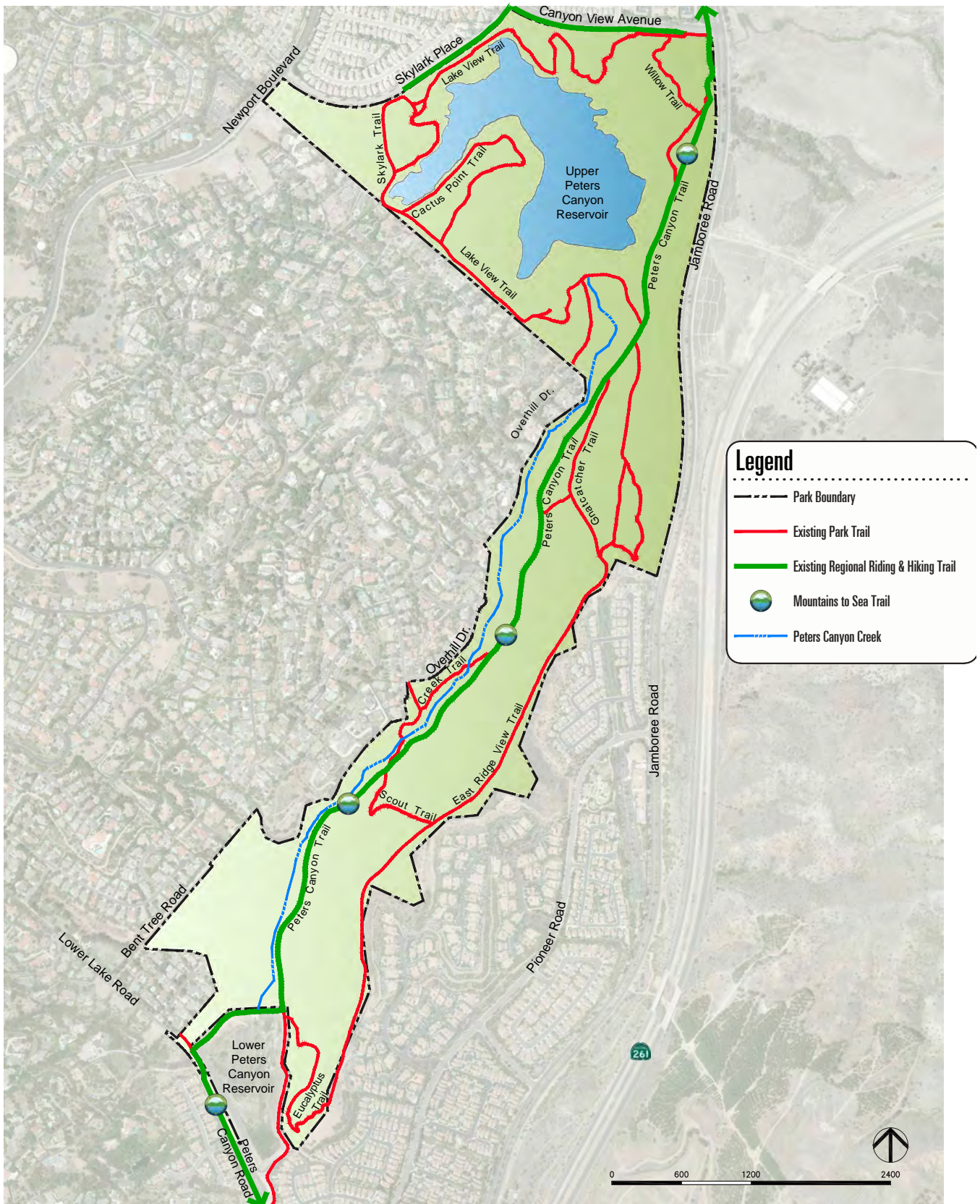


Exhibit 2.4 - Existing Park Trails

2.6 Visual Character

Because of a variety of topography, the park has scenic views both within its boundaries and outside, looking to the surrounding area. Panoramic views can be seen at the top of the East Ridge View Trail. The distant views from these points can reach to the San Gabriel and Santa Ana Mountains to the north and east, the Cleveland National Forest to the east, and all the way to the Cities of Tustin, Irvine, and Newport Beach, and beyond to the Pacific Ocean. Points along the Lake View Trail toward the east offer views of nearby mountains on clear days, as well as engaging views of Peters Canyon Creek and riparian areas within the park.

In addition to these distant views, the park offers visitors a range of distinct picturesque and sensory experiences. These include the enclosed feel of the Willow Trail and the Creek Trail where one can observe plants and animals and hear birds at close range. Hiking on Peters Canyon Trail incorporates views of Peters Canyon Creek on one side of the trail and steep slopes on the other to contribute to an enjoyable park experience.

2.7 Built Structures

The park has permanent built structures, temporary facilities and utility buildings, and appurtenances. Even though PCRP has both permanent and temporary structures, it retains a significant rural character that is attractive to many visitors. Permanent structures located at the north end of the park include a three-stall restroom building, a park office trailer, a shade structure with picnic tables, two pay stations, a vehicle entry gate, and interpretive kiosks. Miscellaneous items include two drinking fountains, a horse trough, trash receptacles, a bike rack, benches, and signage. The south entrance at Peters Canyon Road has six portable restrooms, interpretive kiosks, a horse trough, doggie bag dispensers, trash receptacles, and signage. Benches, signage, and trash receptacles are located along the existing interior trails.

A number of utility districts hold easements over their facilities in the park. Refer to the Section 2.8 Utilities for these districts and facilities. The easements do not allow the removal of the utility districts' facilities and appurtenances, so they will remain in their current locations. Siting of new proposed structures will consider these facilities and their easement requirements.

The park also contains structures such as a windmill, wire fencing and posts, bollards, and fire access gates. Some of these have historical significance and would be good candidates for the interpretive programs while others are required for the maintenance and operation of the park.

Residential development surrounding the park has increased over the last 80 years. **Exhibit 2.5 Adjacent Residential Development** shows the progression of residential development (shaded in tan) around the park. The photographs show that over the years, the park has become nearly surrounded by residential development since its ranching days. While the homes have affected the park experience, the number of visitors who can easily access the park and take advantage of its recreational activities has helped to increase the use and popularity of the park.

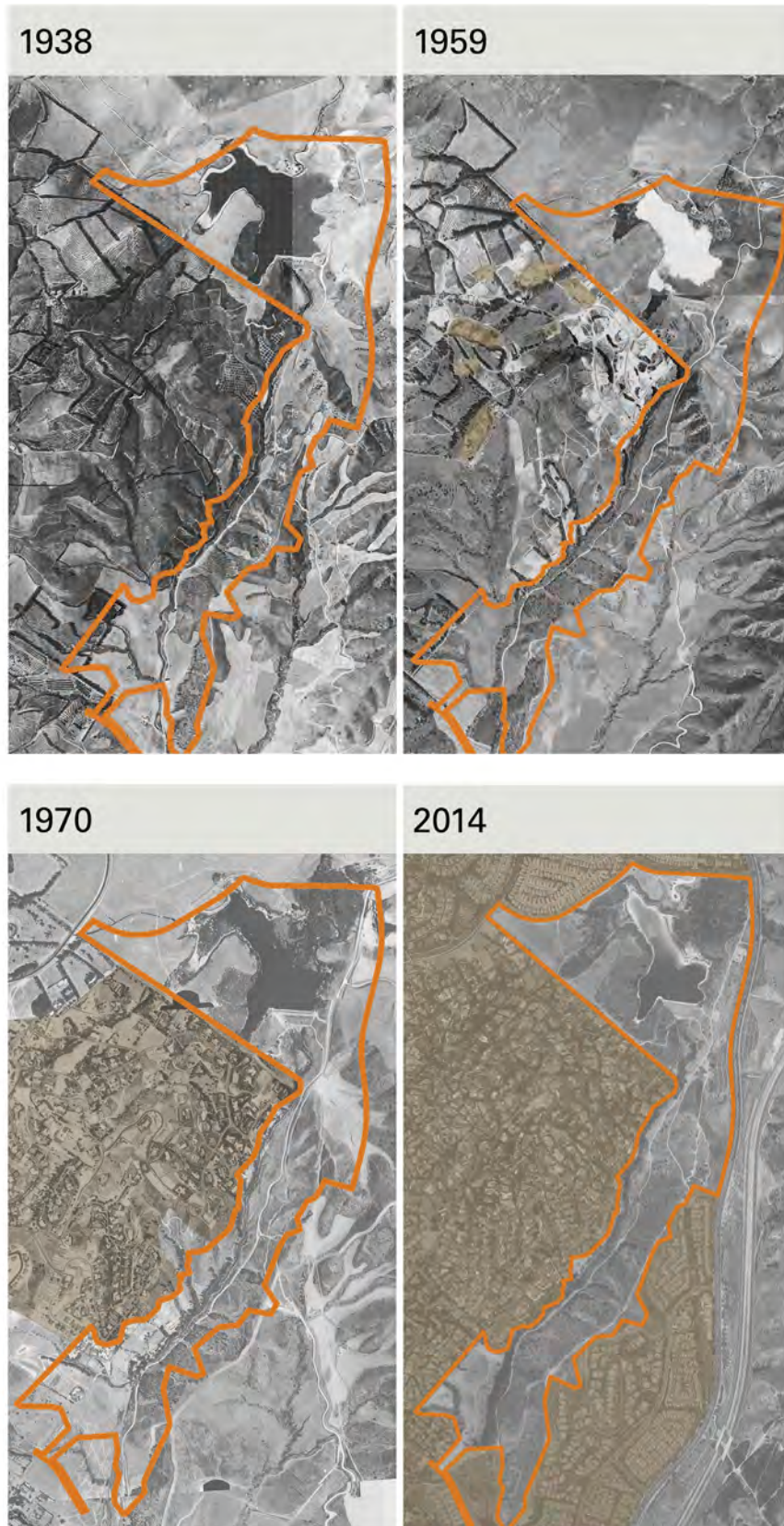


Exhibit 2.5 - Adjacent Residential Development

2.8 Utilities

The park contains several sewer and water district facilities as well as emergency access gates and roads used by Orange County Fire Authority and other emergency responders. These agencies operate and manage facilities within the park and have certain easements, rights-of-way, and access rights to park land. As previously discussed, OCPW has management responsibility for Peters Canyon Dam and Lower Peters Canyon Reservoir. The Irvine Ranch Water District has a facility on-site and operates a number of underground water and sewer lines that traverse the park. The district has a water pumping station sited on the east side of the park near Peters Canyon Dam. This facility is part of a larger water project in Orange County designed to increase the volume and reliability of water available to south Orange County communities such as Newport Beach and Laguna Niguel. A second water line in the park belongs to the East Orange County Water District.

Exhibit 2.6 Utility Providers lists all utility providers and services located in the park. The presence of these utilities and the need for the agencies to access and use them means that certain areas of the park may not be available for recreational uses. Their presence, for example, can affect the routing of trails in the park, the management of vegetation, and the location of buildings. In contrast, location of these existing utilities can aid in utility points of connections to proposed buildings.

Exhibit 2.6 - Utility Providers

Utility Provider	Utility Service
Irvine Ranch Water District	Sewer, water
East Orange County Water District	Water
Metropolitan Water District Orange County	Water
El Toro and Los Alisos Water Districts (Santiago Aqueduct)	Water
Municipal Water District of Orange County (Allen-McColloch Pipeline)	Water
City of Orange	Storm water pipelines
Southern California Edison Company	Electric
Community Cablevision Company (subsidiary of The Irvine Company)	CATV



CHAPTER 3

PUBLIC OUTREACH PROCESS





OC Parks Outreach – March 2015

3.1 Public Participation

As part of the process for developing the Peters Canyon Regional Park (PCRP) General Development Plan (GDP), the park planning team used a variety of outreach methods to solicit public input, including public workshops, surveys, and emailed comments. This public input was instrumental in helping shape the park development and resource management goals. As a result of various outreach methods, over 1,000 participants shared their thoughts to help shape the park development plan.

Additional information and data of all sources of public participation is available in the Appendices of this report.

Public Agencies

The various government agencies who participated in the planning process included Orange County Public Works (OCPW), City of Orange, City of Tustin, Irvine Ranch Water District (IRWD), East Orange County Water District (EOCWD), Orange County Transportation Authority (OCTA), and Orange County Fire Authority (OCFA). These agencies either have a direct jurisdictional interest in the park or the park's surrounding areas.

Easement Owners Interest

The Irvine Ranch Water District and other utility districts have easements and physical facilities within the park, which include a water treatment plant, pipelines (water and sewer), a pumping station, surface vaults, manholes and other utility appurtenances. The final design and recommendations in Chapter 5 consider and account for these easement rights.

Community Groups and Organizations

OC Parks met with, or received correspondence from, a variety of non-government organizations and community groups, including the following:

- Santiago Creek Greenway Alliance
- Friends of Peters Canyon
- Foothill Communities Association
- Orange Park Acres
- Natural Communities Coalition
- Orange County Bicycle Coalition

These groups reviewed the information and proposals presented in the park planning workshops and offered specific comments and expressions of support or concern regarding various elements of the park plan. Refer to the Appendices for summaries of comments provided during the public outreach process.

OC Parks Website

A Peters Canyon GDP web page was created to inform the public about the ongoing status of the park planning process. The website provides access to documents from all park planning workshops and postings about workshop dates, times, location, and access to online surveys.

The web page also includes a link dedicated to a project email address that allows the public to provide input at their convenience during the park planning process.

The screenshot shows the OC Parks website interface. At the top, there is a logo for 'OC parks' and 'OC.gov.com'. A search bar is present with the text 'Search...'. Below the search bar, there are navigation tabs: 'PARKS & TRAILS', 'BEACHES', 'HISTORIC SITES', 'OC ZOO', 'RESERVATIONS & PERMITS', 'ABOUT US', and 'HOW DO I...'. The breadcrumb trail indicates the current location: 'OC Parks > Peters Canyon Regional Park > General Development Plan'. There are 'Email' and 'Print' buttons. The main content area features a heading 'Peters Canyon General Development Plan' with social media sharing options for Twitter, Google+, and Facebook (47 likes). Below this is a 'Project Information' section with two paragraphs of text. A sidebar on the left contains a 'PETERS CANYON REGIONAL PARK' menu with links to Home, History, Park Rules, Park Amenities, Events & Programs, News, Interactive Map, and General Development Plan. A 'POPULAR' section lists various services like Alerts, ADA Mobility Devices, OC Fire Watch, Peters Canyon GDP, Volunteer, Annual Passes, Make a Reservation, Archery Range, and OC Parks Permits, Orange County Crime Victims Monument.

OC Parks Website – Parks & Trails, Peters Canyon Regional Park

Online Survey

An online survey was created on the project web page and was available from February 27 to March 31, 2015. Over 400 participants completed the 20-question survey. This survey asked participants what types of activities they engaged in while visiting the park, how they traveled to the park, what aspects of park they valued and appreciated, and what they recommended for the park improvements. A summary of the surveys is referenced in Appendix B.

3.2 Public Workshops

Five public workshops were held throughout the park planning process. The purpose of the workshops was to receive input about the use of the park, existing and proposed facilities, linkages to surrounding areas, and the current and desired quality and character of the park.

On February 19, 2015, the first public workshop attended by more than 40 participants was held at Irvine Regional Park. This workshop discussed the GDP process and provided a forum for the community to share their thoughts regarding issues, concerns, and opportunities associated with the park. Participants formed into small table groups where they answered two questions:

- What do you most want to PRESERVE in the park?
- What do you most want to see CHANGE in the park?

Park planning team members facilitated each table group discussion and allowed participants to listen to each person's point of view and provide responses to the questions in writing or by drawing on large park maps. See Appendix C for a summary of the responses.

The second public workshop was conducted in the park on March 13 and March 14, 2015. Two separate questionnaires were given to park visitors to complete. On March 13, the questionnaire asked park visitors to identify their favorite place within the park and describe what made it special. The March 14 questionnaire solicited information about the park visitors, such as where they lived, how they traveled to the park (by car, bicycle, on foot, etc.), how they used the park, and other demographic and park-use questions. A summary of the survey responses is referenced in Appendix D.

On April 23, 2015, the third public workshop was held at Irvine Regional Park. The park planning team summarized the data previously collected and presented preliminary park design alternatives. More than 50 participants reviewed the designs and provided verbal and written comments. A summary of the third public workshop is referenced in Appendix E.



Public Workshop #1 – February 19, 2015



Public Workshop #2 – March 14, 2015



Public Workshop #3 – April 23, 2015

On October 7, 2015, the fourth public workshop was devoted primarily to discussion of alternative routes for a new Class I bikeway that would connect existing bikeways north and south of the park. Two alternatives were presented, one through the park and a second one paralleling Jamboree Road. A summary of the fourth public workshop is referenced in Appendix F.

The fifth and final public workshop, held on April 18, 2019, presented key components of the draft GDP and RMP. The draft plans were then posted on the project web page, along with a draft CEQA environmental document, for public review and comment. A summary of the fifth public workshop is referenced in Appendix G.



Public Workshop #4 – October 7, 2015



Public Workshop #5 – April 18, 2019

3.3 Workshop Summaries

The following is a summary of key issues from the park planning process.

Park Visitation

Popularity of the park has increased over the years due to the variety of trail activities and levels of physical challenges. Unfortunately, increased popularity has had some adverse effects on the park’s natural character and visitor’s experience. In some areas, a few trails have widened because of overuse and erosion. Additionally, the park’s high ratings and attention on social media has likely contributed to increased use. Workshop participants specifically asked OC Parks to look into this overcrowding capacity issue.

Overall, most participants greatly enjoy visiting and experiencing the trails, the scenic vistas, and the natural environment. Through the park planning workshop process and careful vetting of existing park elements, the design team gained insight into desired improvements and changes for the park.

Park Access and Parking

There were several public comments related to the park entry points and parking. Most participants felt that visitors entering the park from the main vehicular entrance at Canyon View Road could benefit from upgraded signage and landscaping and a more efficient vehicular and pedestrian circulation system.

Most participants did not favor increased parking at the south end of the park off Peters Canyon Road, but did acknowledge the need for an enhanced sense of arrival provided by new and improved trailhead features. There were also suggestions to relocate the informal trailhead, which currently exists at the access gate to Lower Peters Canyon Reservoir maintenance road, farther to the west and away from existing residences.

Trails

Workshop participants raised a concern regarding the lack of trail user etiquette and potential safety issues during peak use periods when trail traffic becomes congested with various trail users (hikers, trail runners, equestrians, mountain cyclists). Trail over-crowding can also lead to decreased user enjoyment, especially those users seeking solitude. Participants favored an opportunity to improve the trail systems by providing trail rest and pullout areas, realigning a few trail segments, and providing additional trail loop opportunities.

Historic Upper Reservoir

Participants felt the reservoir was a great park asset for visiting and viewing, but that it lacked information of the reservoir's history and function. A few participants felt the reservoir should be filled with water on a routine basis similar to other urban regional parks with lakes. Many expressed a desire to experience the reservoir up close.

Habitat Restoration

Participants commented on the desire to keep the park natural and some wanted to participate in habitat restoration projects.

Class I Bikeway

Most participants did not favor the addition of a paved Class I Bikeway through the park; however, participants were open to the idea of placing the bikeway on the east side of Jamboree Road adjacent to the existing road.

Amenities

Many participants expressed the need for additional or new restrooms with drinking fountains and pet bowls—one at the south end and another halfway through the length of the park. Other amenity comments included additional benches in strategic places, more trash receptacles and doggie bag dispensers, and more improved and consistent signage.

Operations and Maintenance

Participants requested additional staff or volunteers to be assigned to the park during the peak use hours.



Peters Canyon Park Trail

Community Partnerships and Volunteerism

Community partnerships and volunteerism was suggested to help the park with trail repairs and etiquette, restoration efforts, and education.

Planning and Design Goals

Taking into account the public input summarized above, the following planning and design goals have been developed for the park.

- Provide park entrances and trailheads that are visible and aesthetically appealing and offer key visitor information.
- Offer adequate on-site parking that does not detract from the natural character of the park.
- Preserve and restore existing trails, while providing a variety of experiences for different age groups and mobility levels, with connections to regional and local trails.
- Preserve, restore, and enhance the natural character of the park, including native vegetation, natural materials and surfaces, and viewsheds.
- Provide park visitors with enjoyable recreational experiences compatible with the park's resource preservation goals.
- Provide educational opportunities that inform visitors about the park's unique cultural and natural resources.
- Ensure the long-term viability of the Historic Upper Peters Canyon Reservoir for habitat, water storage, and an aesthetic element in the park.
- Provide amenities to enhance visitor experiences.
- Create a safe environment.
- Supply optimum resources to park staff.
- Provide an opportunity for the community and volunteers to assist with park improvement projects, including trail repair and habitat restoration activities.

CHAPTER 4

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KEY IMPROVEMENT AREAS





"I have an opportunity to live in a highly suburban area and feel connected to nature." (Park User)

4.1 Introduction

As summarized in the previous chapter, during the General Development Plan (GDP) workshop process, the public provided input on desired improvements to both existing physical and operational conditions of the park. This chapter summarizes the key improvement areas and discusses strategies applicable to each area.

Key Improvement Areas

- Park Access & Parking
- Trails
- Upper Peters Canyon Reservoir
- Habitat Restoration
- Class I Bikeway
- Park Amenities
- Operations & Maintenance
- Community Partnerships & Volunteerism

4.2 Park Access & Parking

The park's only on-site visitor parking area is located at the main entrance off Canyon View Avenue along the north side of the park. This decomposed granite surface parking area accommodates approximately 130 vehicles with a parking area for horse trailers and ADA-compliant parking spaces.

In the southern portion of the park, parking is available along Peters Canyon Road under the jurisdiction of the City of Tustin. On peak visitation days, the available parking along Peters Canyon Road often reaches capacity. Along the western edge of the park, there is on-street parking near Bent Tree Park and Overhill Drive.

Canyon View Entrance Enhancements

Park planning workshop participants commented that the main park entrance off Canyon View Avenue lacks a sense of arrival from the street to the park's natural environment. There is one park entry sign, along with various other signs that do not have a consistent look and feel and are scattered throughout the main entry parking area.

The main park entrance off Canyon View Avenue should be enhanced to create a better sense of arrival to the park. Additional native landscaping, boulders and other natural elements, visual buffers, and more attractive and informative signage should also be provided.

Canyon View Entrance Vehicular and Pedestrian Circulation

During peak use, the on-site parking at the Canyon View Avenue entrance is inadequate, causing park visitors to use nearby neighborhood streets and other areas for vehicle parking. When the main parking area is full, vehicles queue up along the eastbound shoulder of Canyon View Avenue, waiting for an empty parking space.

Access from the parking area to the park trailheads is not clearly marked. Connections from the street and from the parking area to the trailheads should be clearly designated with direct paths and signage. Furthermore, public transportation access to the park is available, but signage regarding these opportunities needs improvement.

Additional parking is needed to handle overflow parking and should be designed to provide visual screening and dust control from adjacent residences and to mimic the look and feel of the park's natural setting. Consideration should be given for additional parking made available for weekends and special events.

Peters Canyon Road Entrances

On Peters Canyon Road, visitors enter the park from two locations. The primary entry exists at the western terminus of Peters Canyon Road (**Exhibit 4.1 Primary Entrance at Peters Canyon Road**) and the secondary entry is at the southeast corner of the park at the maintenance gate to the Lower Peters Canyon Reservoir (**Exhibit 4.2 Secondary Entrance at Maintenance Gate**). This secondary access point is a very popular entry for visitors who seek quicker access to the central portion of the park. However, some visitors, including large hiking or running groups, meet at the maintenance access gate early in the morning waiting for other group members to arrive, which disturbs nearby homeowners.

A new entry trailhead to the north of the existing secondary entry is recommended to create a greater separation between the entry and the residential area.

Skylark Place Staging Area

The 2015 Parking Study Report (see Appendix A) recommended that an overflow parking lot (up to 154 spaces) be added to the northwest corner of PCRP near the intersection of Newport Boulevard and Skylark Place. This area could be used to accommodate overflow parking that occurs during peak usage, typically on weekends and during special events.

4.3 Trails

With over 9 miles of trails, the park is a popular place to exercise and enjoy nature. For those seeking to hike, ride horseback, run, or mountain bike, the park's variety of terrain, from gentle to steep slopes, offers visitors an opportunity to experience a range of difficulty geared toward their desired experience and physical ability.



"I love my mornings as I run through Peters Canyon surrounded by nature. My family and I enjoy walking through the park and I love that my kids find so much joy exploring the park." (Park User)

Park visitors enjoy the native soil or decomposed granite trail surfacing that complements the natural surroundings. The park's native soil types contribute to the rocky and sandy materials as well as the buff and reddish tints.

During peak usage times (typically on weekend mornings), the trails are used by a considerable number of visitors, including many who come to the park in large groups. The high level of public use during these times can lead to an overcrowding of trails that impacts the experience of the natural surroundings. Overcrowding can also contribute to widening of trails as slow-paced trail users "pull over" onto areas of native vegetation to allow fast-paced users to pass. A greater volume of users on the trails can contribute to the likelihood of increased collisions and an overall diminished experience.



Exhibit 4.1 - Primary Entrance at Peters Canyon Road



Exhibit 4.2 - Secondary Entrance at the Maintenance Gate

Existing regional trails that connect to the park, such as Peters Canyon Bikeway and Peters Canyon Regional Riding and Hiking Trail, a multi-use (hiking, mountain biking, and equestrian) trail, provide linkages to surrounding regional parks and the regional trail system.

The local trails near the park include a network of hiking, biking, and equestrian trails, such as the East Orange Loop, but other trails lack a clear connection.

Trailhead Enhancements

Many access points around the park lack consistent signage and trailhead identity features. Consistent signage with key regulatory and wayfinding information should be provided at all authorized entry points. Other features, such as fencing and kiosks, are recommended to enhance and highlight authorized park entry points and contribute to a better sense of arrival into the park. Safe multi-use (pedestrian, mountain biking, and equestrian) trails should offer a wide variety of experiences and levels of activity, while minimizing multi-modal conflicts throughout the park. Additional trail segments may include secondary trails off the existing trails and trails with strategic viewing points.

Trail Restoration

The trail network can be improved by implementing a trail restoration repair program and maintenance protocol, realigning certain trail segments, creating new loop trails, installing directional and trail etiquette signage, and encouraging the participation of community groups in trail etiquette programs and restoration.

Trail User Rest Areas

Creating resting nodes or hubs off trail intersections (with shade trees or shade structures, benches, and picnic tables) will also aid in giving visitors an opportunity to rest, relax, picnic, and enjoy the views.

4.4 Upper Peters Canyon Reservoir

Current maintenance practices at the Upper Peters Canyon Reservoir include removal of exotics and non-native species, control of invasive and pest species, and implementing best management practices for optimum balance of the ecological system. Additional maintenance practices are found in the Resource Management Plan.

Due to the current naming of the Lake View Trail, many park visitors think of the reservoir as a lake similar to lakes in other regional parks. However, the historic reservoir is not managed as a park lake. Park lakes are filled with potable or recycled water on a continuous basis. The reservoir is fed solely by storm water and is therefore subject to drying out during prolonged droughts. Renaming the Lake View Trail to North Loop Trail is recommended to better align the trail name to the historic reservoir's function.



"I want the canyon's natural beauty preserved." (Park User)

Workshop participants also wanted to see the habitat restored in and around the reservoir to promote its ideal function in variable conditions.

Reservoir Boardwalk and Overlook

Public outreach comments confirmed that a boardwalk over the reservoir and an overlook on the dam was desirable to provide additional vantage points for visitors.

Reservoir Signage

Workshop and survey participants requested that more information be provided about the reservoir's historical significance and current function through signage and interpretive exhibits.

Reservoir Trail Enhancements

Seating and overlook areas placed in strategic locations at trails around the reservoir are recommended to provide viewing and resting opportunities.

4.5 Habitat Restoration

The park's California coastal sage and woodland plant communities include aromatic, drought deciduous plants with showy flowers that attract butterflies and bees. Riparian habitat has plants growing along the creek and the edges of the reservoir, such as willows and mulefat. Natural habitat areas invite a unique variety of animals and birds because of the food and nesting opportunities.

The Resource Management Plan outlines goals and strategies to manage the natural resources and habitat in the park. Within these strategies, implementation practices will include resources from OC Parks, outside consultants, subject matter experts (e.g., Irvine Ranch Conservancy, Natural Communities Coalition and NCCP partners), and community partners and volunteers.

The park is under the jurisdiction of the NCCP which is overseen by the Natural Communities Coalition. This organization manages the lands within its jurisdiction through research, survey reporting, and adaptive management practices.

The complex and varied terrain in the park provides enjoyment and challenges for a variety of trail users including hikers, mountain bikers, and equestrians of every skill and fitness level. However, given the high volume of visitors on weekends habitat impacts have occurred, including trail widening, compacted soils, trampled vegetation, and flushing of birds and other wildlife.



"We need to continue to set aside land for nature preserves for our environment and the enjoyment of mankind. We as humans need to interact with nature and nature with us and itself." (Park User)

The goals and strategies for restoration and enhancement of habitat are found in the Resource Management Plan. Park design elements should be strategically placed so they minimally impact natural resources and habitat.

Community partners and volunteer groups should be established to assist with restoration efforts. Interpretive programs should be created to educate visitors about how they can contribute to the rehabilitation and preservation of the park's natural resources.

4.6 Class I Bikeway

The Orange County General Plan's Transportation Element includes a Master Plan of Bikeways, which proposes a Class I Bikeway to travel through the park. This segment of Class I Bikeway has been included in the Bikeway Master Plan since August 1981, prior to the County's ownership of the land.

The Streets and Highways Code Section 890.4 defines a Class I Bikeway as follows:

Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with crossflow by motorists minimized.

Typically, the Class I Bikeway is constructed of a hardscape material such as asphalt.

During park public workshop #3, two park concept plan alternatives were presented, both with the planned Class I Bikeway shown as a new paved path that would travel parallel to the existing Mountains to Sea natural surfaced Peters Canyon Regional Riding and Hiking Trail. Most of the workshop participants did not favor the creation of a paved bikeway through the park, citing the alignment would detract from the park's natural character and create safety issues (hikers, cyclists, equestrians, and pedestrians all using the same path). Some participants suggested that OC Parks explore other locations for the Class I Bikeway.

Park public workshop #4 presented Class I Bikeway alternative locations both through and outside the park boundary along Jamboree Road (east and west sides). Over 300 people participated in the workshop with most participants not in favor of adding a new paved bikeway through the park.

4.7 Park Amenities

All amenities should be designed with existing conditions, location, access to trails, views, visitor convenience, and comfort in mind.

Additional Restrooms

One permanent restroom exists in the north parking area. A set of six portable restrooms are located at the south end of the park. There is a 2-mile distance between the restrooms. Public comment revealed, with a considerable number of weekend visitors, that permanent restrooms were preferred at the south end of the park and at a halfway point near the intersection of the East Ridge View Trail and Peters Canyon Regional Riding and Hiking Trail.

Drinking Fountains/Pet Bowls/Horse Troughs

In the north parking area, there are two stand-alone drinking fountains as well as a stand-alone pet bowl on a post near the horse trough. There is also a horse trough in the south end of the park near the kiosk.

Additional drinking fountains were requested during the park planning process. If new restrooms are added, drinking fountains should be included outside the new restroom buildings. When new drinking fountains are designed, ADA accessibility and pet bowls should be included. Additional horse water troughs were not requested.

New Shade Structures and Picnic Tables

Existing trees provide sporadic shade along the trails. The pepper trees in the north parking area once provided shade over the picnic area, but were lost as a result of the Canyon Fire II. There is one shade structure with a picnic table at the north parking area.

Public comment requested additional shade throughout the park trail system. A series of small 10-foot by 10-foot overhead shade structures with picnic tables would provide desired shade at the north parking area and near a new rest area at the intersection of the East Ridge View Trail and Peters Canyon Regional Riding and Hiking Trail.

Additional Trash Receptacles and Doggie Bag Dispensers

Trash receptacles are located throughout the park and at some trailheads and trail intersections. Doggie bag dispensers can be found at the south end and intermittently along the trails. Additional trash receptacles should be placed at strategic locations along the trails. Also, signage is needed to remind visitors to keep the park litter-free and for dog owners to pick up their animal's waste.

Bicycle Racks and Benches

At the Canyon View entrance, one bike rack can be found in the parking area island. Additional bike racks were not requested, but could be considered as necessary. Benches are located mostly in the north parking lot area, with some placed along the park's interior trails for viewing and resting. Visitors advocated that the location of benches along the trails take into consideration the proximity of the adjacent residences as well as key viewing locations to enhance the visitor experience of the natural environment.



"I believe that Peters Canyon is a unique trail/recreation area that should remain in its natural state." (Park User)



"The several porta-potties at the south entrance are appreciated. Could you include permanent bathrooms on the south end? I would like some water fountains in the middle or on the uphill trails." (Park User)

New Signage and Kiosks

The majority of signage and information kiosks were installed after 1992, when OC Parks obtained the park. An overall signage program for location, consistency, and information was not established prior to this time. A park-specific signage and information kiosks program should be established and follow the OC Parks Master Signage & Graphics Plan. A volunteer program can assist with educating visitors about trail etiquette and good signage can reinforce that program.

4.8 Operations & Maintenance

Current staffing consists of one senior park ranger on weekdays and one ranger II on weekends. The maintenance staff, assigned from the East Orange Operations Group headquartered in the Irvine Regional Park, work in the park to accomplish routine tasks and special projects. There is an existing small park trailer and no on-site maintenance yard. The presence of OC Parks staff is minimal as the size and accessibility of the park make patrols difficult.

With the increase in visitors over the past 10 years, it has become apparent that operations and maintenance efforts need to be improved. Lack of dedicated on-site maintenance staff and associated travel time with transporting supplies limit the number of projects that can be completed daily. The presence of a weekend ranger and maintenance staff is critical in keeping the park operating efficiently.

To assist with creating a park presence and necessary maintenance facilities, a permanent park office with adjoining maintenance/storage yard should be designed as part of the north parking area. Circulation should be designed for ease of access to the building, delivering supplies to the yard, access to the trail system, and ranger staff interaction with the public. Future staffing should include one senior park ranger, maintenance worker, and groundskeeper for weekdays and one park ranger II and groundskeeper on weekends.



Existing Signage / Information Kiosk – 2017



Existing Picnic Area – 2017

4.9 Community Partnerships & Volunteerism

The park's long-term sustainability relies on many parties coming together to maintain and preserve the resources within the park as well as to raise awareness about the importance of the park's natural habitat and any potential detrimental impacts.

Several existing programs in the park currently use volunteers. The volunteer programs are not typically set up or coordinated with the annual maintenance activities.

There have not been any organized efforts to develop partnerships with homeowners, schools, and community organizations (e.g., Boy Scouts of America) willing to help care for the natural habitat and promote the park. OC Parks should work with community stakeholders to develop partnerships, so that volunteers can help raise awareness of the importance of restoration, participate in the park's stewardship, and aid in preserving the park for future generations.

Educational and interpretive programs could also be created to benefit park visitors through signage, web interfaces, and tours. The programs might emphasize individual and community responsibility for resource protection and conservation, and foster an appreciation for park resources, history, and the quality of the park experience.

Finally, OC Parks could work in partnership with the City of Tustin, City of Orange, and County of Orange Public Works to establish and maintain park operating procedures that serve and benefit all user groups.



CHAPTER 5

THE PLAN





Peters Canyon Regional Park Trailhead

5.1 Introduction

The General Development Plan (GDP) provides guidelines for upgrading and improving the park's infrastructure, recreational amenities, aesthetics, and visitor experience, while preserving and enhancing the park's significant natural and cultural resources. Improvements proposed under the GDP are shown on **Exhibit 5.1 General Development Plan**. The proposed features reflect the natural character of the park and use organic materials, such as decomposed granite for parking areas; indigenous boulders for casual seating; wood for overhead structures, picnic tables, and benches; earth-tone colors; and native plants for landscaping and habitat restoration.

Park goals developed during the public outreach process helped guide the plan. These goals are as follows:

- Provide inviting park entry points that offer visitors information about the park's trail system, points of interest, and park rules.
- Preserve and enhance existing trails as well as connections to surrounding regional and local trails while providing a variety of experiences for different age groups and mobility levels.
- Preserve, restore, and enhance the natural character of the park, including vegetation, natural materials and surfaces, and view corridors.
- Provide park visitors with enjoyable experiences compatible with the park's natural environment.
- Include educational opportunities that inform visitors about the park's unique history and cultural and natural resources.
- Ensure the long-term viability of the historic Upper Peters Canyon Reservoir's habitat, water storage, and aesthetic elements.
- Provide amenities that enhance the park visitor's experience.
- Maintain a safe environment for both visitors and staff.
- Provide an opportunity for the community and volunteers to assist with stewardship activities.

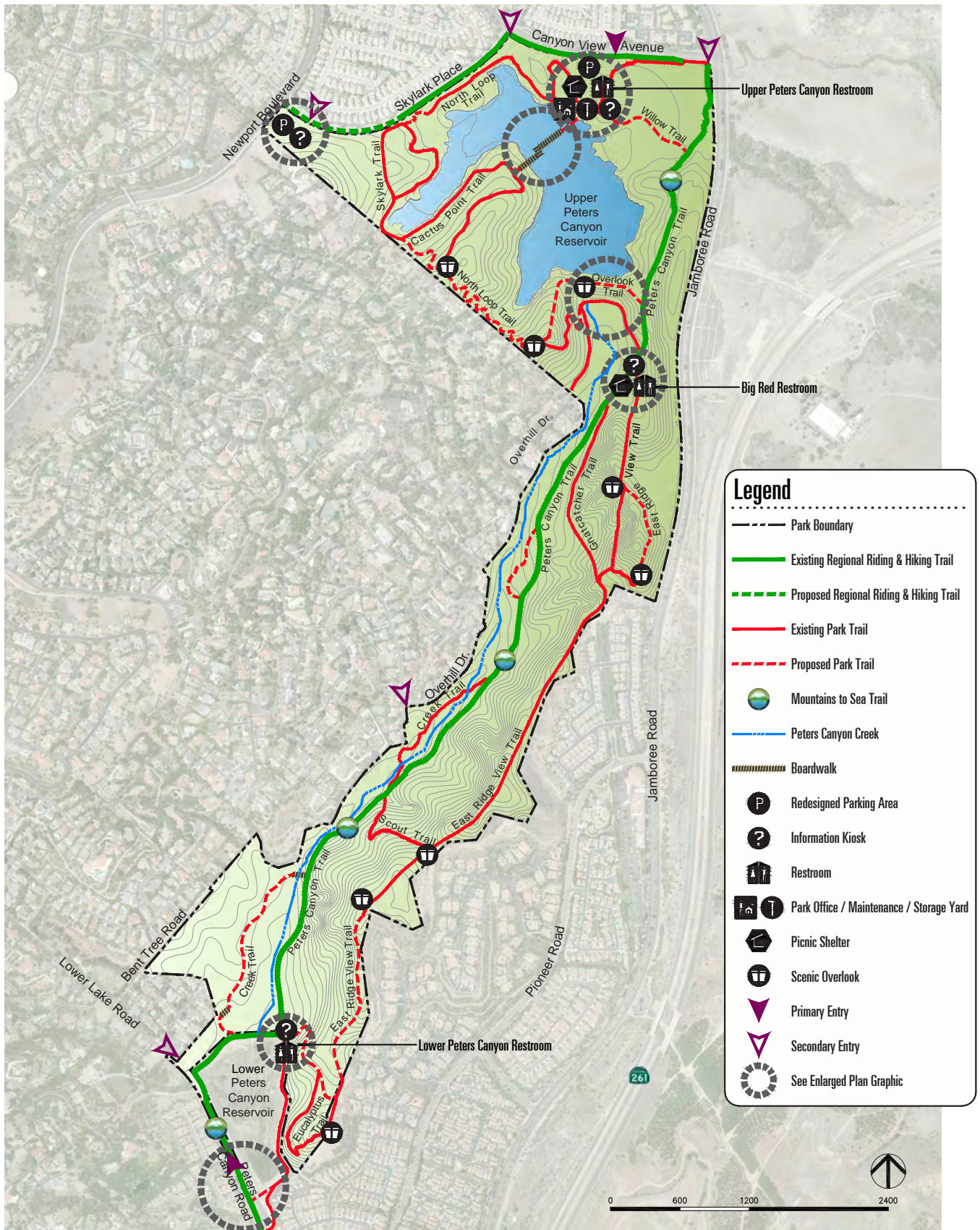


Exhibit 5.1 - General Development Plan

5.2 Park Improvement Components

The general park improvements provide visitor-serving enhancements to the existing park entrances and trail system. The major improvement components are:

- Park Trails
- Canyon View Staging Area Enhancements
- Lower Peters Canyon Reservoir Entry, Trailheads, and Restroom
- Upper Peters Canyon Reservoir Enhancements
- Big Red Rest Area
- Skylark Place Staging Area

5.3 Park Trails

The number of hikers, walkers, runners, cyclists, and equestrians using the park's trails have grown substantially since 1992, when OC Parks obtained the park. The majority of the park visitors come to the park to hike and walk the trails. Trail widening, erosion, ruts, and loss of habitat are all issues associated with the increase in trail use.

The renaming of Lake View Trail to North Loop Trail is recommended to help change the perception that the upper reservoir is a lake, while also signifying that the trail will return to its starting point, thus creating the "loop."

Realigned Trails

Four areas were identified as having existing trails that should be realigned to reduce erosion or provide a better experience for trail users:

- The North Loop Trail as it travels along the park boundary, southwest of the upper reservoir and south of the Cactus Point Trail.
- The East Ridge View Trail, located at the ridgeline east of the Gnatcatcher Trail.
- The East Ridge View Trail as it travels along the southeastern portion of the park just north of the Eucalyptus Trail.
- The Willow Trail in the northeast portion of the park.

Final design of the trails will need to consider the existing topography and vegetation.

Proposed Trails

Several new trails are proposed to enhance the trail system, create new experiences and opportunities, provide new viewing opportunities of distant vistas and native habitat, and alleviate use and congestion on the main trails. All information of proposed trails are included in Section 2.1.4 'Proposed Trails and Realignment' of the Resource Management Plan (RMP).

Peters Canyon Class I Bikeway

In October 2015, workshop #4 presented the Class I Bikeway with two alternative locations, either through the park along Peters Canyon Regional Riding and Hiking Trail or outside the park adjacent to Jamboree Road. Later in early 2016, the County decided to locate the Class I Bikeway outside PCRCP on the east side of Jamboree

Road. An Amendment to the Orange County General Plan Transportation Element will be proposed to the Orange County Board of Supervisors as part of its recommended approval of the parks planning documents (GDP and Resource Management Plan).

The County of Orange is in the process of completing the environmental and final design (plans, specifications, and estimates) phases for the proposed bikeway outside the park and will seek grant funding for the subsequent construction phase. It is recommended that wayfinding signage be provided to direct bikeway users to the new bikeway once it is constructed.

5.4 Canyon View Staging Area Enhancements

The Canyon View Avenue staging area serves as the primary entry for the northern portion of the park. The proposed improvements for the Canyon View staging area (**Exhibit 5.2 View of Canyon View Avenue Entrance** and **Exhibit 5.3 Canyon View Avenue Entrance Concept Plan**) begin with an enhanced sense of arrival with a new entry monument sign, stone wall, vehicular access gate, decorative stone paving, and native landscaping.

The existing parking area will be redesigned to maximize parking spaces (148+ car parking spaces, 5 ADA parking spaces, and 2 equestrian trail pull-throughs) and improve vehicular, equestrian trailer, and pedestrian circulation. The parking lot will include an island with pull-through parking spaces to accommodate horse trailers. The parking lot surface will consist of decomposed granite. Walkways from the parking areas and relocated parking pay stations will enhance safety for park visitors as they exit their vehicles and enter the park.

The existing restroom building and drinking fountains will remain. An arrival plaza with a shade structure, several small gathering areas, benches, picnic tables, and waste receptacles will be provided. Signage (directional,



Exhibit 5.2 - View of Canyon View Avenue Entrance



Exhibit 5.3 - Canyon View Avenue Entrance Concept Plan

regulatory, and interpretive) will delineate trails and trailheads, direct visitors into the park traveling from public transportation, display park rules, and educate visitors about historic, cultural, and natural park features. Near the existing restroom, a new park office is proposed along with a small maintenance area to accommodate park staff and materials for operation and maintenance of the park on a full-time basis. Enhanced trailheads will identify primary trail connections to the North Loop Trail, Willow Trail, Skylark Trail, and Peters Canyon Trail.

5.5 Lower Peters Canyon Reservoir Entry, Trailheads, & Restroom

The Peters Canyon Road entrance serves as the primary entry for the southern portion of the site. There is no vehicular entry or on-site parking. A new entry statement will create a better sense of arrival with a new monument sign, park rules sign, and trail signage. Bicycle, pedestrian, and Mountains to Sea trails all converge at this entry point; co-existence without conflict will be a key goal.

Trailheads

Visitors have historically used the flood control maintenance road gate to enter the park at the south end of Peters Canyon Road. This gate is adjacent to residences and the residents have been impacted by the noise. A new pedestrian entrance is proposed along Peters Canyon Road north of the maintenance gate (**Exhibit 5.4 View of Peters Canyon Road Entrance** and **Exhibit 5.5 Peters Canyon Road Entrance Concept Plan**), which will cross over the flood control spillway channel and will direct visitors away from the residences, while allowing park access. Due to the topography at this entrance, a concrete walk and stairs is needed for access to the existing asphalt maintenance road. The entrance will include an entry sign and wayfinding information. For trail users



Exhibit 5.4 – View of Peters Canyon Road Entrance



Exhibit 5.5 - Peters Canyon Road Entrance Concept Plan

traveling south on the maintenance road, signage will direct users to the new trailhead. The flood control maintenance gate area will be redesigned to prohibit public access. The new entrance design will be coordinated with OCPW Flood Control Division.

Restroom

A new restroom at the northwest side of the Lower Peters Canyon Reservoir (**Exhibit 5.6 Lower Peters Canyon Restroom Concept Plan**) will replace the existing portable restrooms. Native trees and shrubs will be used to screen the restroom.

A small rest area will be provided near the restroom with seating areas, park and trail informational signage, a drinking fountain, waste receptacles, and decorative paving.

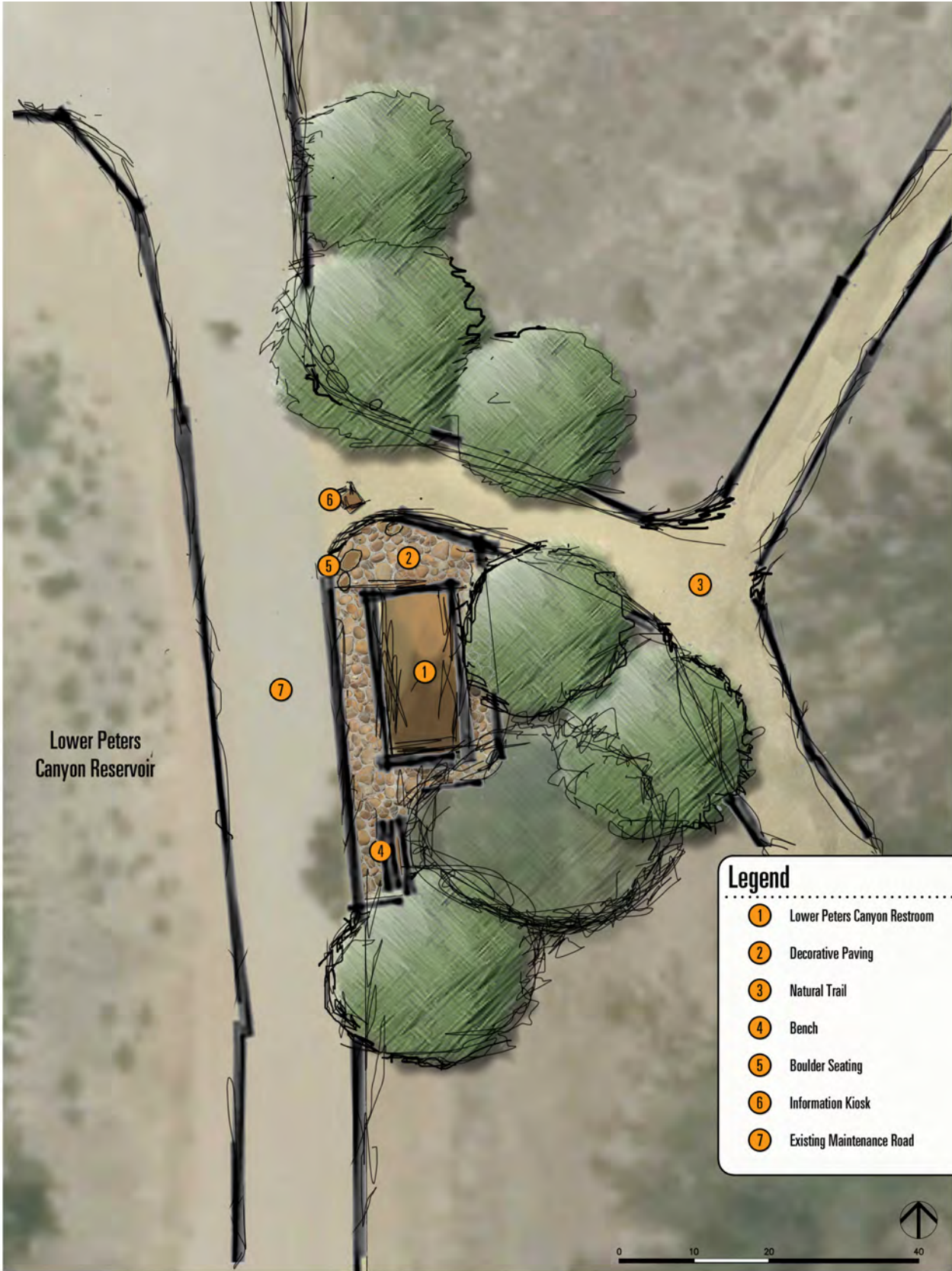


Exhibit 5.6 - Lower Peters Canyon Restroom Concept Plan

5.6 Upper Peters Canyon Reservoir Enhancements

The Upper Peters Canyon Reservoir is an under-utilized feature in the park. Reservoir enhancements, noted from public participation, could include more education features about the history of the reservoir along with new viewing points to experience its uniqueness first-hand.

Two boardwalks over the Upper Peters Canyon Reservoir (**Exhibit 5.7 Boardwalk Over Upper Peters Canyon Reservoir Concept Plan**) will connect the Canyon View Avenue staging area to the North Loop Trail and the Cactus Point Trail. The boardwalks will create interpretive opportunities focused on the reservoir, its aquatic habitat, and ecological resources. The boardwalks will also give visitors the opportunity to experience the reservoir in wet or dry conditions.

A second viewing opportunity of the reservoir will occur on the new Overlook Trail along the top of the dam. Small viewing platforms will offer visitors a panoramic view of the park. Visitors would follow the trail out to the viewing platforms and return on the same trail. Viewing areas will include interpretive signage, benches, and waste receptacles.

Habitat restoration plays a significant role when re-envisioning the use and historic value of the reservoir. Refer to the Resource Management Plan, which outlines goals and strategies for the rehabilitation and restoration of the reservoir.



Exhibit 5.7 - Boardwalk Over Upper Peters Canyon Reservoir Concept Plan

5.7 Big Red Rest Area

Public comment revealed that a restroom was desired about halfway through the park at the intersection of the East Ridge View Trail and Peters Canyon Regional Riding and Hiking Trail (**Exhibit 5.8 View of Big Red Rest Area** and **Exhibit 5.9 Big Red Rest Area Concept Plan**). At this natural resting place—at the base of the hill known as Big Red—there will be a restroom and trail user rest area with small shade structures and a drinking fountain. The rest area will be a space for individuals and small groups to meet, gather, relax, and picnic. Additional amenities include shade trees, benches, waste receptacles, trail signage, and an information kiosk. The Peters Canyon Regional Riding and Hiking Trail will be narrowed to decrease the trail footprint and create areas for habitat restoration.



Exhibit 5.8 – View of Big Red Rest Area

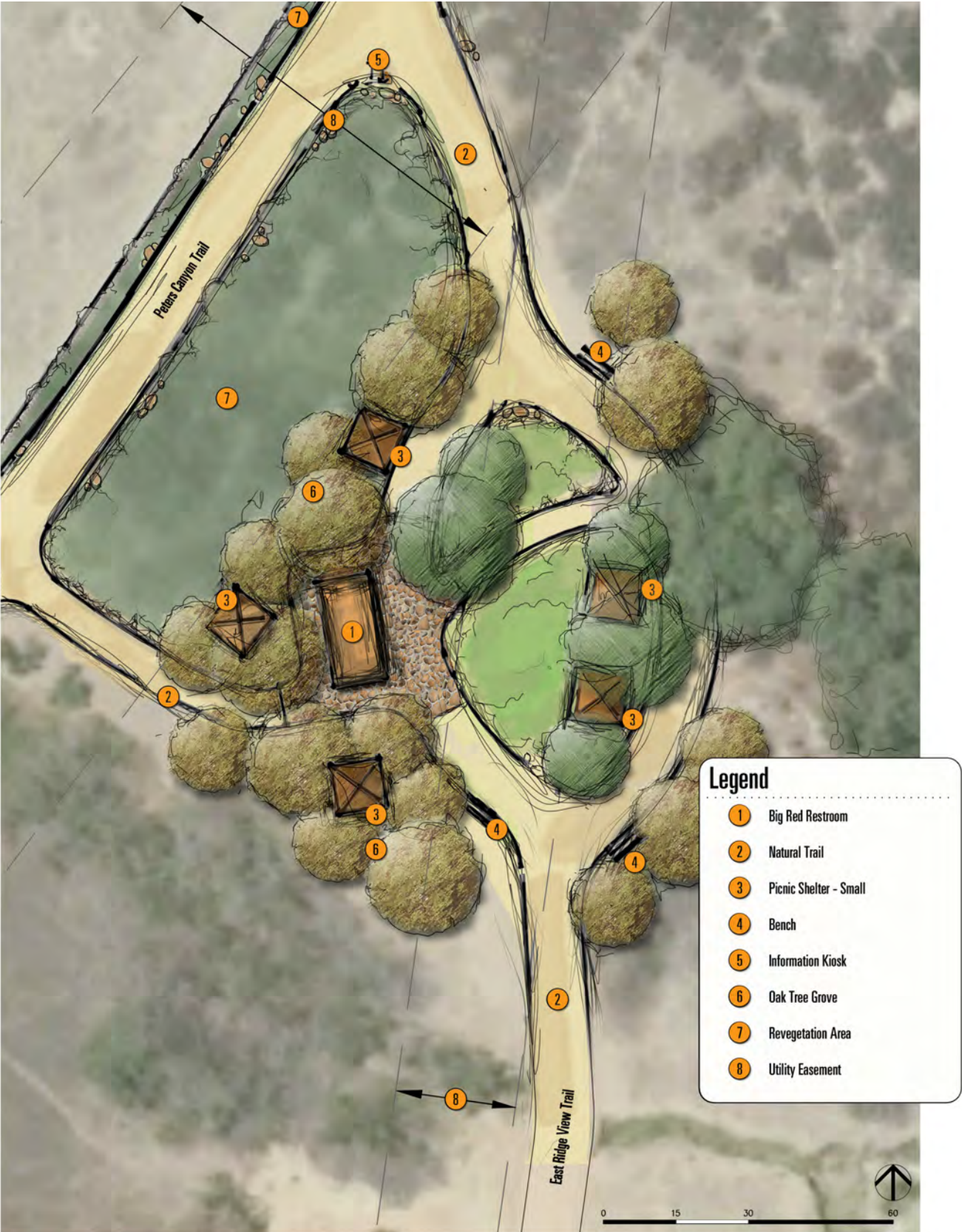


Exhibit 5.9 - Big Red Rest Area Concept Plan

5.8 Skylark Place Staging Area

The Skylark Place staging area (Exhibit 5.10 View of Skylark Place Staging Area and Exhibit 5.11 Skylark Place Staging Area Concept Plan) will be a secondary entry to the park and accommodate overflow parking that typically occurs during peak park user attendance periods on weekends and during special events. This area is proposed to have a similar design to the Canyon View staging area at the main entrance, including a secondary entry monument sign, vehicular access gate, decorative stone paving, and native landscaping.

The parking lot surface will consist of decomposed granite. The area will accommodate 30 car-parking spaces, 2 ADA parking spaces, and 2 equestrian trailer pull-throughs. Pay stations, connections to existing trails, signage, and waste receptacles will also be provided. A landscape buffer of native trees and shrubs will help screen the area.



Exhibit 5.10 – View of Skylark Place Staging Area



Exhibit 5.11 - Skylark Place Staging Area Concept Plan

5.9 Additional GDP Components

Trail Pullout Nodes

There are many potential locations along the interior trails where trail pullout nodes (**Exhibit 5.12 Trail Pullout Nodes Concept Plan**) can be created. These nodes can be adjacent to a trail where users can pull off the trail, take a break and rest on a bench, enjoy a view, observe the natural habitat and wildlife, and help alleviate congestion of multiple users. They also offer opportunity areas to restore surrounding habitat.

Amenities

To complement trail activities, amenities such as benches, waste receptacles, signage, information kiosks, and dog waste bag dispensers will be placed at strategic points along the trail paths.

Viewing Opportunities

Where appropriate, benches will be placed along trails to optimize distant views of mountain ranges and the Pacific Ocean as well as close-up points of interest, such as the Upper Peters Canyon Reservoir and the native landscape. Bench placement will take into consideration the privacy of adjacent homes, disturbance of habitat, and visitor use patterns.

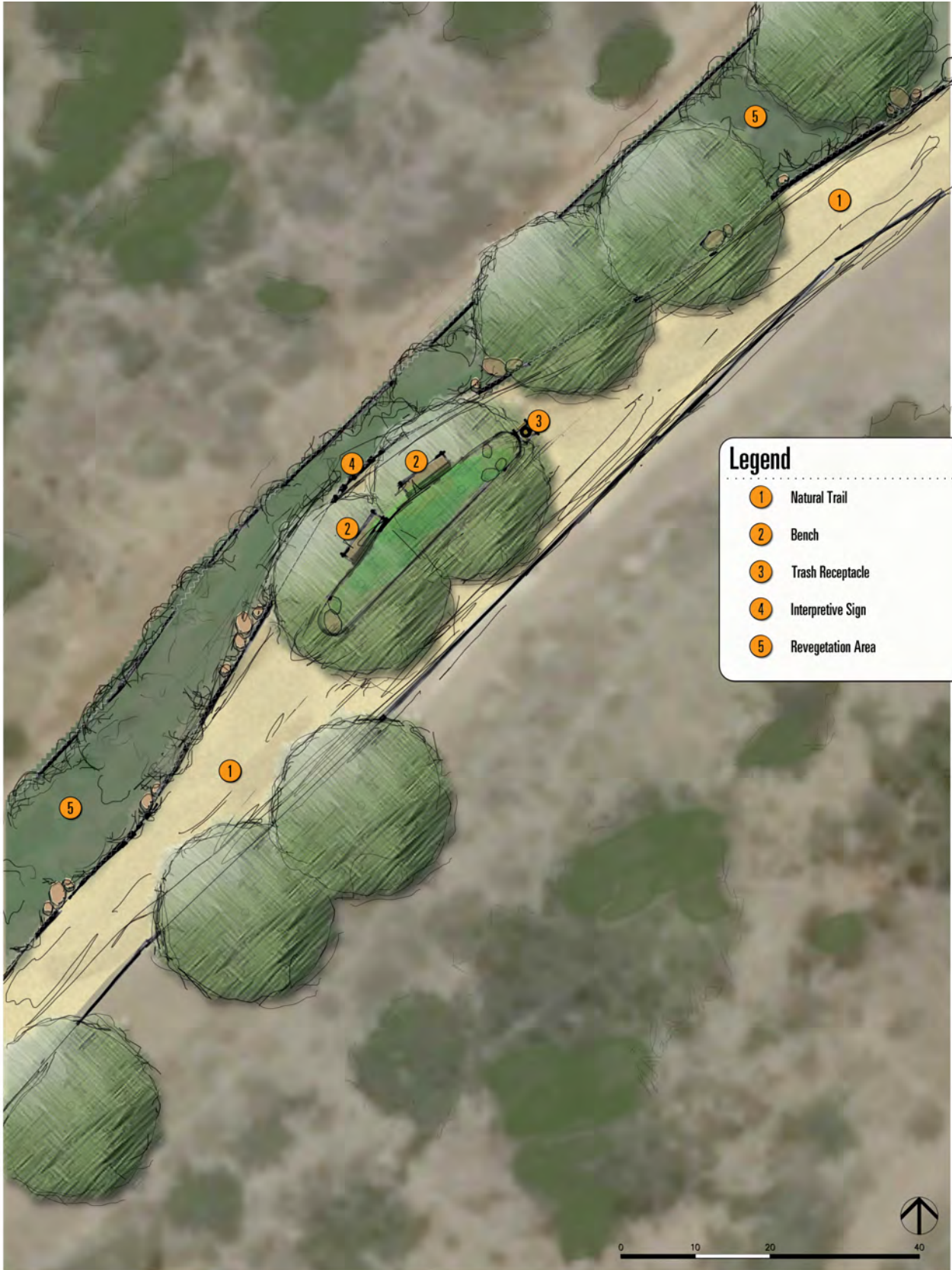


Exhibit 5.12 - Trail Pullout Nodes Concept Plan



CHAPTER 6

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OPERATIONS AND MAINTENANCE





Peters Canyon Regional Park – View of Habitat Restoration Area

6.1 Park Administration & Management

Operating Structure

Peters Canyon Regional Park (PCRP) is located in the eastern part of the OC Parks regional parks system and is classified as a regional park. The maintenance of the park is the responsibility of the East Orange Operations Group, which maintains three parks: Irvine Regional Park, Santiago Oaks Regional Park, and PCRP. The main maintenance and operation hub for this group is located in the Irvine Regional Park maintenance facility.

The East Orange Operations Group consists of a supervising park ranger, senior park rangers, park rangers, maintenance crew supervisors, park maintenance workers, and groundskeepers.

The park will continue to be maintained by and operated out of the East Orange Operations Group.

Management Structure

The operation and management of the park will be provided through a combination of OC Parks staff and contracted resources. The operation and maintenance facilities are proposed to be renovated and newly constructed as part of this General Development Plan (GDP); these renovations include a new small park office with associated maintenance/storage yard, and restoration of the main entry including parking layout, signage, pay stations, and multi-use trailheads.



Existing Park Maintenance

Existing Facilities and Operations

There are facilities in the park that are owned and operated by other agencies. The Lower Peters Canyon Reservoir is owned by Orange County Flood Control District. The Upper Peters Canyon Reservoir is owned by OC Parks and is jointly maintained through a Memorandum of Understanding by OC Parks and Orange County Public Works (OCPW). Water is supplied by rain falling directly onto the reservoir and through storm water drainage structures.

A number of agencies also have public utility lines running through the park with recorded easements. They include but are not limited to:

- Irvine Ranch Water District (water)
- East Orange County Water District (water)
- Metropolitan Water District Orange County (water)
- El Toro and Los Alisos Water Districts (Santiago Aqueducts) (water)
- Municipal Water District of Orange County (Allen-McColloch Pipeline) (water)
- City of Orange (storm water and public utilities)
- Southern California Edison Company (electric)
- Golden State Water District (water)

Resource Management

A Resource Management Plan has been produced as a companion document to the GDP.

Park operations and maintenance staff will be utilized to implement projects as identified in the Resource Management Plan. Some of those projects may include:

Public Access and Recreation Management

- Incorporate the guiding principles for managing existing trails.
- Developing new sustainable trails with appropriate review and approval.
- Continue ongoing maintenance of existing authorized trails.

Biological Resources

- Participate in annual removal of invasive plant species.
- Closure of unauthorized trails for habitat restoration.
- Seasonal closure of trails for bird nesting season.
- Protection of willow grove, least Bell's vireo, and gnatcatcher.

Water Quality Management

- Coordinate with OC Parks and OCPW staff to maintain reservoir and dam for storm water storage purposes.
- Coordinate with OC Parks National Pollutant Discharge Elimination System staff and OC Parks contractors to conduct best management practices for inspecting, testing, and maintaining water quality.

Public Outreach and Education

- Adopt interpretive themes that establish overall interpretive direction and theme for the park.
- Develop a well-designed, coherent signage system using the OC Parks Signage and Graphics Master Plan.
- Manage, schedule, and coordinate on-site volunteer groups for habitat or trail restoration (e.g., Eagle Scout projects).
- Coordinate volunteer groups for trail etiquette training and implementation.
- Collaborate with local agency partners (City of Tustin, City of Orange) and adjacent homeowners and/or homeowners associations for establishment of neighborhood notification to park staff of park abuse and habitat impacts.
- Continue using cell phone tour stops.

Fire Management

- Monitor park facilities to mitigate fire danger.
- Maintain park fuel modification buffer zones adjacent to residences.
- Collaborate with Orange County Fire Authority and local fire agencies, neighborhood groups, and others in implementation of the NCCP Fire Management Plan.

Park Maintenance

Maintenance efforts strive to keep the park safe, functional, and attractive for residents and visitors. Stewardship and ongoing maintenance include the following:

- Facility patrol, inspection, and vandalism repair.
- Trail maintenance (vegetation brushing, erosion, sediment, tree maintenance, and signage).
- Structures/facilities (restrooms, park office, fencing, kiosks, and maintenance yard).
- Amenities (benches, trash receptacles, signage, horse troughs, doggie bag dispensers, drinking fountains, parking lot, gates).
- Natural resources (non-native plant material removal and fuel modification).

6.2 Operations & Maintenance

Hours of Operation

The hours of operation will be 7:00 a.m. to sunset year-round.

The park is not enclosed by a fence and is not lighted. After-hour visitation by hikers, equestrians, and bicyclists is not permitted.

Staffing

Current staffing:

- 1 senior park ranger - weekdays
- 1 ranger II - weekends
- Maintenance staff are assigned from the East Orange Operations Group works in the park to perform routine tasks and special projects.

Recommended staffing:

- 1 maintenance worker - weekdays
- 1 senior park ranger - weekdays
- 1 park ranger II - weekends
- 2 groundskeepers - one on weekdays and one on weekends

Vehicles

Current on-site vehicles for maintenance/operations:

- 1 electric utility vehicle
- 1 full-size 4x4 ranger truck
- Patrol / inspection

Recommended on-site vehicles for maintenance/operations:

- 1 full-size 4x4 maintenance truck
- Patrol / inspection
- 1 full-size 4x4 ranger truck
- 1 gas utility vehicle

Equipment Needs

The importance of having the correct equipment to perform maintenance tasks cannot be overstated. Identifying new equipment, ensuring that the optimal equipment inventory is maintained, and developing an equipment replacement schedule are important issues for park maintenance. Even in cases of a well-equipped fleet with well-maintained equipment, the need to continually plan and prepare for replacements is ongoing.

Furnishings, Furniture, and Equipment

- 1 copy machine
- 3 personal computers
- 1 small refrigerator
- 1 microwave
- 1 sink
- 1 small kitchen table with chairs
- 1 water filter system
- 3 phones
- 1 staff restroom/shower
- 1 HVAC system



Existing Park Maintenance

Contract Services

Many of the required operating and maintenance activities in the park will be provided under contract.

These may include:

- Habitat restoration—mitigation to restore native habitat and manage vegetation
- Trail maintenance—repair of ruts and erosion, rerouting, closures, grading, and new trail construction
- Tree maintenance—tree pruning along trails, tree and stump removal, trimming, fuel modification work, and as-needed arborist services
- Invasive plant management—removal of invasive or diseased vegetation
- Janitorial/custodial service—regular cleaning and restocking of public restrooms and park office supplies
- Trash management—collection of litter from trash cans and refilling doggie bag dispensers
- Parking—vehicle gate attendants and/or collection of parking fees through pay-and-display machines located on-site
- Reservoir maintenance—specialty contracts for inspection and preventative care such as reservoir best management practices and inspection and testing of water quality
- Drain maintenance—clear debris and vegetation from drains and outlets
- Utilities—accounts with typical service providers for electric, sewer, potable water, telephone, and telecommunications



Existing Peters Canyon Ranger Station

Safety and Security

Visitor safety and security is typically provided through collaboration between OC Parks staff, local law enforcement, and local emergency services providers. Orange County park rangers are peace officers, trained to encourage voluntary compliance with The Codified Ordinances of the County of Orange through progressive enforcement measures. They have authority to issue civil, but not criminal, citations for infractions such as off-leash dogs and parking violations.

Criminal activity within the regional parks is addressed by the Orange County Sheriff's Department and local agencies such as the Tustin or Orange Police Departments.

Medical emergencies are addressed by park rangers and other staff trained as first-responders, and by various fire agencies. OC Parks participates in a sophisticated dispatch network which ensures a timely response to both public safety and health incidents in the park.

Park office building and maintenance/storage yard security may include security lighting and surveillance cameras. Specific locations will be addressed during the design development phase.



Peters Canyon Park Trail

CHAPTER 7

IMPLEMENTATION AND PHASING





Peters Canyon Regional Park Trailhead

7.1 Introduction

The park improvements are envisioned to be implemented as funding becomes available. However, this General Development Plan (GDP) recommends a priority list of improvements based on use, environmental factors, and public comment. Additionally, park trails will be restored and rehabilitated on a continual basis. The following sections describe major features followed by a summary of overall capital improvement costs by priority area.

7.2 Trails & Trailheads

Trails throughout the park will remain as natural surface material and range from 3-4 feet wide to 10-12 feet wide. Where trails have widened over time due to high use from large groups, trails will be reduced in width, vegetation restored, and signage installed to educate visitors.

Some trails will be realigned, such as the North Loop Trail (previously Lake View Trail), Willow Trail, and East Ridge View Trail (north of Eucalyptus Trail), to fix ruts from drainage, mitigate steep slope conditions and provide existing vegetation an opportunity to be revitalized and restored.

Other trails will be created as new natural surface trails or designed with trail extensions. New trails include the Overlook Trail (new trail along the top of the dam), a spur off of Peters Canyon Trail south of the reservoir, Creek Trail (Segment A), and Camp Myford Trail. Trail extensions include the Creek Trail and Eucalyptus Emergency (vehicular) Access Trail spur.

Trailheads will be created at logical entry points for visitors to enter from adjacent neighborhoods or from the south end of the park via foot, bicycle, or horse. Trailheads will include fencing and signage as needed. Trailhead locations include the entry from Peters Canyon Road cul-de-sac and a new entry north of the Lower Peters Canyon Reservoir maintenance road gate.

7.3 Parking Areas & Pay Stations

The existing parking area at the main entrance off Canyon View Avenue is proposed to be reconfigured to maximize parking spaces (148+ car parking spaces, 5 ADA parking spaces, and 2 equestrian trailer pull-throughs) and minimize pedestrian and vehicular circulation conflicts. The area will include pay stations, signage, trail connections, entry gateway identification, and overhead shade structures to create an entry into the main park trail system with visitor arrival spaces.

A new overflow parking area will be created at the intersection of Skylark Place and Newport Boulevard. This area will accommodate 30 car-parking spaces, 2 ADA parking spaces, and 2 equestrian trailer pull-throughs. It will include a pay station, signage, trail connections, and secondary gateway identification.

7.4 Entry Gateways

The primary entry into the park for vehicles is off Canyon View Avenue. This entry is proposed to be redesigned with a new primary identification sign, decorative paving, trail connections, entry gate, and planting. This new design will help delineate and define the entry, making it easily identifiable for approaching visitors.

A secondary entry for pedestrians and bicyclists is located at the south end of the park at the Peters Canyon Road cul-de-sac. This entrance is proposed to be redesigned with new signage, trail enhancement, and planting to invite and welcome visitors from the south end.

Intermediate gateways, such as the intersection of Skylark Place and Newport Boulevard and the intersection of Canyon View Avenue and Jamboree Road, will require secondary signage since they are heavily used by bicyclists and pedestrians to enter the park.

7.5 Restrooms & Overhead Shade Structures

Two new restrooms are proposed: one at the intersection of East Ridge View Trail (also known as Big Red Trail) and Peters Canyon Trail and one at the south end on the north side of the spillway maintenance road. Both restrooms are envisioned to be prefabricated with exterior revisions and additions to capture the ambiance of the park style. They will have local points of connections to sewer and water utilities and include amenities such as drinking fountains, signage, and planting. To complement the restrooms at Big Red, small 10-foot by 10-foot shade structures will be designed with picnic tables, trash receptacles, and benches to create rest and eating spaces for visitors. Security lighting will be provided on the exterior of the restroom structure.

7.6 Park Office/Maintenance & Storage Yard

A small modular park office is proposed adjacent to the existing restroom building in the Canyon View entrance area. The presence of a full-time park ranger and maintenance for visitors and maintenance concerns will help with the day-to-day operations of the park. Recommendations are also proposed for additional ranger and maintenance staff. Security lighting will be provided on the exterior of the park office and maintenance area.

7.7 Boardwalks

Two boardwalks are proposed to view the historic Upper Peters Canyon Reservoir. One boardwalk is planned to traverse the reservoir from north to south and have wooden platforms where visitors can step off the main walk and view the aquatic flora and fauna. The second boardwalk is proposed to go on top of the dam with a small wooden platform for viewing. Visitors will enter and exit this second boardwalk from the same direction.

7.8 Site Amenities

Site amenities include park signage, trash receptacles, doggie bag dispensers, benches, picnic tables, and kiosks. All these elements will be selected to complement the style and aesthetic of the facility. See **Chapter 5 The Plan** for proposed site elements.

7.9 Planting & Irrigation

The planting concept will include native plants consisting of trees, shrubs, or ground cover that are indigenous to the park. Planting locations will be coordinated with the Resource Management Plan's Biological Resource Management goals and strategies. They will also take into consideration existing easements that may have constraints for park development, such as utility easements.

The following table summarizes site improvements by area. The totals include allowances of 6.0 percent for mobilization; 1.8 percent for bonds and insurance; 5.0 percent for general conditions; 15.0 percent for design contingency; and 20 percent for contingencies. See **Exhibit 7.1 Cost Breakdown**.

7.10 Phasing

The Park is envisioned to be implemented in seven phases (**Exhibit 7.2 Phasing Plan**). Logical sequence and implementation of proposed improvements is depicted in **Exhibit 7.3 Phasing Components**.

Exhibit 7.1 - Cost Breakdown

Proposed Improvement Areas	Proposed Trail Segment	Cost
Phase 1		
Lower PECA Reservoir Restroom Entry Monument Signage	North Loop Trail Re-route Skylark Trail Re-route Willow Trail Re-route	\$1,500,000
Phase 2		
Canyon View Staging Area Enhancements	East Ridge View Trail Re-route Eucalyptus Emergency Access Spur North Loop Trail Connection	\$2,542,000
Phase 3		
Skylark Place Staging Area	East Ridge View Trail Spur Overlook Trail	\$1,045,000
Phase 4		
Lower PECA Reservoir Entry & Trailhead	North Loop Segment Re-route	\$400,000
Phase 5		
Creek Trails		\$177,000
Phase 6		
Big Red Rest Area		\$826,000
Phase 7		
Upper Peters Canyon Reservoir Enhancements		\$1,315,000
	Grand Total	\$7,805,000

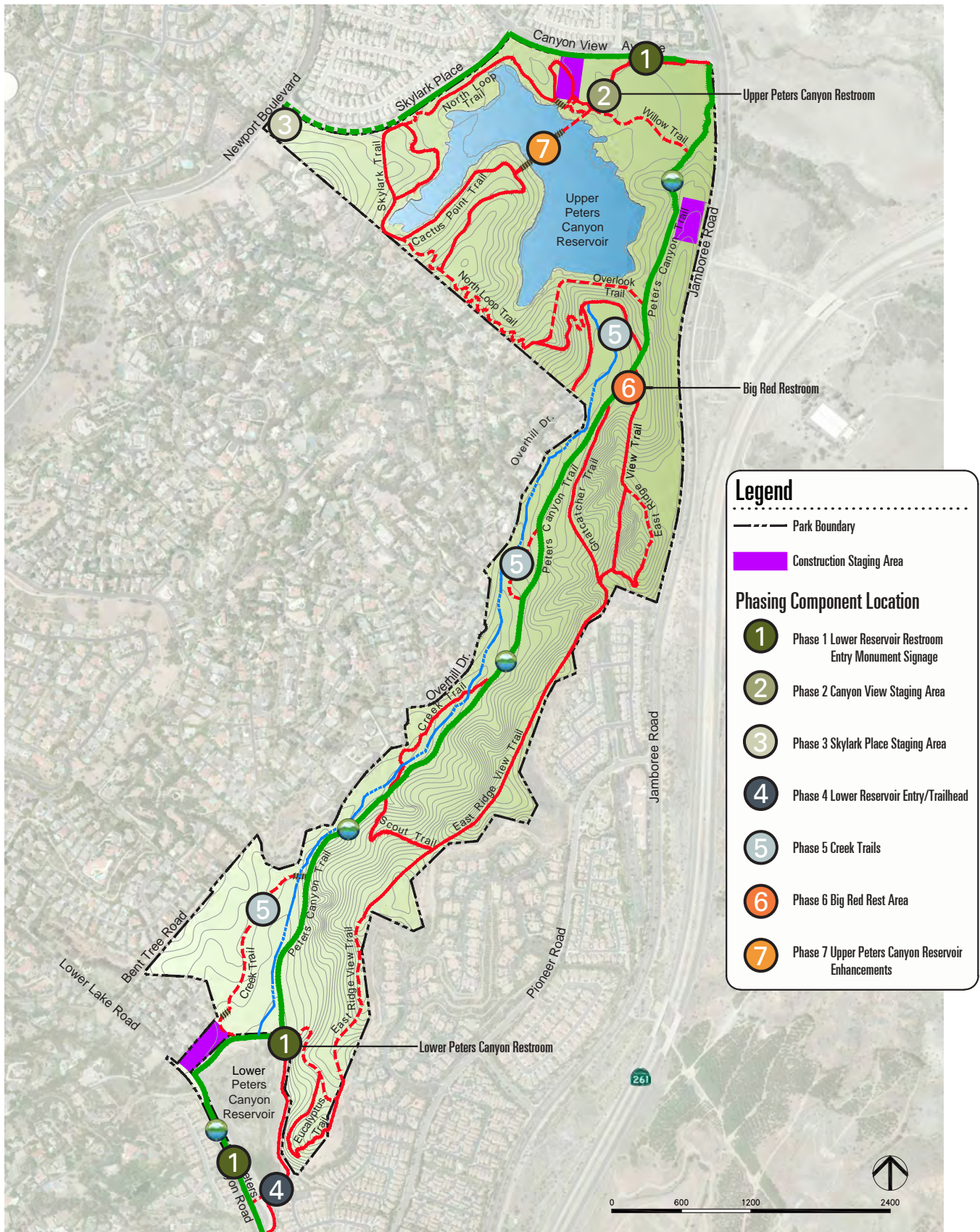


Exhibit 7.2 - Phasing Plan

Exhibit 7.3 - Phasing Components

	Component	Description of Improvements
Phase 1	Lower PECA Reservoir Restroom	<ul style="list-style-type: none"> • Modular Pre-fabricated Restroom • Rest Area • Seating Area • Drinking Fountain • Waste Receptacles • Decorative Paving • Natural Surface Trail/Path • Signage • Native Landscaping • Irrigation
	Entry Monument Signage	<ul style="list-style-type: none"> • Located at Canyon View Staging Area • Located at Lower PECA Reservoir Entry
Phase 2	Canyon View Staging Area Enhancements	<ul style="list-style-type: none"> • Stone Wall • Vehicular Access Gate & Tire Spike System • Decorative Paving • Visitor Arrival Plaza • Visitor Gathering Area • Pay Station • Ranger Station • Maintenance Yard • Site Furniture • Native Landscaping • Irrigation
Phase 3	Skylark Place Staging Area	<ul style="list-style-type: none"> • Decorative Paving at Driveway • Entry Sign Monument • Vehicular Access Gate & Tire Spike System • Pay Station • Natural Surface Trail/Path • Signage • Native Landscaping • Irrigation
Phase 4	Lower PECA Reservoir Entry & Trailhead	<ul style="list-style-type: none"> • Chain Link Fencing • Chain Link Vehicular Gate • Concrete Stairs • Concrete Walkway • Signage • Native Landscaping • Irrigation
Phase 5	Creek Trails	<ul style="list-style-type: none"> • Trail Markers • Natural Surface Trail/Path

	Component	Description of Improvements
Phase 6	Big Red Rest Area	<ul style="list-style-type: none"> • Modular Pre-fabricated Restroom • Decorative Paving • Picnic Shelters • Benches • Drinking Fountain • Waste Receptacles • Natural Surface Trail/Path • Signage • Native Landscaping • Irrigation
Phase 7	Upper Peters Canyon Reservoir Enhancements	<ul style="list-style-type: none"> • Boardwalk connection to North Loop Trail • Boardwalk Connecting to Cactus Point Trail • Boardwalk Overlook Platforms • Lodgepole Fencing • Natural Surface Trail/Path • Signage

Phasing components listed in Exhibit 7.3 reflect current park prioritization. However, phase sequence may be altered based on changing needs, available grants, and other alternative financing opportunities.

7.11 Construction Staging

Construction-related staging and disposal areas will be coordinated with park staff, and on-site activities will be located in convenient proximity to vehicle circulation routes. Storage of construction equipment and materials is expected to be in a secure location and in areas that would avoid blocking viewsheds and/or avoid placement in sensitive natural resources to the extent practicable. Three staging areas have been identified in Exhibit 7.2. Each area will be approximately 6,000 square feet, fenced, and accessible to existing vehicular circulation routes.

APPENDICES



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Related County and Local Planning Documents

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Appendix A

Parking Study Report

Peters Canyon Regional Park

8548 E. Canyon View Ave - Orange, CA 92869

PETERS CANYON REGIONAL PARK PARKING STUDY

Prepared for



APRIL 2015

Submitted by



Harris & Associates
Shaping the Future, One Project at a Time



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1.0 BACKGROUND, PURPOSE, AND OBJECTIVES

Orange County Parks (OC Parks) has recognized the need to evaluate both parking needs and potential additional parking availability in and around Peters Canyon Regional Park (PECA), an area that is generally bordered by Skylark Place and Canyon View Avenue on the north, Jamboree Road on the east, Peters Canyon Road on the south, and the Cowan Heights and Lemon Heights neighborhoods on the west, as shown in **Figure 1**.

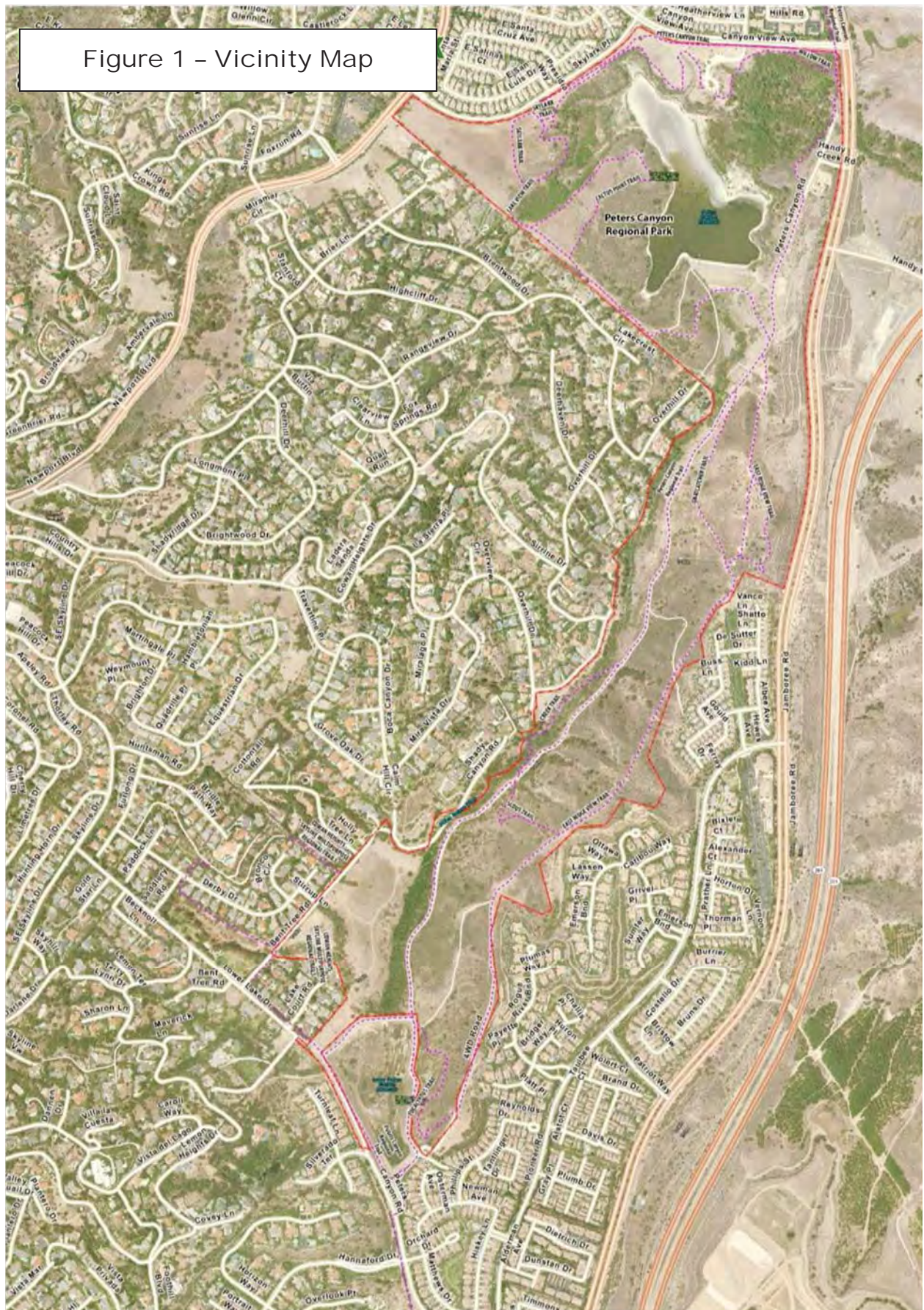
PECA lays within the jurisdiction of the City of Orange, the City of Tustin, and the County of Orange. It includes 340 acres of varied habitat, including a variety of roads and trails offering opportunities for hikers, mountain bikers, and equestrians. While a recently expanded lot at the north end of PECA provides on-site parking, neighbors in various areas surrounding PECA have expressed concerns relative to park users parking in residential neighborhoods. While some neighborhoods adjoining PECA have instituted permit only requirements for on-street parking, other neighborhoods have not.

OC Parks is in the process of updating the General Development Plan (GDP) for PECA, a plan which will include long-term recommendations relative to parking. However, in response to neighborhood concerns, OC Parks desires to review the existing parking situation and develop a list of potential parking options to address those concerns on a short-term basis.

In general, the study methodology consisted of the following:

- Collection of parking lot usage data at various locations by using video cameras that recorded weekday and weekend parking utilization and demand.
- Survey of areas of on-street parking that received the most complaints during the busiest weekday and weekend time periods, determined via discussions with Park Rangers. Visual and video surveys of on-street parking areas utilized by hikers and bicyclists were used to quantify the volume of on-street parking demand. Particular attention was given to those residential neighborhoods that have a history of complaints from homeowners.
- Identification of potential on- and off-street parking areas that could be utilized to provide parking for Park users.
- Development of conceptual parking improvement plans for those areas deemed appropriate by staff of OC Parks and the Cities of Orange and Tustin based upon current park usage and parking demand.

Figure 1 - Vicinity Map



2.0 PARKING USAGE ANALYSIS

A. Data Collection

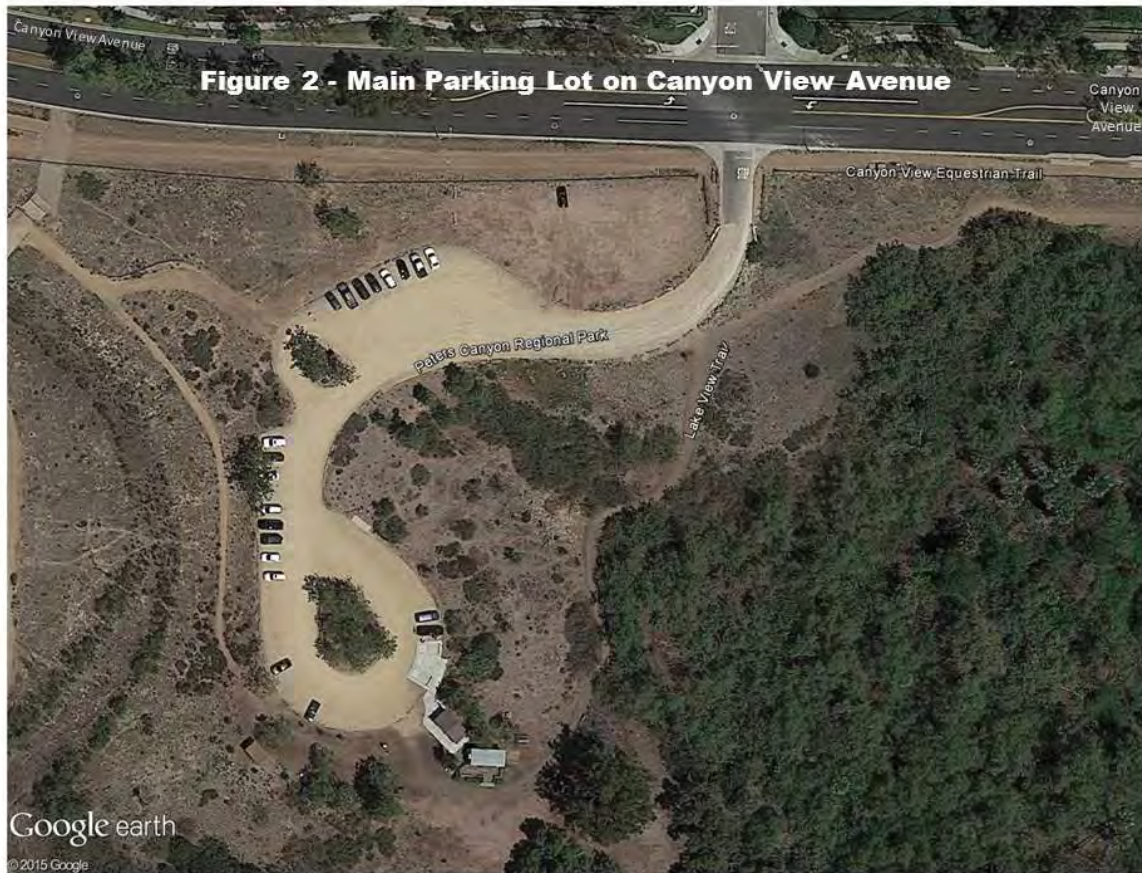
Surveys of existing parking usage were conducted both with video cameras and by visual site inspections. There were eight different locations where parking use was observed. These locations were selected after discussion with OC Parks. These locations are:

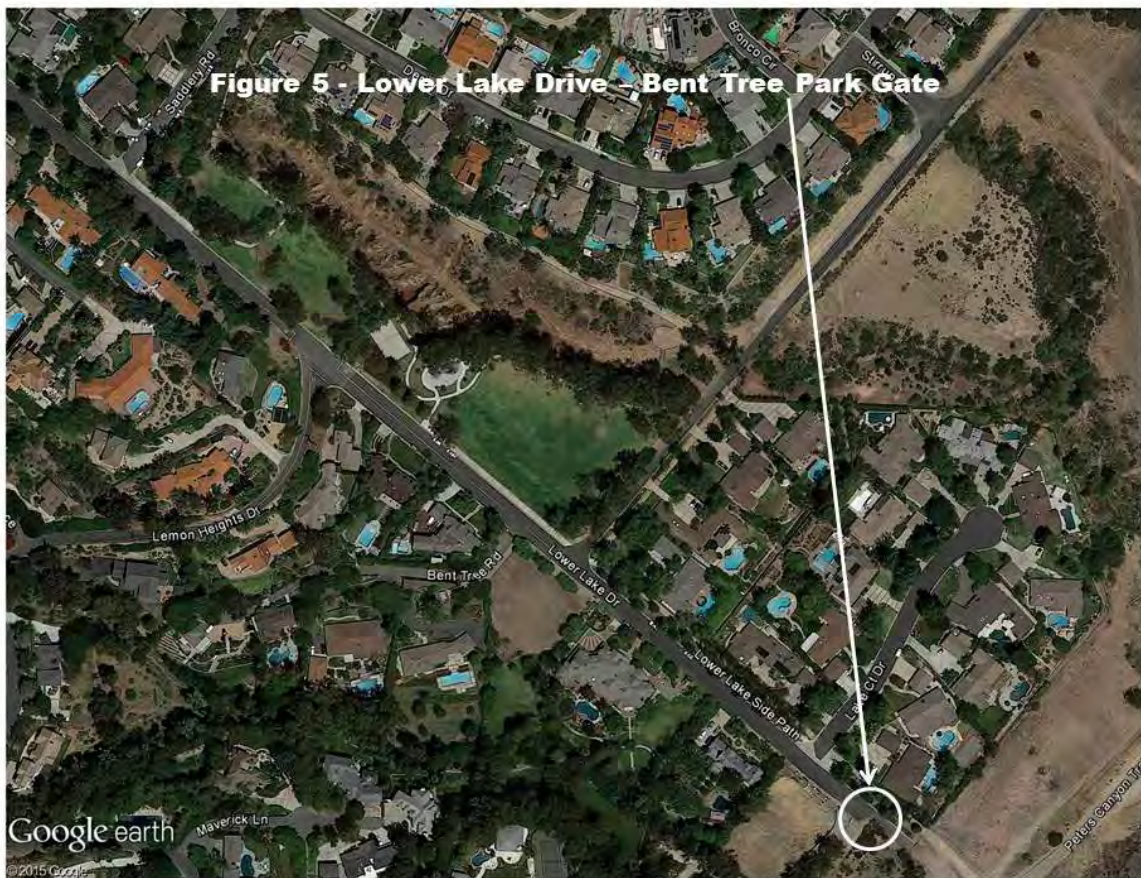
1. Main Parking Lot on Canyon View Avenue (Figure 2)
2. Overhill Drive – southern gate (Figure 3)
3. Overhill Drive – northern gate (Figure 4)
4. Lower Lake Drive – Bent Tree Park gate (Figure 5)
5. Peters Canyon Road – on-street parking (Figure 6)
6. Peters Canyon Elementary School (Figure 7)
7. Pioneer Middle School (Figure 8)
8. Cedar Grove Park (Figure 9)

Observations were made on both weekdays and weekends beginning Friday, March 6, 2015 and ending Saturday, April 11, 2015. Table 1 lists the locations, observations, dates, and number of vehicles parked at each location.

Table 1 - Peters Canyon Regional Park Parking Study Data

Location	Friday, 3/6/15 11:00 am - 12:00 pm	Saturday, 3/14/15 12:00 pm - 1:00 pm	Friday, 3/20/15 7:00 - 8:00 am	Friday, 3/20/15 8:00 - 9:00 am	Saturday, 3/21/15 7:00 - 8:00 am	Saturday, 3/21/15 8:00 - 9:00 am	Sunday, 3/22/15 3:30 pm - 4:30 pm	Sunday, 3/22/15 4:30 pm - 5:30 pm	Wednesday, 3/25/15 3:30 pm - 4:30 pm	Saturday, 3/28/15 8:00 am - 9:00 am	Sunday, 3/29/15 10:00 am - 11:00 am	Saturday 4/11/15 7:00 am - 12:00 pm
1. Canyon View Avenue Main Parking Lot	25	130 (Full)	7	17	74	114	-	45	50	130 (Full)	130 (Full)	130 (full)
2. Overhill Drive Southern Gate	6	8	4	3	16	19	4	-	5	-	10	-
3. Overhill Drive Northern Gate	3	-	0	0	0	0	2	-	7	-	0	-
4. Lower Lake Rd (Bent Tree Park) Gate	5	5	7	11	9	20	5	-	5	-	22	-
5. Peters Canyon Road On-Street Parking	33	22	14	25	55	59	45	-	28	57	53	50 (full)
6. Peters Canyon Elementary School	School in Sessio n	35	School in Session	School in Session	45	76 (Full)	20	-	School in Session	76 (Full)	39	80 (full)
7. Pioneer Middle School	School in Sessio n	-	School in Session	School in Session	0	2	-	-	School in Session	-	-	-
8. Cedar Grove Park	-	-	12	22	12	22	-	-	-	-	-	-









Video observations were made at both the main parking lot on Canyon View Avenue and on Peters Canyon Road. Table 2 is a summary of parking usage at these two locations by day and time of day.

Table 2 – Parking Usage

	Thursday 3/19/15	Friday 3/20/15	Saturday 3/21/15	Sunday 3/22/015
Main Parking Lot				
Gate Opens	6:25 AM	6:50 AM	6:37 AM	6:58 AM
Gate Closes	8:10 PM	6:10 PM	6:30 PM	6:30 PM
1 st Vehicle Arrives	6:51 AM	6:50 AM	6:35 AM	6:50 AM
Parking Lot Full	Never Full	Never Full	7:40 AM	8:40 AM
AM Peak Time	8:00-9:30 AM	8:00-9:30 AM	All Day	All Day
PM Peak Time	8:00-9:30 PM	8:00-9:30 PM	All Day	All Day
Spaces Open	All Day	All Day	1:00 PM	12:00 PM
Peters Canyon Road				
1 st Vehicle Arrives	6:51 AM	6:45 AM	6:30 AM	6:25 AM
Parking Area Full	7:40 AM	7:45 AM	7:05 AM	7:05 AM
AM Peak Time	7:30-9:30 AM	7:30-9:30 AM	All Day	All Day
PM Peak Time	6:00-7:00 PM	6:00-7:00 PM	All Day	All Day
Spaces Open	Within 1 Hour	Within 1 Hour	Within 1 Hour	Within 1 Hour

It should be noted that all on-street parking is free while the on-site parking fee is \$3.00 per day.

B. On-Street Parking

Observations were made of existing parking restrictions in neighborhood areas that surround PECA. Neighborhood areas to the west are gated developments with no public access. Areas to the south are also gated, except on Peters Canyon Road and at Peters Canyon Elementary School. Parking at the school is restricted. The north lot is posted, "Parking Reserved for School Use Only", and the south lot is posted "Parking by Permit Only".

Portions of Peters Canyon Road have parking restrictions based on days of the week and times of the day. The area on the east side Peters Canyon Road allows parking from 7:00 AM to 9:00 PM seven days a week. On the west side, only 30 minute parking is allowed from 6:00 AM to 10:00 PM Monday through Friday, with no time limits on parking on Saturday and Sunday.

In the Cowan Heights and Lemon Heights areas adjacent to PECA, on the west side, the County has posted "No Parking" restrictions at selected areas. In the City of Orange, neighborhoods north of Skylark Place and Canyon View Avenue at the north end of PECA are generally "permit only" parking.

C. On-Site Parking

In addition to the observations previously noted, more detailed parking observations were made on Saturday, April 11, 2015 between 7:00 AM and 12:00 PM at both the north main parking lot, on Peters Canyon Road, and at Peters Canyon Elementary School. The purpose of these additional observations was to ascertain the number of occupants per vehicle that parked in each area. **Table 3** shows the number of vehicles and passengers for each area that parked a vehicle and utilized PECA.

Table 3 – Observations on Saturday, April 11, 2015, 7:00 AM – 12:00 PM

	Main Parking Lot	Peters Canyon Rd	Peters Canyon Elementary School	
			North Parking Lot	South Parking Lot
Total Vehicles	384	50	19	61
Total Occupants	760	75	19	76
Turn Around (i.e., no space available)	15	0	0	0
Drop Off	0	0	0	0
Average # Occupants per Vehicle	1.98	1.5 (minimum)	1 (minimum)	1.25 (minimum)

Based on the fact that many more vehicles used the north parking lot, rather than park on Peters Canyon Road or at Peters Canyon Elementary School, a weighted average ($384 + 50 + 19 + 61$ and $760 + 75 + 19 + 76 = 930/514$) of 1.81 should be used to determine the number of occupants per vehicle. This value could be used to estimate the number of park users who arrive by vehicle either hourly or by total daily vehicle count.

3.0 POTENTIAL ADDITIONAL ON-SITE PARKING AVAILABILITY

OC Parks determined that there were five potential on-site parking areas that should be considered for additional parking, as shown on **Figure 10**. They are located as follows:

1. Southeast corner of Newport Boulevard and Skylark Place,
2. Southeast corner of Skylark Place and Canyon View Avenue,
3. West side of Jamboree Road,
4. North end of Peter's Canyon Park, and
5. South end of Lower Lake Drive.

After several discussions with OC Park staff and Park Rangers, including field review of the proposed five parking areas, only two locations were selected as viable for additional on-site parking. They are:

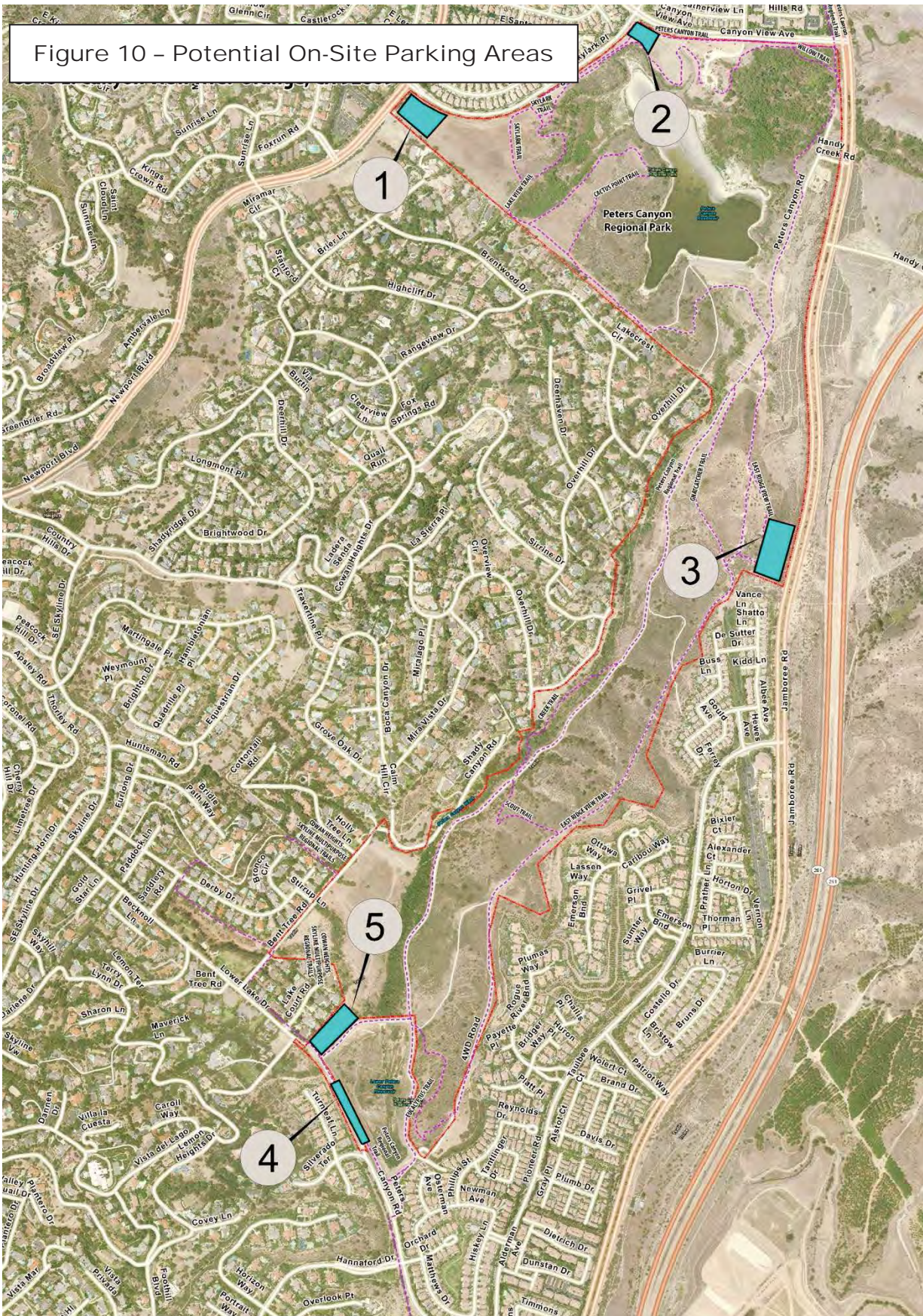
1. Southeast corner of Newport Boulevard and Skylark Drive, as shown on **Figure 11**.
4. North end of Peters Canyon Road on park property, as shown on **Figure 12**.

The other three locations were excluded from consideration for the following reasons:

2. Southeast corner of Skylark Place and Canyon View Avenue – limited area of land available, the need to relocate an existing equestrian trail, and the difficulty in accessing the property from the existing streets due to limited sight distance.
3. West side of Jamboree Road – substantial grade elevation difference between the street and the proposed parking area, including the need for deceleration/acceleration lanes on Jamboree Road (which is posted 55 mph), and access across existing heavily used bike lanes.
5. South end of Lower Lake Drive – access to this area will be via circuitous, narrow residential streets. Increased traffic and congestion will increase potential vehicle/pedestrian/bicycle conflicts.

In order to establish what would be an adequate number of on-site parking spaces, it was necessary to determine as closely as possible the number of people who use PECA during the peak times. Based on vehicle counts for the two main parking areas (north parking lot and Peters Canyon Road/Peters Canyon Elementary School) taken during three weekend days (Saturday March 21, Sunday March 22, and Saturday April 10), it was determined that the peak park usage is between 8:00 AM and 12:00 PM on Saturdays. It was during that four-hour period that both main parking areas were fully occupied.

Studies indicate that an ideal occupancy rate for on-site parking is approximately 85% during the busiest hours, a rate which leaves one out of every seven spaces available. This will provide enough vacancies that visitors can easily find a spot to park near their destination when they first arrive. The maximum number of available weekend on-street parking spaces on Peters Canyon Road is 50. There are 80 parking spaces at Peters Canyon Elementary School (19 spaces in the north lot and 61 spaces in the south lot). As a worst case scenario, if the City of Tustin restricted on-street parking on Peters Canyon Road and the school restricted use of its parking lots, there would be a loss of 130 parking spaces. To determine the number of additional on-site parking spaces needed, add 130 and additional 15% (one empty out of seven spaces), which equals 150 additional on-site spaces needed. Adding these 150 spaces to the existing 130 spaces at the main parking lot equals 280 spaces needed during the park hours of park usage.





154
TOTAL PARKING
SPACES
(limited by terrain)

Conceptual Parking Lot Layout - Newport Boulevard at Skylark Place
Peters Canyon Regional Park



Conceptual Parking Layout - Peters Canyon Road
Peters Canyon Regional Park

Figure 12

4.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the numerous observations made, coupled with the weekday and weekend counts, discussions with Park users and staff, City of Orange and City of Tustin personnel, and County of Orange personnel, conclusions and recommendations are as follows:

A. Conclusions

1. There is no longer a parking issue with neighbors adjacent to PECA due to the fact that the Cities of Orange and Tustin and the County of Orange have posted parking restrictions with either a time limit or parking permit requirement.
2. The County of Orange allows vehicles to park in a few streets adjacent to PECA and, based on numerous observations, these areas are not over parked and should remain as is.
3. Peters Canyon Elementary School does not enforce or restrict park visitors from using their parking lots on weekends.
4. The nominal fee of \$3.00 per day charged by OC Parks for on-site parking is not excessive as evidenced by utilization.
5. There are an insufficient number of bicycle racks for park users.
6. Information updating drivers that the north parking lot is full is inconsistent; therefore, vehicles enter/exit the parking lot needlessly, creating congestion and driver frustration.

B. Recommendations

The following recommendations are made to enhance user experience at PECA:

1. Construct a maximum of 154 additional parking spaces on-site in the northwesterly corner of PECA adjacent to Skylark Place. Ingress/egress will be via Skylark Place (see **Figure 11**). It is recommended that this area be constructed in modules of 50 parking spaces at a time as demand requires.
2. As an additional potential area for parking, construct approximately 50 parking spaces at the north end of Peters Canyon Road on park property (see **Figure 12**). However, this area is not particularly desirable by the Park Rangers due to the distance from the main office in case of emergencies.
3. Install a simple solar powered information sign at the entrance to each parking lot indicating when the lot is full.
4. Install wayfinding signs to additional parking areas.
5. Install additional bicycle racks near the north parking lot restrooms.
6. Provide additional information to park users on how to obtain annual parking passes.
7. As a future parking lot consideration, condition any future project east of PECA, adjacent to Jamboree Road at Canyon View Avenue, to provide on-site PECA parking.

Appendix B

Online Survey Results

Peters Canyon Research Results from online questionnaire, February 27 to March 31, 2015.

How far do you travel to visit the park?

Distance	Count	Percent
Less than 1 mile	126	32
1 – 10 miles	184	46
11 – 20 miles	70	18
More than 20 miles	20	5
Total	400	100 %

How many times per month do you visit the Park?

Visits per month	Number of responses	Percent
0 – 1 times	90	23
2 – 5 times	202	50
6 – 10 times	56	14
More than 10 times	52	13
Total	400	100 %
Average = 5.28 visits per month		

How long do you stay at the Park?

Time Spent at Park	Number of Responses	Percent
Less than 1 hour	106	27
1 – 3 hours	281	70
More than 3 hours	13	3
Total	400	100 %

When are you most likely to visit the Park?

Day of week	Number of Responses	Percent
Monday – Friday	208	52
Saturday – Sunday	194	48
Total	400	100

What time of day do you usually use the Park?
 (multiple answers possible; number of respondents = 400)

Time of Day	Number of Responses	Percent
Before 8 am	91	15
8 – 11 am	248	40
11 am – 1 pm	62	10
1 – 4 pm	63	10
4 – 6 pm	110	18
After 6 pm	40	7
Total	614	100

How do you usually travel to the Park?

Mode of Travel	Number of Responses	Percent
Walk or run	111	28
Bike	110	28
Horse	7	2
Car	165	40
Other	7	2
Total	400	100

If you drive, where do you usually park?

Parking Location	Number of Responses	Percent
Canyon View Ave. Parking Area	77	47
Peters Canyon Road	33	20
Lower Lake Drive	16	10
Bent Tree Road	5	3
Overhill Drive	4	2
Peters Canyon Elementary School	12	7
Other	18	11
Total	165	100

Which entrance do you use?

Entrance	Number of Responses	Percent
Skylark Place	11	4
Canyon View Ave.	29	12
Jamboree Road	23	9
Overhill Drive, north	5	2
Vidorra neighborhood	8	3
Overhill Drive, south	12	5
Lower Lake Drive	60	24
Peters Canyon Road	90	36
Other	11	5
Total	249	100

What do you usually do in the Park?

(multiple answers possible; number of respondents = 400)

Activity	Number of Responses	Percent
Walk / Hike	319	40
Bike	206	26
Run	112	14
Walk dog	75	9
Socialize	55	8
Ride horse	10	1
Picnic	6	1
Other	8	1
Total	791	100

What other activities would you like to do in the Park?

Activity Desired	Number of Responses
"None"	11
More mountain biking	10
Birding / watching wildlife	6
Picnic / BBQ	5
Running	4
Hike	3
Fish or swim in lake	3
Photography	1
Frisbee golf	1
Geocaching	1
Other	5
Total	50

Indicate how often you use the following trails.
 (Number of respondents = 400)

Trail Name	Never (w=0)	Sometimes (w=1)	Frequently (w=2)	Weighted Average
Peters Canyon Trail	17	88	295	1.70
East Ridge View Trail	35	133	232	1.49
Eucalyptus Trail	41	156	203	1.41
Lake View Trail	55	140	205	1.38
Willow Trail	83	133	184	1.25
Cactus Point Trail	78	155	167	1.22
Gnatcatcher Trail	66	189	145	1.2
Scout Trail	70	180	150	1.2
Skylark Trail	121	141	138	1.04
Creek Trail	120	153	127	1.02

Describe your use of the Park trails.

	Number of Responses	Percent
Staying within the Park	91	93 %
Traveling through the Park to another location	7	7 %
Total	98	100 %

Do you have concerns about crime in the Park?

	Number of Responses	Percent
Yes	66	17
No	334	84
Total	400	100 %

Do you have concerns about the risk of injury in the Park?

	Number of Responses	Percent
Yes	94	23
No	306	77
Total	400	100 %

How satisfied are you with the following?

	Number of Responses		Percent	
	Satisfied	Not Satisfied	Satisfied	Not Satisfied
Parking Availability	238	75	76 %	24 %
Parking Location	265	39	87 %	13 %
Parking Price	217	46	83 %	17 %

How satisfied are you with the following?

	Number of Responses		Percent	
	Satisfied	Not Satisfied	Satisfied	Not Satisfied
Trail Surface	349	40	90 %	10 %
Width of Trails	337	44	88 %	12 %
Type of Vegetation	317	28	92 %	8 %
Amount of Vegetation	289	53	85 %	15 %
Amount of Shade	236	107	69 %	31 %
Trail Signage	298	61	83 %	17 %

How satisfied are you with the following?

	Number of Responses		Percent	
	Satisfied	Not Satisfied	Satisfied	Not Satisfied
Number of Water Fountains	152	85	64 %	36 %
Location of Water Fountains	153	80	66 %	34 %
Number of Restrooms	243	53	82 %	18 %
Location of Restrooms	244	49	83 %	17 %
Number of Picnic Tables	173	34	84 %	16 %
Location of Picnic Tables	175	28	86 %	14 %
Number of Benches	221	30	88 %	12 %
Location of Benches	226	22	91 %	9 %
Content of Information Displays	240	37	87 %	13 %
Location of Information Displays	242	27	90 %	10 %

Please indicate your preference for more, the same, or less of the following items within the Park. (Number of respondents = 400)

	Percent		
	More	Same	Less
Bicycling	40	40	20
Horseback riding	7	64	29
Dog-walking	11	65	24
Interpretive Displays	22	70	8
Horticultural and/or Wildlife Displays	33	62	5
Picnicking	11	72	17
Natural, undisturbed areas	34	59	7

Please complete the following sentence: The thing about Peters Canyon Regional Park that most needs to be changed is.... (Number of respondents = 300)

Key Words	Number of Times Mentioned
Trails	86
Natural	80
Access	27
Mountain Biking	25
Vegetation	19
Wildlife	15
Trees	13
Lake	10
Wilderness	9
Multi-use	9
Quiet	8
Water	7
Native Plants	6
Riding	6
Wild	4

Please complete the following sentence: The thing about Peters Canyon Regional Park that most needs to be changed is.... (Number of respondents = 260)

Key Words	Number of Times Mentioned
Parking	89
Trails	84
Bikes	23
Access	12
Shade	11
Trash	11
Signs	9
Walkers	7
Vegetation	7
Water Fountains	6

Appendix C (Public Workshop 1)

The first public workshop was held February 19, 2015 at the Soda Fountain Building in Irvine Regional Park. Participants were invited by postcard (all within 300 feet of the park boundary, 450 count), email, and through Facebook page.

The meeting began with a welcome from OC Parks Director, Stacy Blackwood and an introduction of the Peters Canyon Regional Park General Development Plan (GDP) team. A brief presentation was given to explain the timeline and process outline of the GDP. Participants were then asked to break into smaller groups to share their ideas and concerns, as well as, indicate the location of these concerns on a table map. In the smaller groups, participants were also asked the following questions:

- What do you most want to PRESERVE in the park?
- What do you most want to see CHANGE in the park?

Record of comments made in each group are outlined below.

Group 1 – Diamond Group

Question 1 Comments

- Preserve water
- Preserve trail width and manage erosion
- Preserve habitat and existing vegetation
- Preserve open, natural feeling
- Preserve fire suppression
- Preserve “Big Red”
- Preserve views and benches

Question 2 Comments

- Change dead Eucalyptus
- Change and add native plants
- Change or close trails longer after weather
- Divert to other parks
- Change and manage travel modalities
- No more parking
- Enforce park hours 7 A.M. to sunset
- Dust control parking areas

Table Map Comments

- Provide or restore Skylark Trail
- Not enough benches in certain areas
- Preserve the view of Lakeside and “Big Red”
- Consider new trails
- Capacity issues
- Sufficient parking
- Build footbridge
- No loss of land to parking
- No view of parking

Top Comments

- Manage trail erosion to preserve trail quality
- No more parking
- Preserve existing habitat and vegetation
- Preserve open, natural feeling
- Fire suppression

Group 2 – Clubs Group

Question 1 Comments

- Bike riding
- Natural habitat
- Safety enhancement
- More patrols preserve
- Reservoir – is it under OC Parks control?
- Safe and usable trail
- Wilderness
- Willow Trail
- Native plants
- Surrounding neighborhood
- Historical and ecological site, wildlife
- Implement volunteers
- Educate users
- Interpretive programs

Question 2 Comments

- Manage reservoir to sustain water
- Dog bag dispensers – program more in better locations
- Class I paved bike trail
- Wild classification
- Recreational area to spread out use
- Increase maintenance for native plants
- Remove invasives
- Increase and improve amenities, benches, restroom
- Improve and maintain trail finish
- Reduce parking lot
- Dust for surrounding neighborhood
- Enforcement of rivers
- Safety for equestrians with yield chart/sign
- Remove fire hazard
- Dry palm fronds

Table Map Comments

- Move pedestrian trail edge away from homes
- Switch gate to have pedestrians enter away from cinder block wall
- No parking on south street
- Too many kids
- Provide water and restroom
- Add bench sitting area with shade structure
- Parking on site
- More dog bag dispensers on trails
- Reload dog bag dispensers more often
- Hazard trail surface area
- Class I bike trail
- Path for multiple users
- No more parking
- Trail has become too close to property line
- Remove palm tree on Lake View Trail
- Park benches too close to residential yards
- Irvine Company diverted water to Santiago Creek
- Divert drainage back to reservoir
- Remove palm tree at Willow Trail
- Reduce parking lost dust surrounding neighborhood

Top Comments

- Preserve wilderness (decrease amenities)
- Install Class I bike trail
- Manage uses
- Manage reservoir to sustain water level
- Increase improvements
- Manage trail erosion to preserve trail quality
- No more parking
- Preserve existing habitat and vegetation
- Preserve open, natural feeling
- Fire suppression

Group 3 – Spades Group

Question 1 Comments

- Wild habitat
- Water in the reservoir
- Naturalness
- Tall, native trees as a buffer
- Trails to remain unpaved
- Rural feel
- Privacy of homeowners

Question 2 Comments

- Fill reservoir with water
- Reduce fire risk
- More street parking at south end
- Erosion control – near homes and trails
- More patrol of park
- Add restrooms at south end and remove porta-potties
- Remove orange fence
- Dust control
- More dog bag dispensers and trash cans along trails
- Children’s park area
- Remove non-natives

Table Map Comments

- Natural mosquito control near creek/open water
- Parking at sound end devalues nearby homes
- Request for drinking fountains at south end
- Request for dog water station at south end
- Consider adding trails at mid- and south end of park
- Remove detritus from creek – dead vegetation, weeds, trash, etc.
- Explore restoration of historic trail
- Increase buffer near homes on west side, Cowan Heights
- Make steep trails safer
- Remove palms
- Add more water in the reservoir for safety preparedness
- Add fish to reservoir to support wildlife
- Replace equestrian parking areas that have been reduced in the past

Top Comments

- Reduce fire risk
- More water in reservoir
- More parking / street parking
- Erosion control
- Security – no night use
- Preserve wild habitat
- Naturalness
- More trees
- Trails unmotorized

Group 4 – Hearts Group

Question 1 Comments

- Nature
- Natural character
- Rustic, wild feel
- Habitat and birds

Question 2 Comments

- Not enough parking
- Need parking lot on south end
- Noise from street is a problem
- Need to enforce street parking restrictions that already exist
- Greater trail “etiquette” – reduce conflicts among cyclists, pedestrians, and equestrians
- Trail surface needs repair and better maintenance
- For cyclists, the Mountains-to-Sea trail through PECA needs to be paved and less steep in places
- Need to separate trails, cyclists apart from pedestrians and equestrians
- Dog poop on trail is a problem
- Remove invasive plants
- Remove Eucalyptus trees
- Keep Eucalyptus trees
- Keep reliable water in reservoir to attract birds

Table Map Comments

- Regional Class I trail, separating bikeway path from pedestrian and equestrian trail
- Need re-alignment of trail to reduce steep grades
- More habitat restoration and removal of invasives
- Too many kids
- Lawsuit if parking area is added on south end of park
- “Not in my backyard” attitude
- After-hours for nighttime cycling groups
- Do not allow 10-K or other organized races through the park
- Add trail on Skylark Place area
- Keep more water in reservoir
- Provide observation decks and piers near reservoir for bird watching

Top Comments

- No additional parking at south end
- Trail etiquette
- Signage and speed limit on trail
- Additional parking at south end
- Separate trails
- Trail alignment

Notes from Regroup Session

- “Trail” is not the same as “Bikeway.”
- For cyclists, PECA is a missing link in Mountains-to-Sea Trail because of its soft-surface trails. Road cyclists need hard surface through the park, consistent with the Mountains-to-Sea Trails before and after PECA.
- Class I Bikeway system in Orange County needs PECA as a link and as a node (i.e., with places to stop, gather, stage, drink, eat, relax, etc.).
- Need “soft solutions” to trail improvements and realignments so as to preserve the natural character of the park.
- Staffing at the park has not kept pace with visitor count and usage.
- Question (posed by John Sellin, of OC Bicycle Club): Is it a fear of conflicts and accidents between cyclists and others on the trail or is there actual data? (Scott answer: OC Parks has data).
- A safety issue getting people out of the park in event of fire.
- Need to direct people to other nearby parks.
- Unaccompanied kids are a problem – loud groups, alcohol, off-trails, present after-hours.
- Cycling groups enter park at night.
- Number of people on trails is a safety issue.
- Need directional trails in order to remove and reduce cyclist conflicts with pedestrians and horses.
- Trail etiquette is a problem. Can signage or ranger presence help?
- Parking availability and rates are important.
- Need ranger presence on south end.
- Need rangers on site more often.

Appendix D (Public Workshop 2)

Survey 1 – Awareness Survey Summary

Friday, March 13, 2015

Describe how you feel about your favorite place. My favorite place:

	Frequency	Percent
East Ridge Trail	36	19.3
Big Red	31	16.6
Lake View Trail	22	11.8
Willow Trail	18	9.6
Trails (in general)	16	8.6
Reservoir	14	7.5
Peters Canyon Trail	14	7.5
No Response	13	7.0
Creek Trail	10	5.3
Eucalyptus Trail	6	3.2
Cactus Trail	4	2.1
Scout Trail	3	1.6
Total	187	100.0

Total respondents = 168

*Many respondents provided more than one favorite place and rationale.

Because:

	Frequency	Percent
Aesthetics/views	74	26.8
Difficulty of trail/exercise/feeling of accomplishment	58	21.0
Peaceful/relaxation/enjoyment/contemplation	39	14.1
Birds/wildlife	19	6.9
Plants (trees/flowers/cacti/shrubs)	19	6.9
Natural character	16	5.8
Landscape character (hills/habitat/open space/etc.)	12	4.3
Shady/cool/protected/enclosed	11	4.0
No response	11	4.0
Dog walking	6	2.2
Other	6	2.2
Social interaction (with family/friends)	5	1.8
Total	276	100.0

Total respondents = 168

*Many respondents provided more than one favorite place and rationale.

Survey 2 – On-Site Questionnaire Summary

Saturday, March 14, 2015

1. What city do you live in?

	Frequency	Percent	Cumulative Percent
Tustin/Orange	147	37.2	37.2
Santa Ana	64	16.2	53.4
Anaheim/Garden Grove	47	11.9	65.3
Irvine	41	10.4	75.7
Fullerton	8	2.0	77.7
Corona	7	1.8	79.5
Newport Beach/Huntington Beach	7	1.8	81.3
Yorba Linda	6	1.5	82.8
Outside of Greater LA Region	5	1.3	84.1
Cowan Heights	4	1.0	85.1
Fountain Valley	4	1.0	86.1
Costa Mesa	3	0.8	86.9
Lake Forest	3	0.8	87.7
Out of State	3	.08	88.5
Other	46	11.5	100.0
Total	395	100.0	

2. How did you come to the park today?

	Frequency	Percent
Walk	101	25.7
Run	31	7.9
Bicycle	12	3.1
Car	249	63.4
Total	393	100

3. Describe your use of the trails today:

	Frequency	Percent
Staying within the park	349	89.5
Traveling through park to reach other destination	40	10.3
Other	1	0.3
Total	390	100

4. How big is your group?

	Frequency	Percent
Just you	94	23.9
2-5 people	243	61.7
5-10 people	36	9.1
More than 10 people	21	5.3
Total	394	100

5. Which park entrance do you use?

	Frequency	Percent
North	199	51.3
South	144	37.1
Other	45	11.6
Total	388	100

6. When visiting the park, what do you do?

	Frequency	Percent
Hike	276	30.3
Leisure walk	192	21.1
Run	162	17.8
Relax	86	9.4
Dog walk	76	8.3
Reflect	60	6.6
Bicycle	31	3.4
Ride horse	7	0.8
Other	21	2.3
Total	911	100

7. How often do you come to the park?

	Frequency	Percent	Cumulative Percent
Daily	43	11	11
Weekly	218	55.6	66.6
Monthly	90	23	89.5
Annually	32	8.2	97.7
Other	9	2.3	100
Total	392	100	

8. What is the main reason you come to Peters Canyon Regional Park?

	Frequency	Percent
Exercise	288	54.3
Nature	35	6.6
Peace/quiet/relaxation/fun	35	6.6
Location/convenience	26	4.9
Views/scenery	25	4.7
Beauty	22	4.2
Dog walking	15	2.8
Birds/wildlife	10	1.9
Plants / habitat	4	0.8
Other	68	12.8
No response	2	0.4
Total	530	100.0

9. What is it about the park you most appreciate or value?

	Frequency	Percent
Trails	119	21.1
Natural/rustic/open space	115	20.4
Views/scenery	57	10.1
Clean/safe	47	8.3
Close to home	43	7.6
Beauty	39	6.9
People/social	23	4.1
Birds/wildlife	20	3.5
Plants	14	2.5
Other	88	15.6
Total	565	100.0

10. What is unique about Peters Canyon that other nearby parks do not have?

	Frequency	Percent
Natural setting/rustic	59	12.6
Water/lake	17	3.6
Hills/terrain/exercise	87	18.6
Large size	11	2.4
Easy access/convenient	54	11.6
Views	25	5.4
Trail system	88	18.8
Dogs allowed	6	1.3
Other	120	25.7
Total	467	100.0

11. What about the park would you like to see changed?

	Frequency	Percent
More water fountains	47	11.2
More parking	39	9.3
More trash cans/more dog bag dispensers	29	6.9
Bike/hike trail separation	24	5.7
More restrooms	20	4.8
More rest spots/picnic areas	7	1.7
More shade	7	1.7
Dog water	5	1.2
No response/don't know/no change	150	35.8
Other	91	21.7
Total	419	100.0

On-Site Survey

“Comments” Section:

Survey Number	Text of Comment
1099	Lovely park
1097	People nearby do not like using the park anymore. Neighbor concerns dog (illegible), trail deterioration, safety/robbery/phys. Abuse
1093	<p>Yes to:</p> <ul style="list-style-type: none"> Kept wild as written Kept open as written Natural vegetation Natural habitat More rangers Enforcement Better specifications for bikes; walking; horses – which trails are for who Etiquette Can lake be refurbished? Park fees? Entrance fees? Mention other parks, with their addresses <p>NO</p> <ul style="list-style-type: none"> No paving, no widening of trails No fencing No additional parking No picnic benches – brings more trash and food Nor more benches No shade structures No attract more users Seen lights on trails at night, not to be
1089	I like seeing the park so highly used
1088	Overall 9/10
1087	It's a beautiful park!

1082	Keep it natural, no activity improvements
1075	Overall, this park is a fun way to work out
1068	Playground
1066	Great park!
1065	Park very crowded today
1062	I like this place!
1061	I appreciate the rangers and volunteers
1060	I tell people to come (illegible)
1059	I like this natural area!
1057	Park is at capacity as regards attendance. Increasing the parking will make it more crowded and be bad for the ecosystem. I have lived in the area for 28 years and have seen marked deterioration in the sense of (a) people leaving garbage around, (b) drought has changed the ecosystem, (c) larger crowds are worsening the trails. There should be signs posted to direct people to Santiago Oaks Park and Irvine Regional Park that has ample parking and room to add to the parking.
1056	Parking lot dust covers neighborhoods on north side of park
1055	Love this place!
1054	I live across the north entrance
1046	Keep the space open and natural
1045	OPA trail system is the conduit for accessing Peters and the other 3 regional parks. More input from OPA
1043	Do not allow parking in the park. It will damage the natural vegetation and animal life. It will harm the peace and quiet. Plus, there will be smog and noise and trash.
1040	No paved bicycle trails! This is a disastrous idea, even though in original plans. Current established use is challenging enough for non-vehicular users
1035	Trails need less use, possibly limit days/hours of mountain biking, except on main thru trail. Current parking area produces far too much dust.
1034	Allow earlier street parking on south end
1033	Pretty
1030	Very concerned about possible paved parking. (illegible) residential areas would change drastically traffic pater in south end of park
1024	I really like this park
2168	Great local park!
2155	Need more rain for reservoir
2152	Love Peters canyon, but can be crowded
2150	Some water fountains in the middle or up hills
2128	Staff here is friendly. At Santiago Oaks, they need a friendly lesson
2122	Save the eucalyptus trees; remove the orange barriers
2120	Thank you for keeping the park clean
2118	We love it
2107	Awesome place
2103	Great park recommend to others
2098	I love how clean it is
2095	I truly appreciate your maintenance and appreciate the beauty of the park
2093	Great park
2092	Love the park, we don't go anywhere else
2085	Let's do a rain dance – it is so beautiful and green after our rains
2083	Respect each other, pick up dog mess
2080	Love it!
2071	Love Peters
2068	Grateful we live and have access
2064	Love Peters
2063	(1) Remove all palm trees that are proliferating (2) Start removing signage and consolidating it at entry points only. For last 20 yrs. I have only seen more redundant signage installed = pollution

	<p>(3) Install 6' – 7' high pull-up bars in strategic areas (i.e., at ranger station, at south side of park, near porta-potties)</p> <p>(4) Remove the eagles nest (50' high) post that was allowed by the senior ranger on the north side of the lake – this was a mistake – Boy scout project should go through strenuous approval (ie. Protect all viewsheds) As a former city planner, Eales nest reminds me of a cell site tower!! Shame on ranger Raul.</p> <p>(5) Plan more sycamores. Keep park in natural state as much as possible.</p>
2053	Love Peters Canyon
2052	Love Peters Canyon
2049	I love to come here. Relaxing
2034	Keep the free parking at the south end
2030	The several porta-potties at the south entrance are appreciated
2025	Great park
2022	Love Peters Canyon
2012	Some dog owners did not pick up dog pooh. It's a great and safe park
2011	We need open space for our health
2005	Thanks for keeping the park open for public to stay healthy
2003	A lot of the temporary orange fence is lying on the ground and seems like it could be removed
3008	The park is so crowded that we need to maintain
3010	I love this place!
3012	Keep it maintained
3017	I am against more parking, it will lead to even more people using the park which leads to further deterioration
3059	The park is pretty crowded
3063	Would like bikers to use better trail etiquette
3064	Rather than expand the park – develop new areas
3072	Too many people enter the park outside park hours
3078	Do not want parking lot at south side
3170	Very against any parking lot in south Peters canyon
4001	Replace trees from habitat restoration
4004	Stay black
4006	Its beauty
4010	Love the park
4013	1. Need "occupied" indication when restroom door is locked; 2. Flushing mechanism is not easy and not logical
4014	Great park maintenance and great friendly staff
4018	Thank you so much for maintaining and taking care of Peters Canyon Park.
4019	Loved my experience here
4020	Could put a pay lot on south end and [illegible] bathrooms
4027	Really pretty
4033	[illegible]
4034	Return to 2014 annual pass windshield sticker
4036	Keep up the good work
4037	Good
4039	I want food
4041	Nicely maintained
4047	Add water to the plants

Appendix E (Public Workshop 3)

Meeting Summary

On Thursday, April 23, 2015, OC Parks held the third Peters Canyon Regional Park General Development Plan and Resource Management Plan public workshop at the Soda Fountain Pavilion in Irvine Regional Park from 6:00 p.m. to 8:00 p.m. To ensure the workshop was sufficiently noticed, a flier was posted on the project's web page (http://ocparks.com/parks/peters/general_development_plan) and postcards were mailed to residents within 300 feet of the park boundary. Additionally, an email was sent to all current project stakeholders, including residents, agencies, cities, the County of Orange and special interests groups.

During the event, the park planning team summarized the data previously collected and presented preliminary park design alternatives. These alternatives responded to the natural park needs and to the use patterns and preferences of the surrounding community. Key components of the design process included parking and access, trail use, vegetation, and amenities. Analysis of park opportunities and constraints, as well as competing interests from public input, also influenced the design process.

In response to these factors, two concept alternatives were designed and presented to the public. Concept Alternative I focused on expanding and adding a new parking lot area on the north side of the park, creating a Class I bikeway parallel to the Regional Riding and Hiking Trail, and adding amenities at all trail intersections in the park. In comparison, Concept Alternative II concentrated on expanding the existing parking lot area at Canyon View Drive, creating a Class I bikeway along Peters Canyon Trail, integrating new riding and hiking trails in low-impact areas, and adding amenities only in high-use areas of the park. Included in both design alternatives were restoration areas, educational signage, and a boardwalk in the Upper Peters Canyon Reservoir.

From the beginning of the park planning process, public participation and feedback was always encouraged. OC Parks staff and project consultants were there to answer questions, provide information, and obtain comments. More than 50 members of the community, some of whom represented the "Friends of Peters Canyon," attended the workshop and provided verbal and written comments. The following is a summary of the comments received.

1. Keep the Lower Reservoir Trail Open

The key issue is not closing the trail but changing that park access point. OC Parks is planning to close-off the unpaved service road and its current access gate from Peters Canyon Road, behind the El Dorado section of Tustin Ranch. The road would remain open for emergency vehicles but closed to public access. This is necessary and beneficial to the homeowners whose properties abut the service road. They are so close, in fact, that one homeowner ended up with a couple of bikes in her backyard when someone was lifting the bikes over the access gate and accidentally dropped them into her yard. Also, there is noise and general ruckus in that area.

Completely closing that access point will leave people who currently enter there with no easy access to the desirable loop trail. This could result in even more traffic coming up behind Cameo Woods. So, there is a third option, which is moving the access point at the Lower Reservoir trail farther up Peters Canyon Road so that it routes people away from the El Dorado homeowners and gives them another convenient entry point that avoids the trek past Cameo Woods. The service road will stay where it is for emergency vehicles only. OC Parks has the action to develop this relocated entry point.

2. No Additional Parking Lots

What we are really opposed to is more visitors because the park is already maxed out at peak periods and is clearly suffering from the large visitor load. There is a legitimate parking shortage, i.e., only 130 spaces in the

official parking lot for a visitor load of 800 at peak periods. Even if that number, optimally, were lowered to 650 visitors, 130 parking spaces are still too few. However, we feel strongly that by adding more parking, more visitors will appear, and so we remain opposed to adding more parking lots.

OC Parks assured us that there will be no additional parking lot at the southern entrance. At the northern entrance, they may go ahead and use the property available at Skylark Place and Newport Boulevard for future parking.

There was a suggestion to help “smooth the load” of visitors by actively marketing the other existing park opportunities. OC Parks has been very receptive to this. Santiago Oaks Regional Park, for example, has room to spare and parking available while Peters Canyon Regional Park is overflowing.

OC Parks has the action to develop a directory and/or other promotional materials that can be displayed in self-help kiosks inside Peters Canyon, making visitors aware of other opportunities that may be less crowded and offer more available parking. Rangers could also hand out directories to visitors who cannot find a place to park.

3. No Paved Class I Bikeway Inside the Park

Everyone who has seen the diagrammatic plan of the paved bikeway running north to south of Peters Canyon Regional Park has had the same question—why on earth would we want to do this? This reaction was also seen from a number of bicyclists.

As Southern Californians, it seems to us that we have more than enough paving in our environment. We really want and need our park to remain a natural place. An off-road paved bikeway is a big change, involving a paved surface from 8 to 14 feet wide per the standards set for bikeway development with a 1- to 2-foot shoulder on either side. This will involve more habitat destruction, in contrast to OC Parks’ focus on habitat restoration.

A new paved bikeway also seems to be inviting accidents and potentially serious safety issues. There is really no way to keep pedestrian traffic off the bikeway in many places where multi-use dirt trails will intersect the bikeway once implemented.

The bicyclists need and deserve a place to ride in Peters Canyon Regional Park and the absence of a bikeway in the park’s immediate area makes it difficult for bicyclists to find path connection between the north and south bikeway segments. A large contingent of bicyclists who would be the primary users of the bikeway segment ask—why are we doing this inside the park? No one is opposed to the bikeway addition; instead, the concern that is under discussion is where to route the bikeway. OC Parks will continue its evaluation of alternative routing for the bikeway.

We believe, of course, that all regional parks should be accessible by Class I trails. However, in the case of Peters Canyon Regional Park, there is disagreement within our group on the construction of a Class I trail within the park boundary. Although it is not technically a wilderness park, Peters Canyon has a wilderness feel, which is a large part of its attractiveness. The routing of a suggested Class I trail, which was described at Workshop 3 at Irvine Regional Park, led almost in a straight line from the north end of the park to the south end. It is a good route to get from point A to point B but many of us feel that it does not fit with the aesthetic of Peters Canyon Regional Park. At typical street bike speeds, there is little opportunity to experience the feel of the park; in contrast, safety bike speeds enhance the opportunity for a better park experience. If the purpose of this trail is simply to complete the Peters Canyon Trail to Irvine Regional Park, we believe an alternate route should be considered (for example, along Jamboree Road). We are all in favor of completing the Peters Canyon Trail but not at the expense of one of the jewels of our regional park system.

4. Enforcement of Park Regulations

There are ongoing problems with people arriving at Peters Canyon Regional Park before the stated opening time of 7:00a.m. —sometimes as early as 5:30 or 6:00 a.m.—to park at the southern entry immediately behind a homeowner’s property, creating noise and ruckus. Someone proposed to mount a sting operation to catch the offenders, remind them of the rules, and issue tickets or other enforcement penalties available. Like any enforcement, this would have to be repeated several times for people to get the message to follow park regulations.

Another thing to consider is to contact the Department of Public Works (DPW) again and ask that parking be prohibited at the southern entrance along Peters Canyon Road, currently allowed on one side of the road. After the first request was taken to the DPW, street address listing were checked. The DPW concluded that no addresses existed on Peters Canyon Road; therefore, parking can remain if no one is living there. However, occupied homes do exist at the southern entrance with addresses located one street over from Peters Canyon Road.

5. Other Enforcement Issues

Bill Reiter mentioned that the Orange County Sheriff’s Department is responsible for law activity in Peters Canyon Regional Park (or the Orange Police Department or Tustin Police Department, depending on the location in the park). The park rangers help with the enforcement of park regulations (e.g. opening and closing hours) but law enforcement is best when laws are being broken, such as public nuisance, drunk and disorderly issues, and parking violations. If a law enforcement agency refuses to respond when called, saying it is an issue for the park ranger, please let us know.

One action suggested by a member is to see records of previous parking tickets given by date, street location, and cost amount. Park violations have been ongoing and repeated, proving that current consequences do not have a deterrent effect.

Another issue include traffic in Bent Tree Park where groups go to have barbeques. While it sounds reasonable to have a barbeque or picnic at the park, there is a concern that the portable grills people bring for these functions represent a fire hazard. Bent Tree is also a small park with no restrooms or built-in barbeque equipment. If someone plans a large function, they need a permit to bring in porta-potties or bouncy houses; also, dogs in the park are always required to be on leash. Residents who think there are violations happening should report these to the Peters Canyon Park Ranger.

6. Can other parks relieve the pressure on Peters Canyon Regional Park?

The answer is mixed. Yes, the Irvine Company has donated additional land around Irvine Lake and some access days are now open in the new park lands. Black Starr is now open. The Irvine Ranch Conservancy is managing the access days. Also, OC Parks has acquired Hicks Haul Road, which was a trucking road that could be turned into a bikeway.

So, yes, more park-lands are being opened and eventually this may give us relief. Answer to “how much? and how soon?” are pretty much wait and see.

7. Restore the Park and Santiago Creek

We would, of course, like to see the park stay as natural as possible considering the heavy use it is getting. We believe that its natural look and feel are its main attractions. We appreciate your restoration efforts in the park and would like to see them expanded to include some more native trees and larger shrubs planted in the upland areas. However, this should probably wait until we get more normal rainfall. The bridge over the reservoir is a great idea and will be a popular addition.

Restoration of Santiago Creek and implementation of a bikeway and recreation trails along its bank should be the main focus. Peters Canyon Regional Park and the bike trail are important to us because we see them as destinations from the Creek Trail. Most of our members frequently visit Peters Canyon Park and enjoy using its trails.

8. Restrooms and Amenities

Additional restrooms and other amenities should be as few as possible and should be located near the park entrances rather than scattered around the park. The same for added parking. We hope that this can be limited to expansion of the existing north lot. However, some parking near the south entrance may be useful as staging for people heading south on the Peters Canyon Trail.

9. Trails

Some of the existing recreational trails have segments that are more like water courses than trails. They could use some added switchbacks to make them safer and help control erosion. In some cases, water bars and steps in the trails should be added as has been done in Santiago Oaks Regional Park.

All comments acquired during Public Workshop 3 were analyzed and considered by OC Parks. Recommendations were then incorporated in the overall General Development Plan document.

Appendix F (Public Workshop 4)

Meeting Summary

On Wednesday, October 7, 2015 OC Parks held the fourth Peters Canyon Regional Park General Development Plan Workshop Trail and Bikeway Alternatives at the Orange County Fire Authority, in Irvine. To ensure the workshop was sufficiently noticed, a flier was posted on the project's web page (http://ocparks.com/parks/peters/general_development_plan) and postcards were mailed to residents within 300 feet of the park boundary. Additionally, an email was sent to all current project stakeholders, including residents, agencies, cities, the County of Orange and special interests groups.

With standing-room only of over 240 community participants in attendance and more than was expected and RSVP'd, the Workshop commenced. Orange County Supervisor Todd Spitzer opened up the workshop, where the overwhelming consensus from participants was that the park trails be left in their original location implementing overdue maintenance and minor improvements.

A presentation of the Trail and Bikeway Alternatives was given by OC Parks staff as well as the consultant, Stantec Consulting, Inc. The purpose of the workshop was to present alternatives showing the regional bikeway through the park and within Jamboree Road right-of-way that would complete one of the final links of the Class I Regional Bikeway.

To clarify the naming convention and definition of the bikeway at this workshop, the Class I Regional Bikeway was the given name for the bicycle route from the early 1980s Master Plan of County Bikeways. Per Caltrans standards, the current Class I bicycle route naming convention refers to a “Class I Trail” as a typically hard-surfaced bikeway that meets accessible criteria. For this workshop and the General Development Plan document for the park, the Class I Bikeway will be referred to as the “Class I Trail.”

One alternative, which proposed the Class I trail to go through the park, was designed adjacent to, separated from or intersected with the existing Peters Canyon Regional Riding and Hiking Trail. Through sections, it was shown how this alternative’s side-by-side trails would be designed, as well as signage, vegetation and other site elements to mitigate intersection conflicts.

Two alternatives were presented to illustrate the Class I trail adjacent to Jamboree Road on the east and west sides. The first alternative included the trail on the east side and behind the Orange County Fire Authority facility. A second alternative showed a Class IV Cycle track as a two-way track on the east side, or one-way of each side within the existing Jamboree Road width right-of-way.

From the beginning of the park planning process, public participation and feedback has always been encouraged. It was the same with Workshop #4. Comments, both written and spoken, were submitted. A total of 146 comment cards were collected, containing individual comments and input. An overwhelming majority was in favor of preserving the park as is—unpaved with no proposed Class I trail. Four comments submitted were in favor of the Class I Trail to be constructed inside the park.

There was 39 people who spoke their thoughts during the Workshop comment period, seven of whom represented the “Friends of Peters Canyon.” The written comments fell into four categories for participants who opposed the Class I Trail going through the park.

1. Preservation of the Park’s Natural Character

Many people were concerned that the project would tarnish the natural aesthetic of the park. They appreciated the opportunity to get away from cement and paved roads to immerse themselves within a natural environment.

One Tustin resident wrote: “The Park is a beautiful jewel in Orange County. I spend my days on the freeways and working in the L.A. concrete jungle. I value the time that I spend in the park because it is a large natural place where I can escape the urban grind. It is in my strong view that to lay the pavement through the center of the park would destroy the natural ambiance and experience. No pavement in the park. The ‘Park Alternative’ presented is a horror show. No! Why isn’t cost a rating criterion?”

Another Tustin resident wrote: “Peters Canyon is a much loved trail used by many. On any day, the park trails are much traveled. Why is that? People want to escape the city and enjoy nature. We want to listen to the birds, the wind blow through the trees, and we love to be able to walk/hike the dirt trail. OC is filled with concrete. We all need a place to escape the concrete jungle. I appreciate that both walkers and bikers need a place to enjoy. Peters Canyon is already a developed park with dirt. We actually could use more parks like it. It’s obvious from these discussions that we need it. No pavement please. More parks with dirt.”

2. Safety Concerns

A recurring concern in the discussion against a paved bike trail was that of hikers having to deal with bikers speeding through the park and the threat of collisions. Many of the written comments expressed concern for the safety of not only hikers (including those with children and strollers) but of horses and pets. The issue of politeness and safety of bikers traveling at high speeds on paved paths was also brought up, especially in encounters with hikers and people on horseback. A person zipping by on a bike might be enough to spook a horse and put the rider in danger.

An Orange resident wrote: "The alternative has intersection points where the bike path and hiking path come together. This is dangerous. The road bikes on the downhill direction will ride at high speeds, in spite of the 10 mph signs." This person suggested that the separate bike path, outside the park, on the other side of Jamboree is "much safer and a more practical solution."

A Tustin resident wrote: "People go to Peters Canyon to hike, run and bike on dirt, not on concrete. If people wanted to be on concrete, they can walk on all the other miles of bike paths in Irvine and Tustin."

3. Dirt Trails versus Paved Trails

Many people mentioned that they preferred walking/running/hiking on dirt trails instead of paved ones. Some mentioned that it was easier on their joints. Some said that dirt trails were easier for horses than paved ones.

In support, a participant mentioned that a paved road would be the only way they could take their wheelchair-bound mother into the park.

An Orange resident spoke in support of the multi-use paths through Peters Canyon and also filled out a comment card and wrote: "[I] support the completion of the Mountains To Sea Trail through Peters. [The] alternative proposal for bikeway routing along Jamboree [is] not attractive. Currently, we drive down to Tustin to pick up [a] Mountains to Sea Trail. My son and I would prefer to ride through Peters to catch the bikeway."

Another resident wrote: "Residents would use paved and unpaved paths. The paved path should be at the end of the park. Encourage outdoor activity. Biking on a paved surface is valuable to many."

In opposition, an Orange resident wrote: "We oppose the paving project. I am the member of the hiking club that hikes (the proposed path) every week. I also run in the Peters Canyon Park regularly. We also have horses that we ride in the park. All three of these activities would not be done in Peters if any part of it was paved. Keep it rural – we hardly have any wilderness left in OC – running and hiking [are] best done on dirt/soft trails – same with horseback riding. If we wanted to run or hike on pavement, we would walk on the sidewalk around our houses. Keep it rural. No paving."

A Garden Grove resident wrote: "All four of my children have run cross-country over the years. Peters Canyon dirt trails and hills have been an important part of their training. Every Saturday, I come with them to run on dirt trails as part of their training. There are many high schools training daily and on the weekend. I look forward to running at Peters Canyon, both for the challenge of the hills and the dirt, nature environment. (Running on dirt is far more beneficial for walkers and runners as far as stress on knees and joints) I fear a cement pathway will take away from the

beauty of the park and make it far more dangerous for runners and mountain bikers. It will most likely take away much of the natural habitat and wildlife that is currently being enjoyed by many groups of hikers, environmentalists and family organizations, such as Boy Scouts. I hope that the proposition for the bike trail will seriously be reconsidered. The expense for such a project I'm sure will be astronomical and possibly a burden to tax payers."

4. Parking Lots, Traffic, and Pollutants

Some people expressed concerns about increased traffic from people being drawn to the park to bike, the building of a parking lot on park grounds, and increased pollution from traffic and people.

One resident wrote: "We live off Skylark and Presidio and do not want the paved trails or parking lot. We have bike lanes and the roads around Peters Canyon are already falling apart. We don't want added traffic, pollutants, noise and a parking lot in back of the neighborhood. Do not destroy the natural habitat."

Another person wrote: "Would like the park to remain the same. No new pavements and parking lot would not be good if on the Presidio area; should be by Jamboree."

Another person wrote: "No parking lot and paved trails."

An Orange resident wrote: "No on new parking and paved bike path."

A Tustin resident wrote: "Opening a paved path yields to following concerns: 1) Safety – less experienced and more cyclists pose inherent risks to each other, themselves and all other park users, 2) Environmental impact – more users, more degradation, more pollution, littering, etc., worse drainage, 3) Psychological aesthetic impact: a) nature without interruption is where mental peace and escape can be found, b) untouched areas are rare and should be preserved, c) further encroachment on wildlife."

A Santa Ana resident wrote: "1. Paved brings more bikes through the park. 2. Where will they park? 3. Currently visitors who park in residential area tend to be inconsiderate. 4. What is the expected number of riders? 5. Bikers don't tend to follow road regulations, currently don't use existing paths. 6. Who is going to enforce regulations?"

Comments and costs for the alternatives will be analyzed by OC Parks. Recommendations will then be discussed with Supervisor Todd Spitzer. Upon approval of the recommendations, they will be incorporated into the overall General Development Plan document and presented and discussed at the next Public Workshop.

Appendix G (Public Workshop 5)

Open House Summary

On Thursday, April 18, 2019 OC Parks held the fifth and final Peters Canyon Regional Park General Development Plan (GDP) and Resource Management Plan (RMP) public workshop at the Soda Fountain Pavilion in the Irvine Regional Park from 6:00-8:00 pm. To ensure the public event was sufficiently noticed, a flier was posted on the project's web page (www.ocparks.com/parks/peters/general_development_plan) and postcards were mailed to residents within 300 feet of the park boundary. Additionally, and email was sent to all current project stakeholders, including residents, agencies, cities, the County of Orange and special interest groups. The Draft GDP and Draft RMP were both presented at the open house.

The public event was an open house format with a series of information stations to view the proposed visitor-serving improvements and resource management strategies. OC Parks staff and the project consultants provided information, answered questions, and obtained comments. Over 50 members of the community attended the open house. A week following the open house, the draft planning documents were posted on the OC Parks' website and the community was able to email comments until June 3, 2019. Here is a summary of comments received at the open house event (names of the commentators have been removed):

Open House Comments

Comments:

- On Lake View Trail – paving material is loose and difficult to walk (up or down hill). Even with hiking boots.
- On Single Track Lake View Trail – too narrow and bikes come up on me and no where to get out of the way. It's also worn down to be a gully type, only one foot fits in these.
- More areas to throw away dog waste bags.
- More toilet access.

Comments:

- The parking situation at Peters Canyon is too busy and at times too dangerous.
- People double park and not being respectful of the residents.
- There should be dog waste bags at entrance.
- People not picking up poop and trash left behind.

Comments:

- Like bike lane outside park and on Jamboree.
- Less hardscape in park.
- Like Skylark Staging Area.

Comments:

- Appears that final plans will be costly and restoration done over long period of time based on funding.
- Suggest County charge higher fees to users to help pay for the improvements.

Comments:

- Thank you for not paving the park and keeping bike path along Jamboree.
- It would have been awful to pave the beautiful park.

Comments:

- Please remove non-native species like Eucalyptus.
- Please remove poison oak.
- Please do not make any changes to Overhill entrance – the vehicle traffic drive so fast down the hill already.
- Please make the parking at Newport Avenue overflow and weekend only.
- The traffic on Newport flies – please consider adding a signal there.
- If the parking is added, especially since you are adding more biker trails – bikes from all directions!
- Concerned about addition of nice restrooms that more homeless will be attracted to the park and with anti-camping laws not in effect they can't be removed from the park if creating a safety or public nuisance issue.
- Can the restrooms have locks that auto-lock from entering after a certain time at night to prevent vandalism and loitering?
- Thank you for your work on this project – improve the trails but reduce the fire and mosquitoes risk for park-goers and residents.

Comments:

- Keep the bike path out of the park.
- Don't waste too much money.

Comments:

- I like the proposed changes!
- Please do not pave through the park, lets keep it dirt and natural.

Comments:

- Good job!
- Happy with what I saw today.

Comments:

- Very opposed to a paved bike path running through the park.
- Please maintain the alternate plan of a path along Jamboree Boulevard.
- Believe this is a safety issue for people biking and jogging on the trails in the park.
- I am a resident living across from the park and utilize the park often.

Comments:

- I support the concept of capturing storm water flow in Peters Canyon Reservoir.
- The souther area of the park needs a dedicated parking area to relieve neighborhood congestion.

Comments:

- Violation of County Bike Way Master Plan.
- Class II bypass is not a regional park connector bikeway.
- Data skewed – ask regional park users what they like in established park – not pissed off “no change” NIMBY's.
- Stop politics and serve public.

Comments:

- Please no paved trails in park and keep water in lake!

Comments:

- Would like to have brush cutback – in the park between our back fence and the trail.
- The October 2017 Fire came right through that brush and burned our master bedroom.

Comments:

- Parking along the street on Peters Canyon Road is very dangerous and frustrating.
- Many people driving double park waiting for an open parking spot.
- People parked have car doors open, have kids and dogs in the street (very dangerous when driving down trying to get to our neighborhood).
- Cars are constantly making U-turns in the road.
- Jaywalking.
- People walking in the middle of the street.
- Dog feces not cleaned up on trail in lower Peters Canyon Road.
- Trash left everywhere. No respect for neighbors.
- Multiple robberies in the local area. Tough for police to monitor.

Comments:

- Parking issues on Peters Canyon Road. Accidents waiting to happen. People use that street like it is a parking lot.
- Need doggy bag station at south entrance to the canyon.
- Need to put meters parking on the right side of Peters Canyon Road.

