

# Draft Equestrian Trail Standard Plan Development

**ENGINEERING**



CITY OF LOS ANGELES

Bureau of Engineering

# Background

- Council Motion No. 20-0230
  - No overlapping of easements



## MOTION

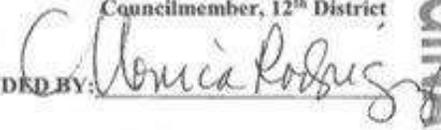
Equine keeping is a long standing tradition in the City, particularly in north San Fernando Valley communities who embrace this unique way of life. The City must continue to establish policies to protect, preserve and enhance this tradition.

Many Valley equestrian communities enjoy a network of public equestrian trails for use and safe travel by riders. Oftentimes, equestrian trail connections are constructed as part of a project that makes its way through the City's development process.

It is important that when projects and plans undergo City review, there be verification that equestrian trail easements are not overlaid on easements granted for utilities and infrastructure. Doing so ensures that the integrity of equestrian trails is maintained and that trails are improved in a manner that promotes safe and passable access for riders.

**I THEREFORE MOVE** that the Council instruct the Department of Building and Safety, in consultation with the Planning Department, the Bureau of Engineering, Department of Recreation and Parks, Department of Water and Power, City Attorney, and any other relevant department, to develop a process to ensure that public equestrian trail easements are not overlaid on other easements, and thereby protect access on equestrian trails.

PRESENTED BY:   
 JOHN S. LEE  
 Councilmember, 12<sup>th</sup> District

SECONDED BY: 

ORIGINAL

FEB 19 2020

## Background

- Council Motion No. 20-0231
  - Enact trail standards citywide to provide consistency in imposition, construction, and maintenance.
  - Include flexibility to account for site variables and community specific needs, ie railing types, meandering widths, slopes and drainage management.
  - Prepare report with recommendations, to enact equestrian trail standards with flexible parameters.

### MOTION

Many neighborhoods in the San Fernando Valley have a long tradition of equine keeping. This tradition is embraced to this day and continues to contribute to the very distinctive character and quality of life of these neighborhoods. The City must continue to establish policies that preserve and encourage the legacy of equine keeping in its communities.

The Municipal Code contains very specific land use regulatory controls that govern equine keeping in the city. Portions of equine keeping neighborhoods in the city are also located within designated "K" Equinekeeping Districts which may be established by the Council to allow more permissive and accommodating regulations for the keeping and maintenance of equines. When established in the appropriate areas, "K" Districts further enhance the ability to establish and preserve equine keeping in the city.

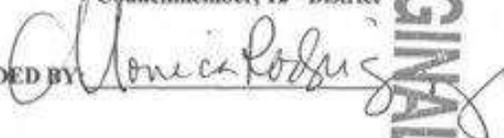
In addition to Equinekeeping "K" Districts and prescribed regulations, an important part of promoting the vibrancy of equine keeping communities is expanding the public equestrian trail network. To this end, it would behoove the city to enact equestrian trail standards citywide to provide consistency in the imposition, construction and maintenance of required trails. However, it is important to recognize that given the still rural nature of many equestrian communities, the strict application of standards may not always be feasible. Therefore, standards should also include more flexible parameters to account for site variables and community specific needs (ie. railing types, meandering widths to preserve natural features, slope and drainage management).

**I THEREFORE MOVE** that the Council instruct the Planning Department, the Bureau of Engineering, and the Department of Recreation and Parks, in consultation with the City Attorney, to prepare a report with recommendations, and the feasibility of an ordinance, to enact equestrian trail standards that include more flexible parameters to account for site variables and community specific needs.

PRESENTED BY:

  
JOHN S. LEE  
Councilmember, 12<sup>th</sup> District

SECONDED BY:

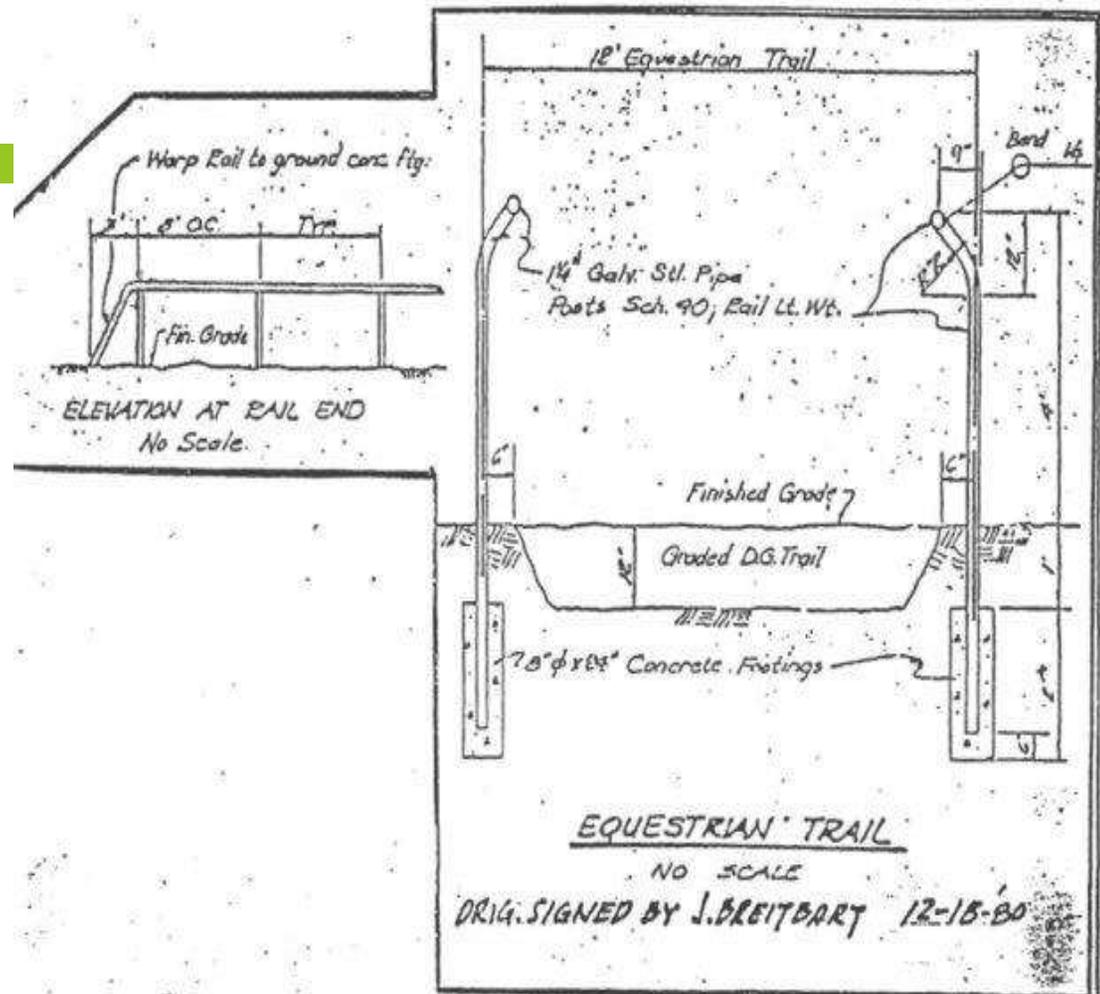
  
MONICA RODRIGUEZ

 FEB 19 2020

ORIGINAL

## Existing “Unofficial” BOE Standard

- Prepared in 1980 DCP/BOE
- 12'-0" Equestrian Trail
- 1 ¼" Galvanized Steel Pipe
- 12" Depth DG Trail
- Rails encroaching 9" into trail.
- Clear path 10'

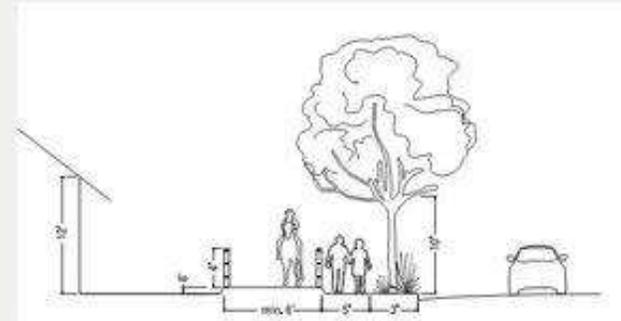


## Existing Design Guides

Sylmar Community Plan Pg. 137

- Min. 6'-0" wide for single track
- Min. 10-12'-0" for double track
- Vertical clearance of 10'-0"
- 4'-0" max railing height

### Design Guidelines for Trails



See G1 - G3

- G1. Trails adjacent to streets should be designed to be a minimum of 6 feet in width to accommodate a single track. Preferred trail width adjacent to streets is between 10 and 12 feet to accommodate a double track.
- G2. A vertical clearance of 10 feet should be maintained from the ground and any physical barrier such as bridges, underpasses, and should maintain vegetation free of protruding branches.
- G3. A maximum height of 4 feet is recommended for all fences and barriers along trails. A greater height may be permitted for trails adjacent to high speed roads where traffic may startle horses. Height should be tapered down as trail approaches intersections or end, to maximize horse/ rider view.
- G4. Low walls or fences with railings added for more height are acceptable. Bollards, barrier posts, or rail tie "stopovers" at forest/mountain trail head can help separate equestrian from other uses. Barrier posts should be an odd number to prevent confusion, and placed 5 feet apart to allow equestrians to pass through.

# Existing Design Guides

## Complete Street Design Guide Pg. 111

- 10'-0" to 12'-0" in width
- Can be reduced to 6'-0" (due topography or limited space).
- 10'-0" vertical clearance
- Barriers/fencing min. 4'-0" in height
- Barrier posts placed 5ft apart to allow for pass through.

Equestrian trails allow individuals to enjoy a unique form of recreation and travel within the City of Los Angeles. An integrated network of trails promotes horseback riding and provides a safe means for recreational riders to experience scenic parts of the City.



### Benefits

- Provides access to scenic open spaces across parts of the City
- Ensures the safety and viability of horseback riding in the City with proper design and facilities
- Provides a means to incorporate more landscaping and native vegetation throughout the city

### Applications

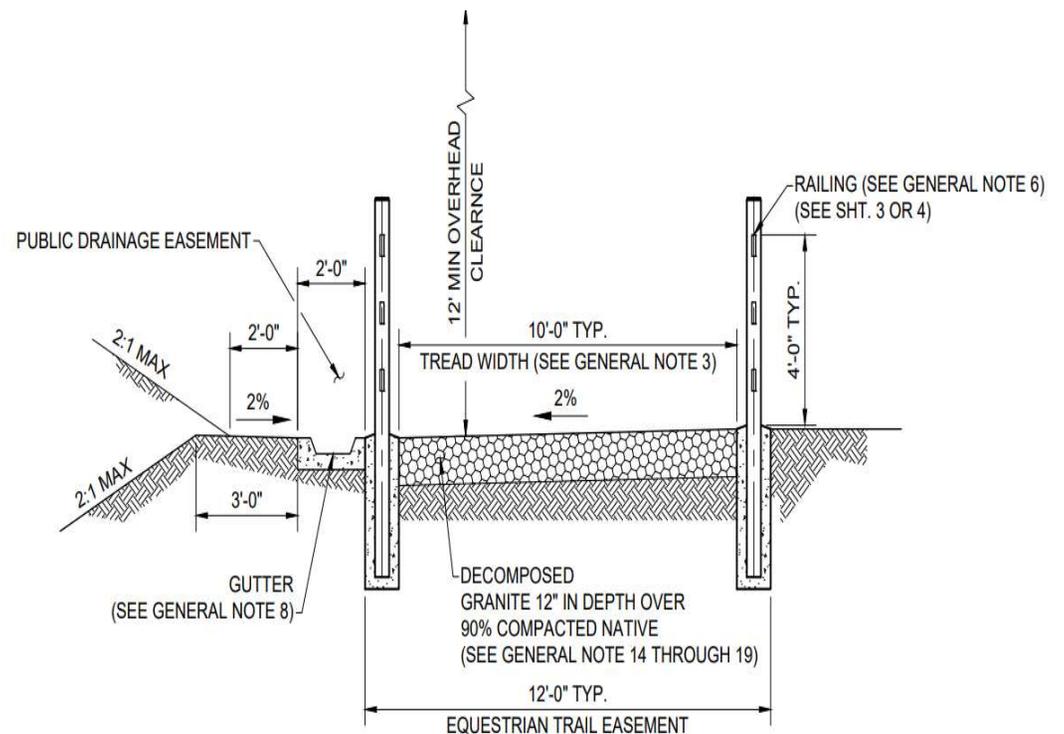
Sidewalk equestrian trails are located primarily in the San Fernando Valley and Santa Monica Mountains, where urban trails connect to mountain trail systems.

### Design Guidance

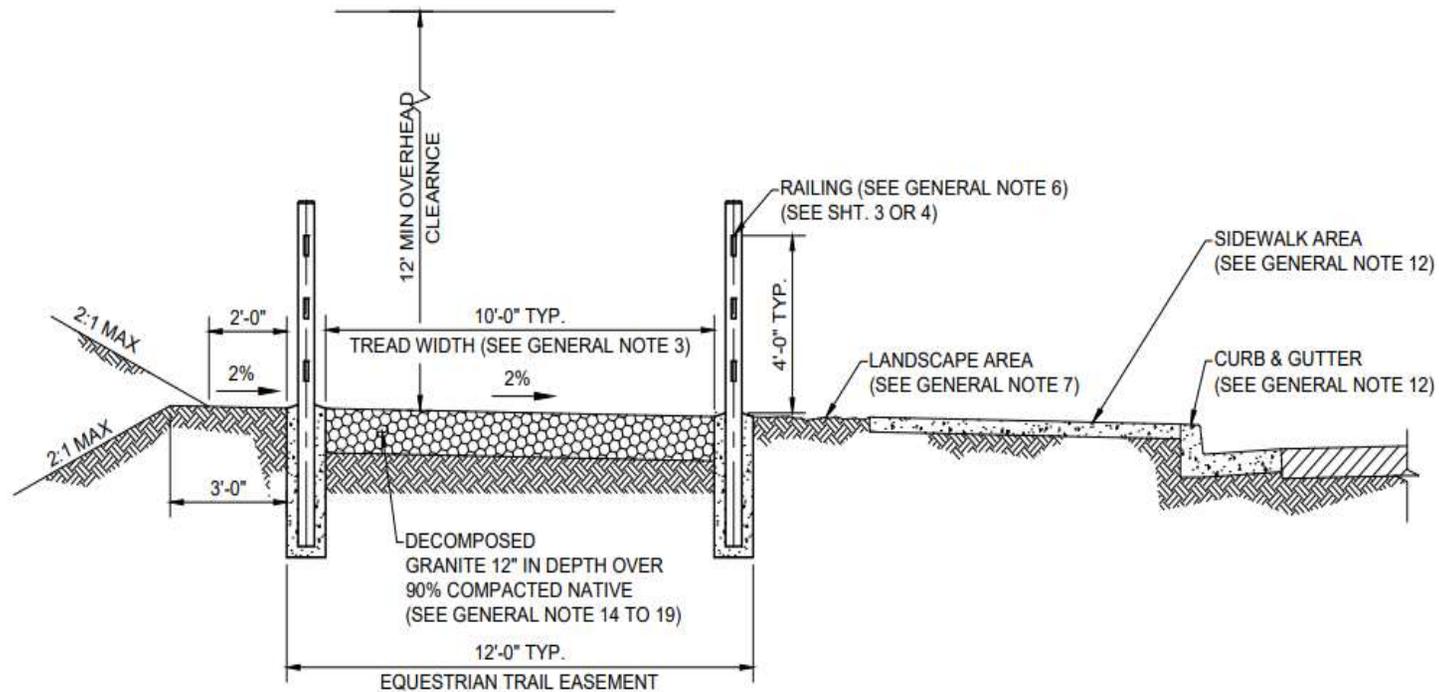
- Design trails adjacent to streets to be between 10 and 12 feet in width to accommodate a double-track. Trail widths may be reduced in cases where topography or space is prohibitive. No trail width should be less than 6 feet.
- Maintain a vertical clearance of 10 feet from the ground and any physical barrier such as bridges, underpasses, and maintain vegetation free of protruding branches.
- A minimum height of 4 feet is recommended for all fences and barriers along trails. A greater height may be permitted for trails adjacent to high speed roads where traffic may startle horses. Height should be tapered down as trail approaches intersections or end, to maximize horse/rider view.
- Low walls or fences with railings added for more height are acceptable. Bollards or barrier posts can help separate equestrian from other uses. Barrier posts should be an odd number to prevent confusion, and placed 5 feet apart to allow equestrians to pass through.

## Standard Plan S-465 Establishes

- Typical 12-foot easement.
- 10-foot unobstructed tread width.
- Reduced easement (minimum 8 feet) only with Planning approval.
- Surface encroachments are prohibited except perpendicular driveway crossings and drainage culverts with broom finish.



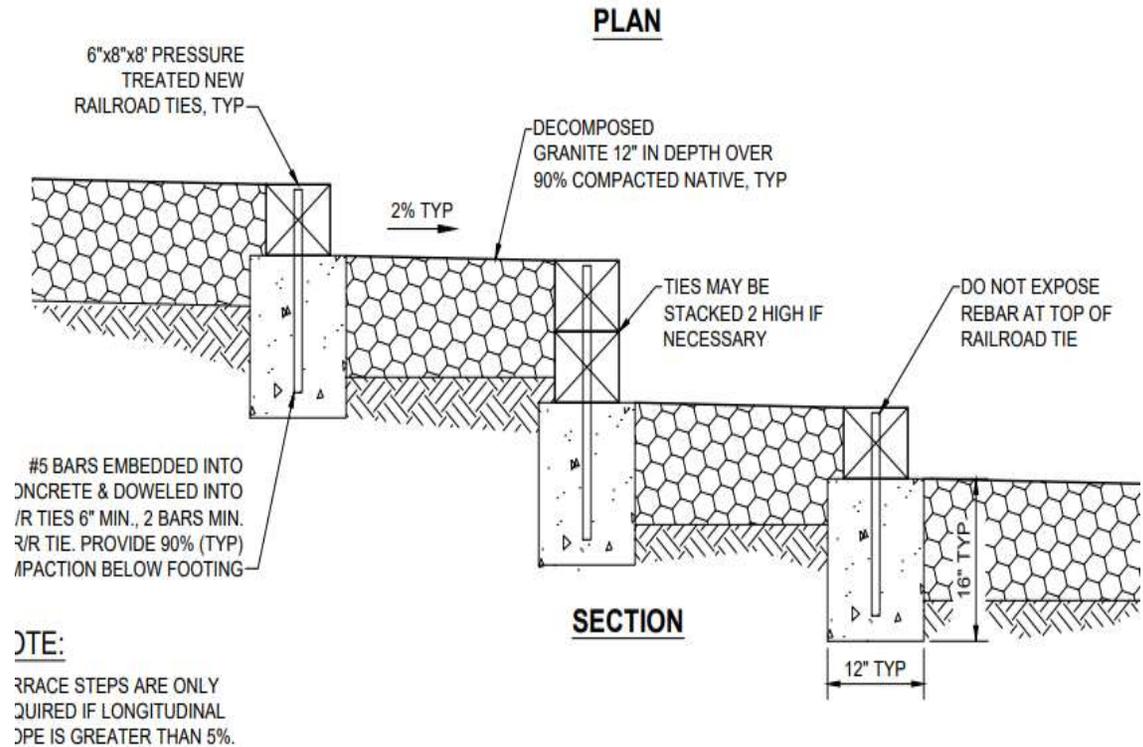
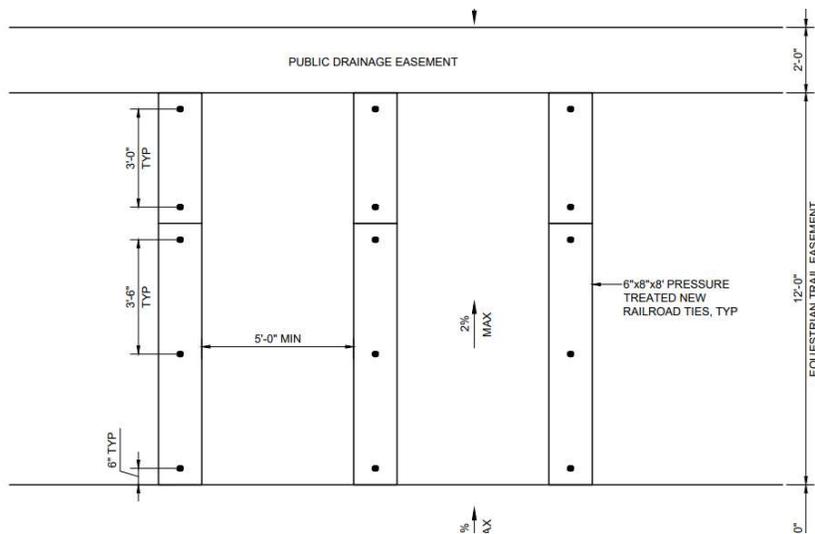
# Equestrian Trail Adjacent to Street



**PUBLIC EQUESTRIAN TRAIL ADJACENT TO IMPROVED STREET**

# Grading & Slope Criteria

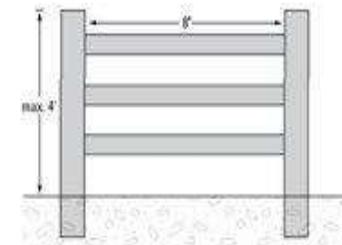
- Max 5% longitudinal slope
- Max 2% cross slope
- Terrace steps required if >5%
- Minimum 0.5% drainage



## Sylmar Community Plan Pg. 138

- Preferred wood-like finish fence material.
- Native plants encouraged.
- Designed vertical transition and provide 3'-0" shoulder from the rail edge.

### Design Guidelines for Trails (continued)



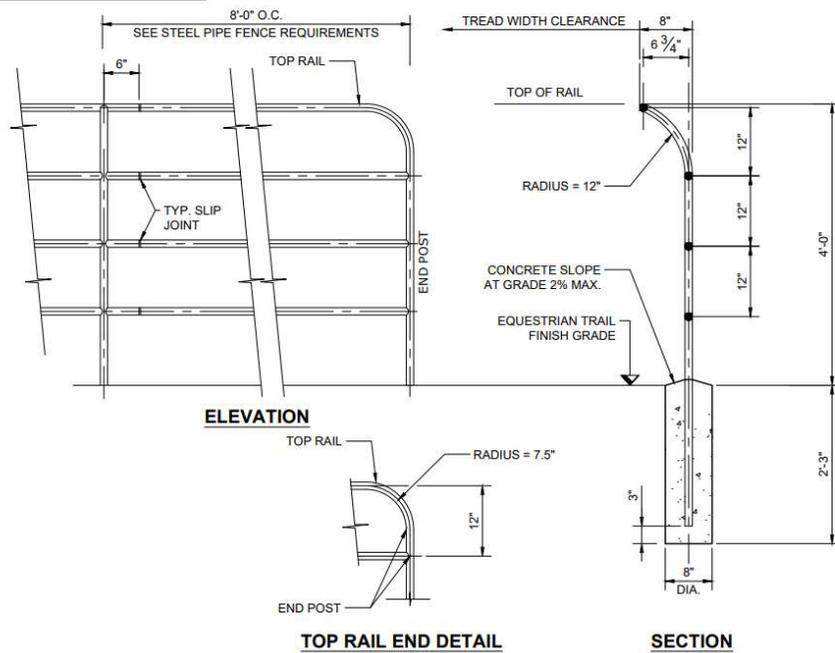
See G5

- G5. Preferred fence materials include any sturdy material that gives the appearance of wood-like finish.
- G6. Use of native plants for landscaping is encouraged. Low walls or fences can include vegetation facing the trail to improve appearance, especially along trails with pipe railing. Vegetation should be trimmed to less than 4 feet high for crime prevention purposes, and trimmed to avoid injury to equines. Plants toxic to equines, such as oleander, must be removed.
- G7. Trails adjacent to or within 6 feet of ditches or steep slopes that rise more than one foot in 3 feet and have drop off of over 2.5 feet should begin at least 8 feet before and extend 8 feet beyond the vertical hazard. A minimum 3 foot shoulder from the rail edge to the trail should be provided with an 8-inch maximum spacing between rails.

# Fence Options

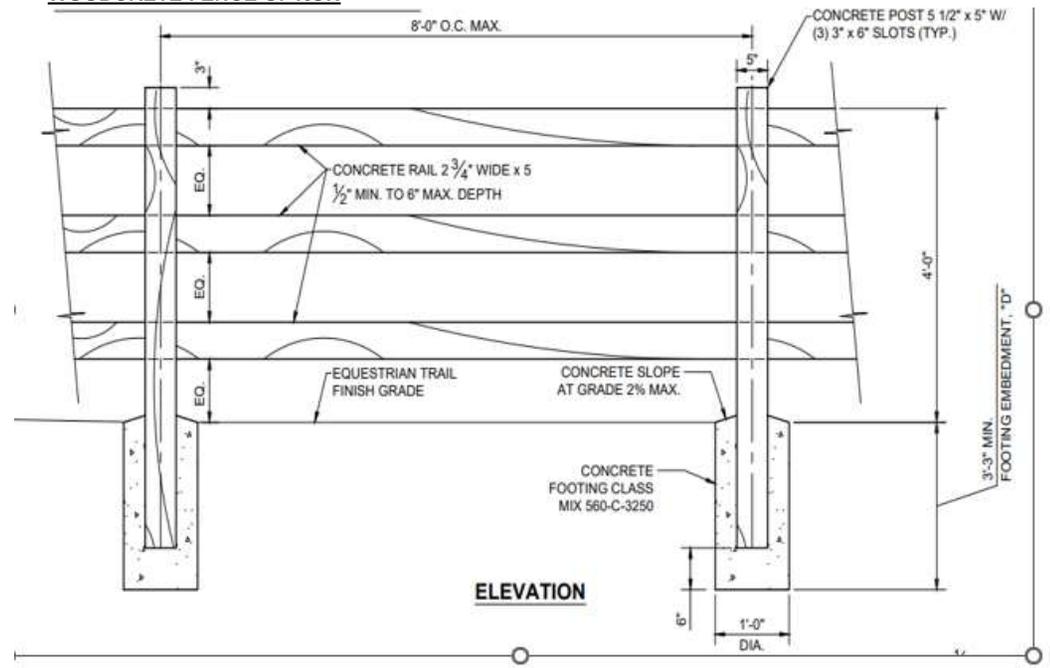
- Steel pipe fence option

## STEEL PIPE FENCE OPTION:



- Woodcrete fence option

## WOODCRETE FENCE OPTION



# Sources / Research

- Department of City Planning Specific Plans
- Complete Street Design Guide
- California State Parks-Trails Handbook
- LA Country Trails Manual
- City of Moreno Valley Standard Plans
- City of Anaheim Standard Plan
- City of La Canada Trails Master Plan