

PARMA ASSESSMENT MAPS

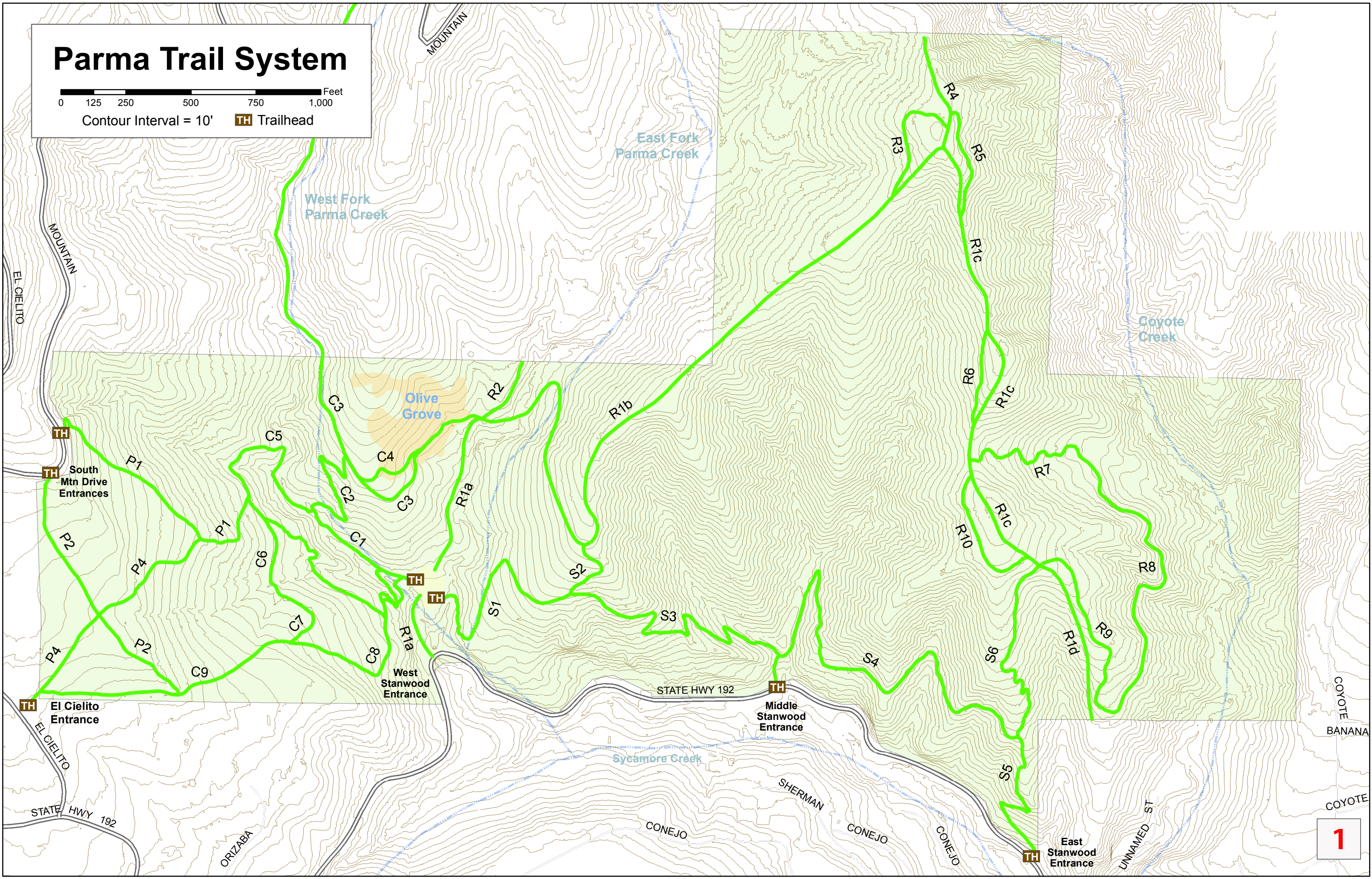
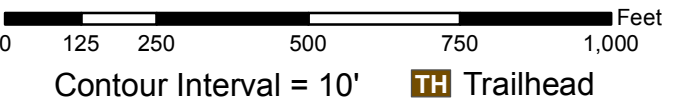


Santa Barbara County Trails Council • November, 2017

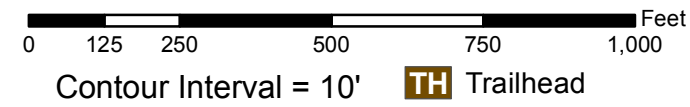
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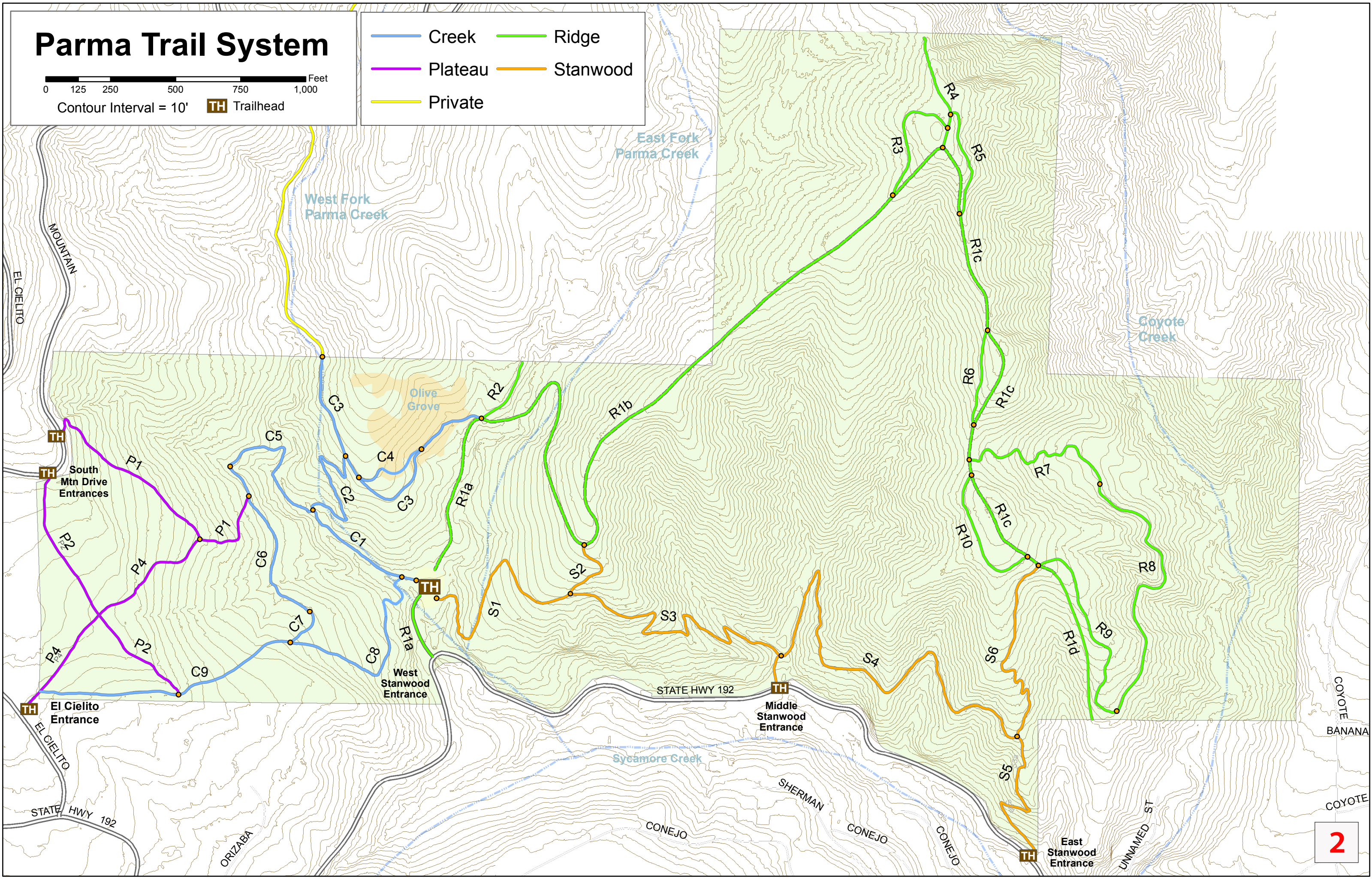
Parma Trail System



Parma Trail System

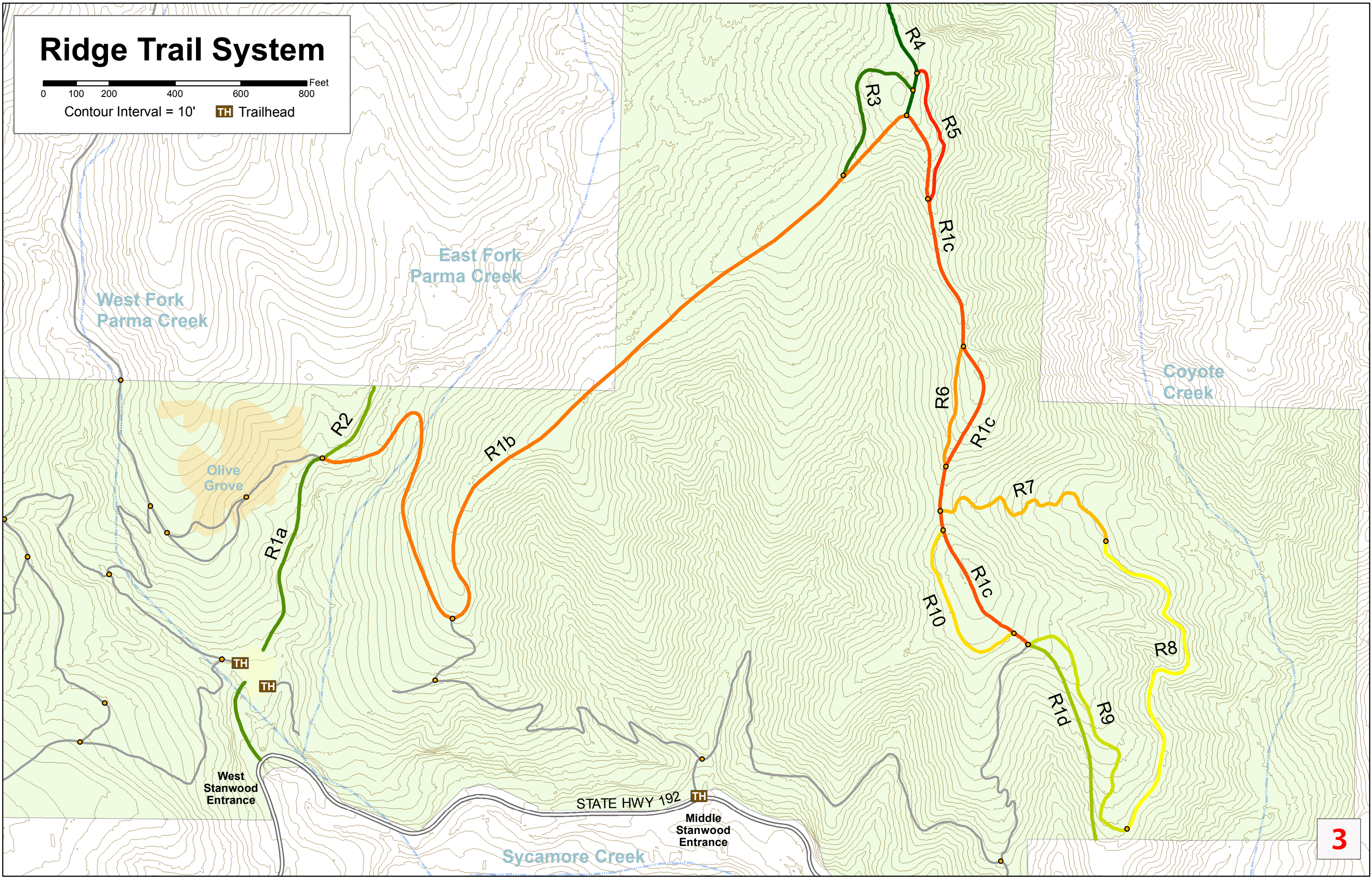


- Creek
- Plateau
- Private
- Ridge
- Stanwood



Ridge Trail System

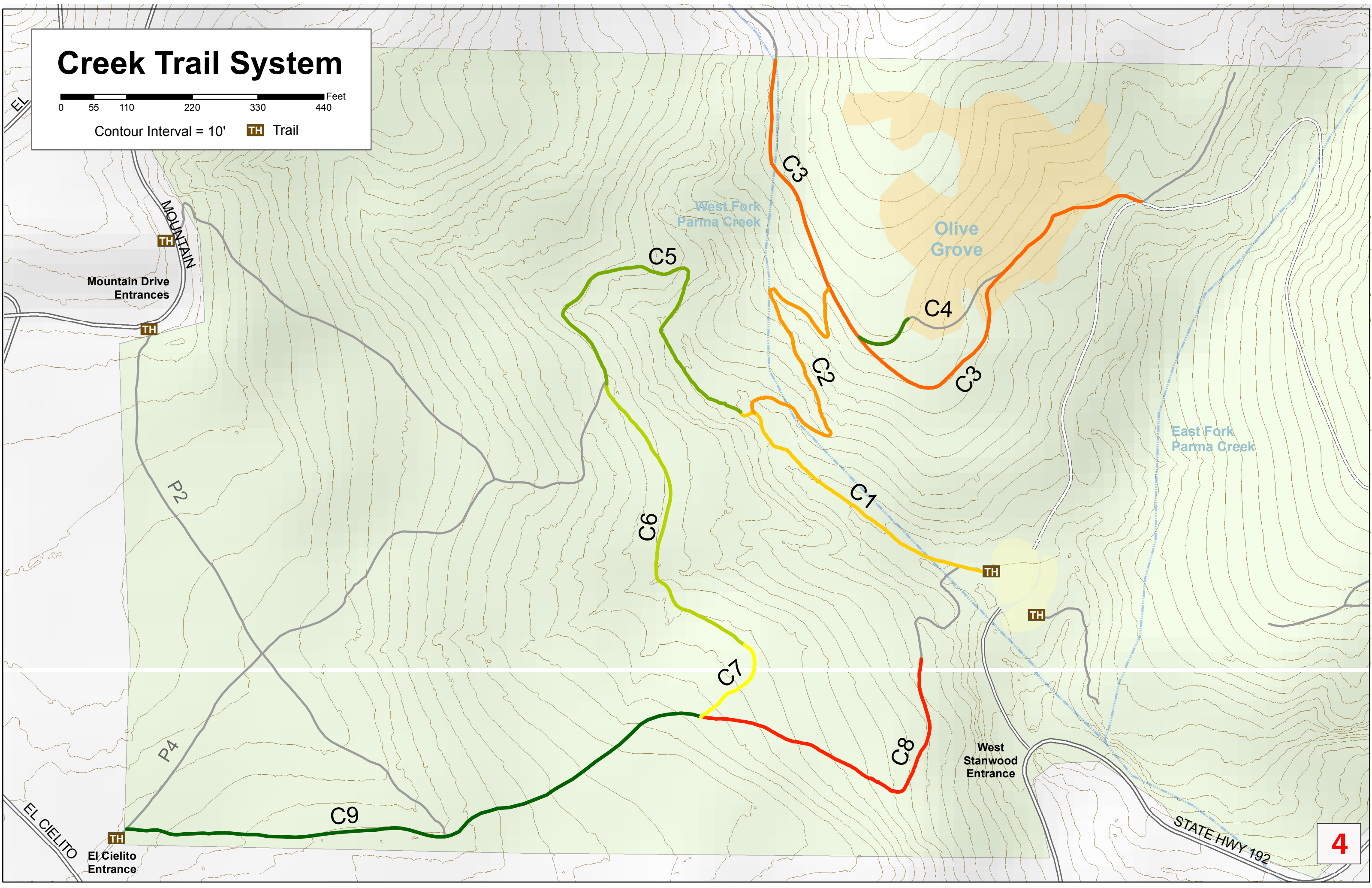
0 100 200 400 600 800 Feet
Contour Interval = 10' TH Trailhead



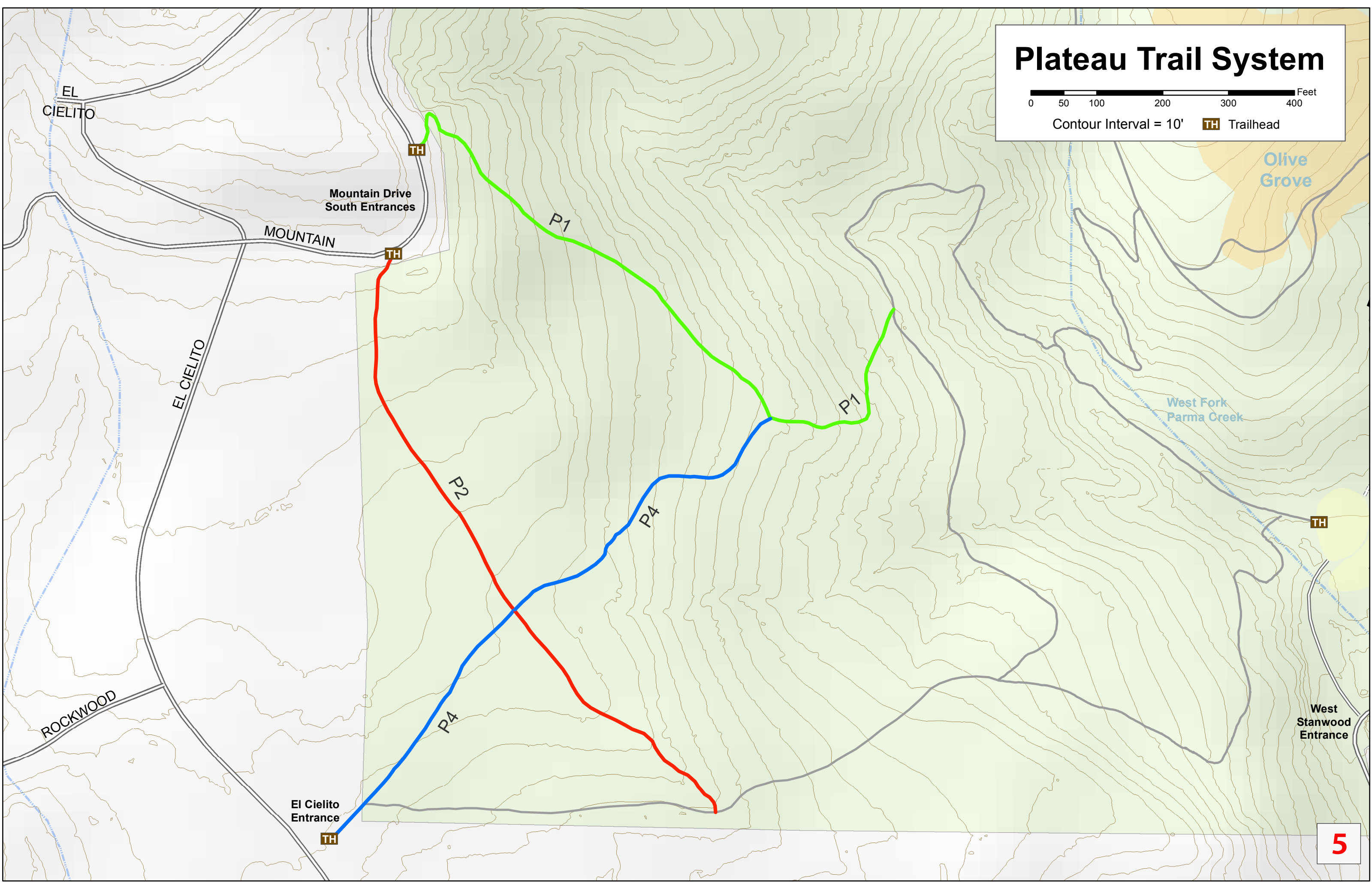
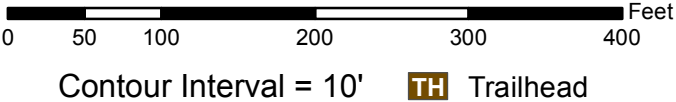
Creek Trail System

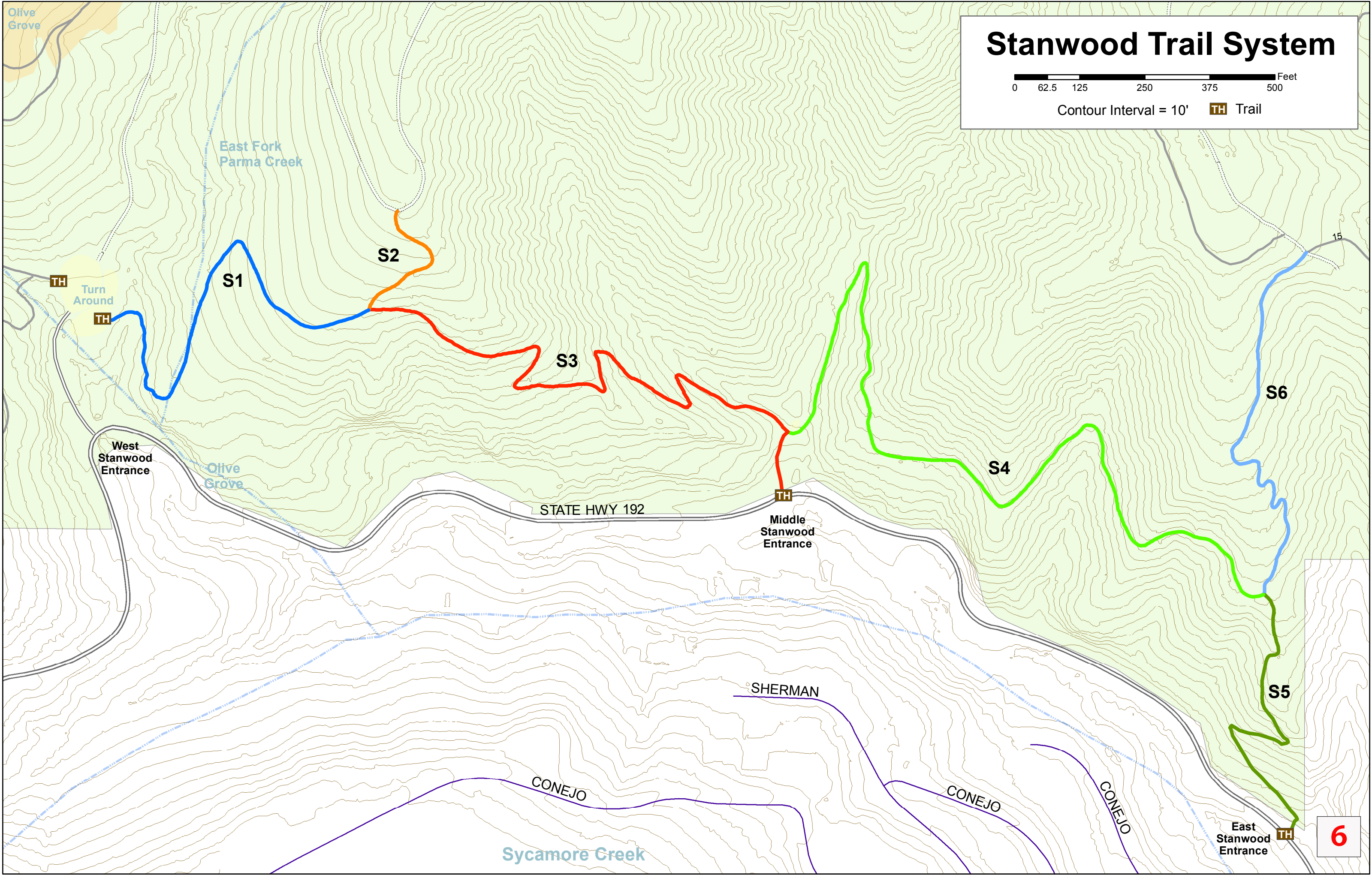
0 55 110 220 330 440 Feet

Contour Interval = 10' **TH** Trail



Plateau Trail System



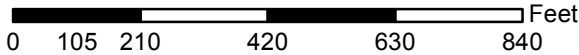


Stanwood Trail System

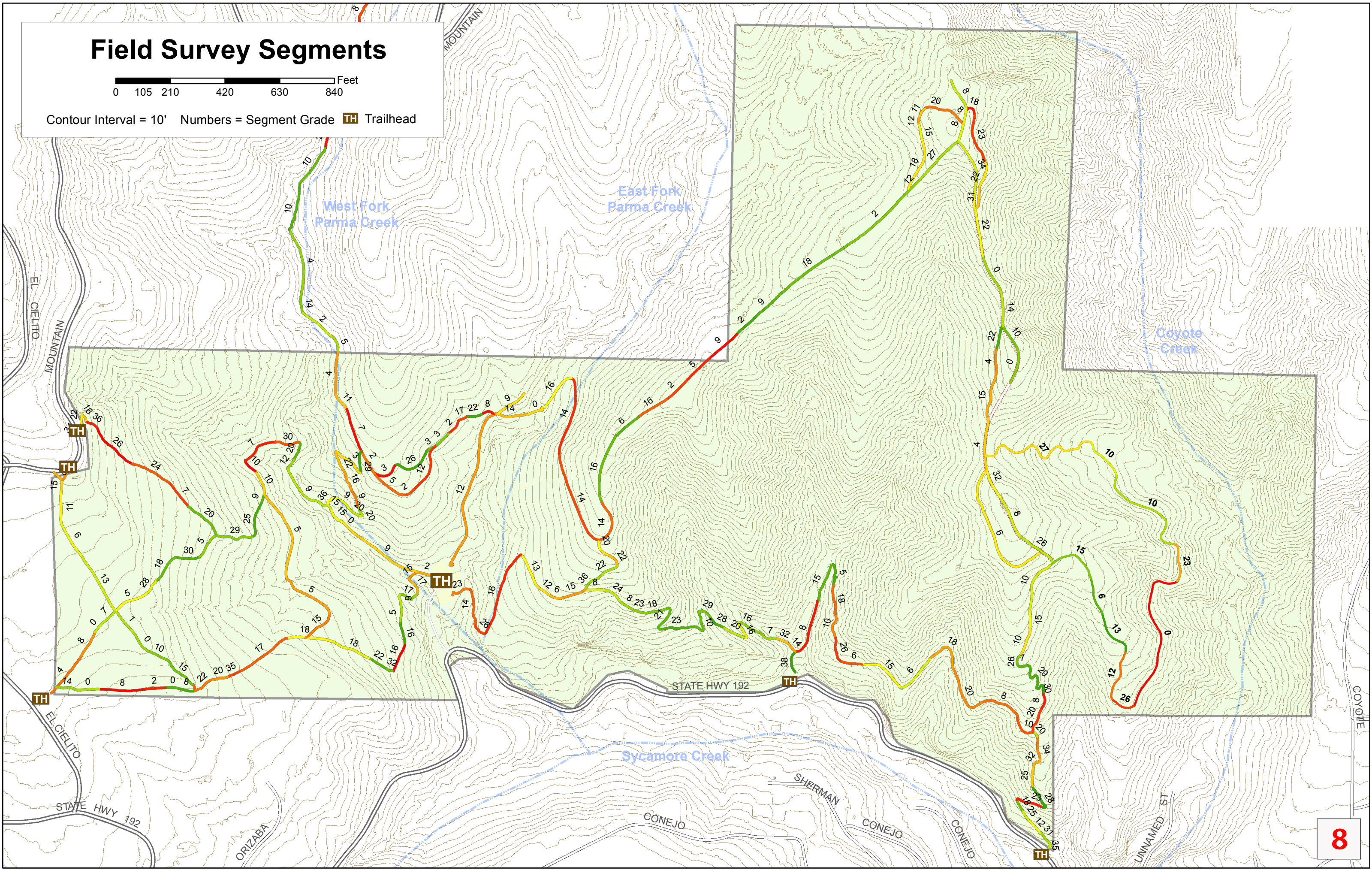
0 62.5 125 250 375 500 Feet

Contour Interval = 10' **TH** Trail

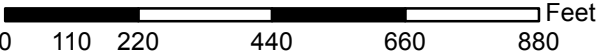
Field Survey Segments



Contour Interval = 10' Numbers = Segment Grade **TH** Trailhead



Parma Trail Condition



Contour Interval = 10'

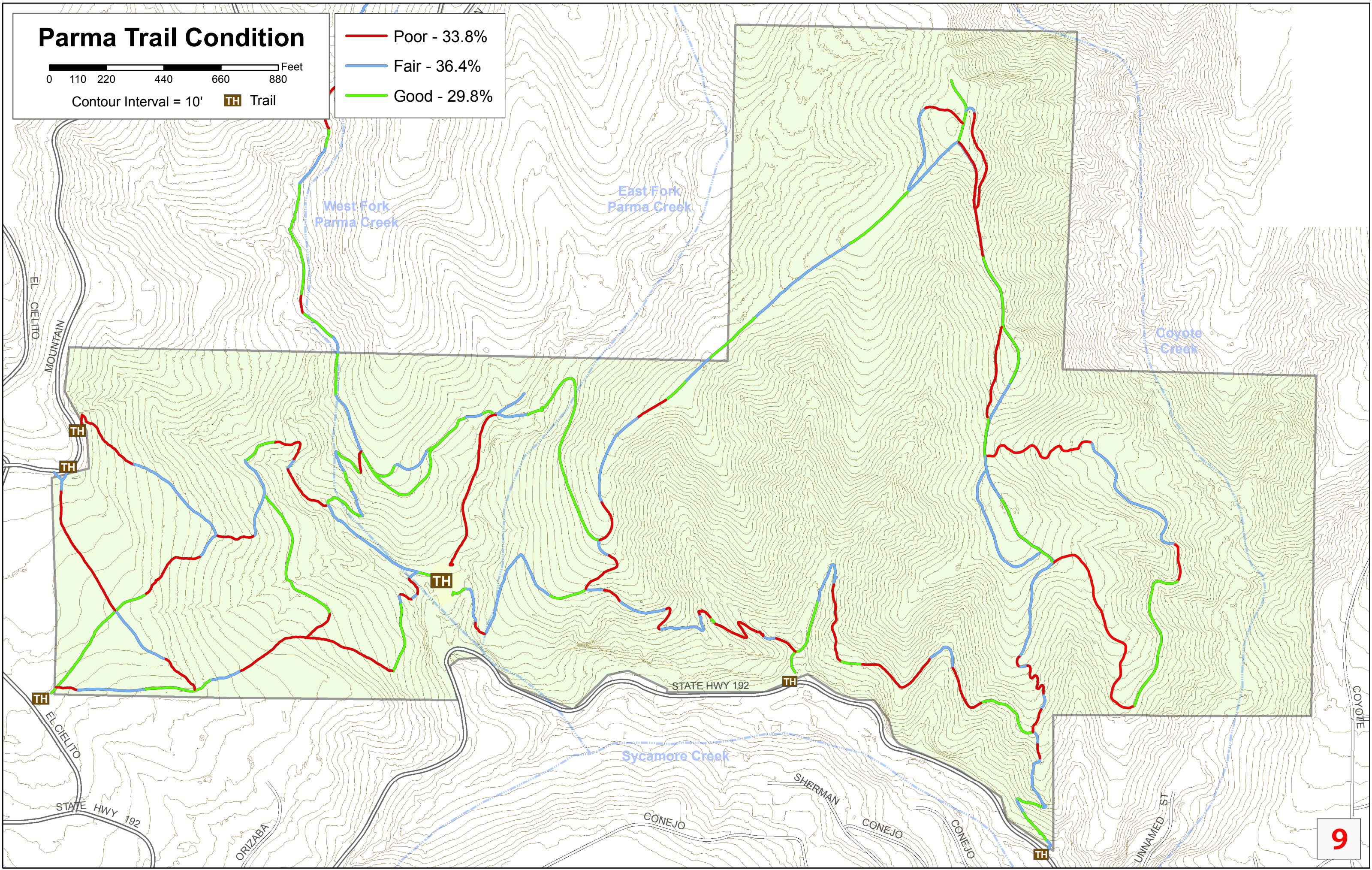


Trail

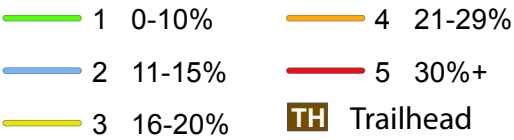
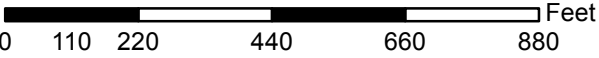
Poor - 33.8%

Fair - 36.4%

Good - 29.8%

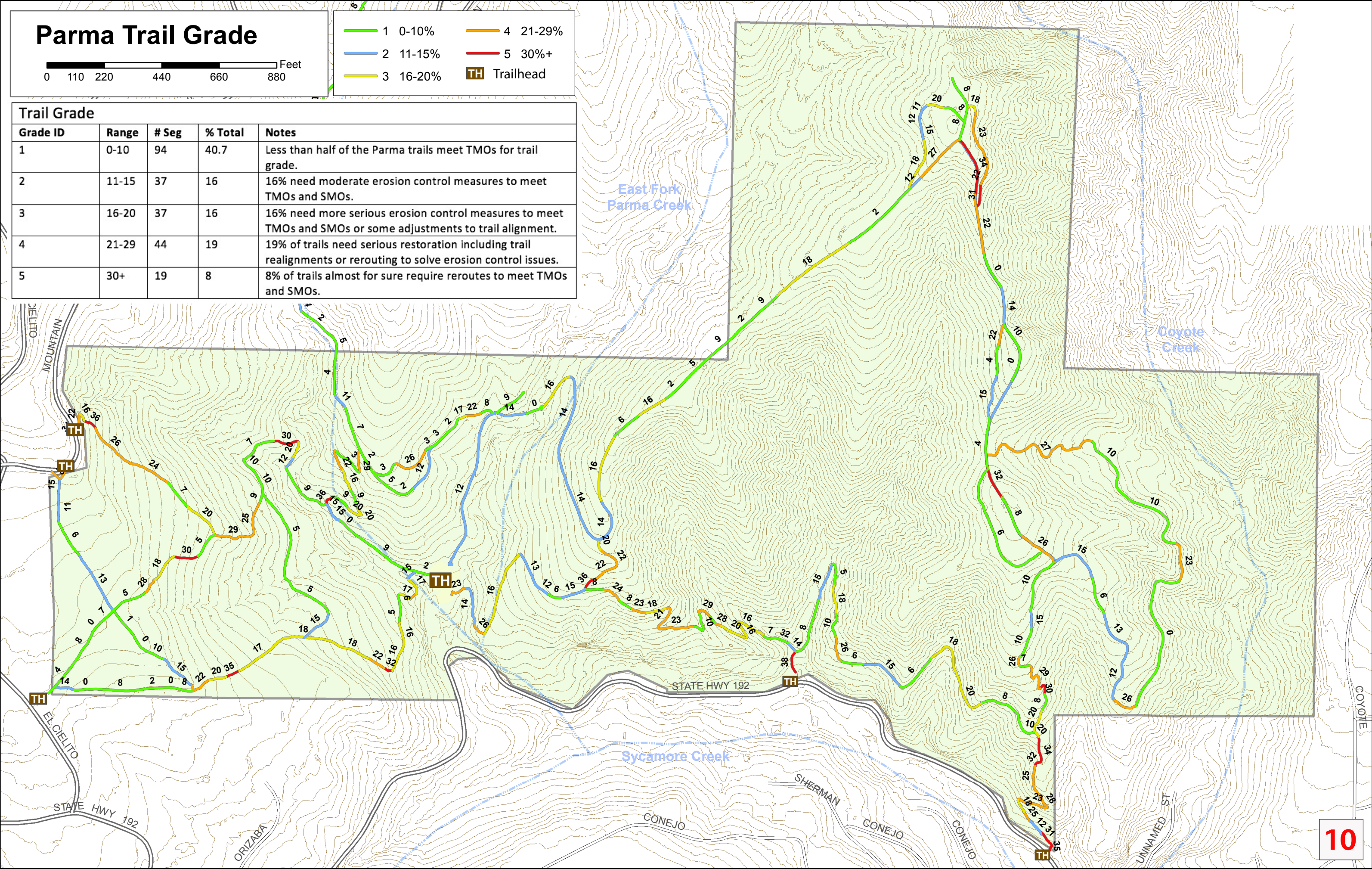


Parma Trail Grade

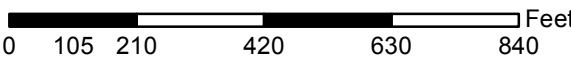


Trail Grade

| Grade ID | Range | # Seg | % Total | Notes |
|----------|-------|-------|---------|---|
| 1 | 0-10 | 94 | 40.7 | Less than half of the Parma trails meet TMOs for trail grade. |
| 2 | 11-15 | 37 | 16 | 16% need moderate erosion control measures to meet TMOs and SMOs. |
| 3 | 16-20 | 37 | 16 | 16% need more serious erosion control measures to meet TMOs and SMOs or some adjustments to trail alignment. |
| 4 | 21-29 | 44 | 19 | 19% of trails need serious restoration including trail realignments or rerouting to solve erosion control issues. |
| 5 | 30+ | 19 | 8 | 8% of trails almost for sure require reroutes to meet TMOs and SMOs. |



Parma Erosion Control



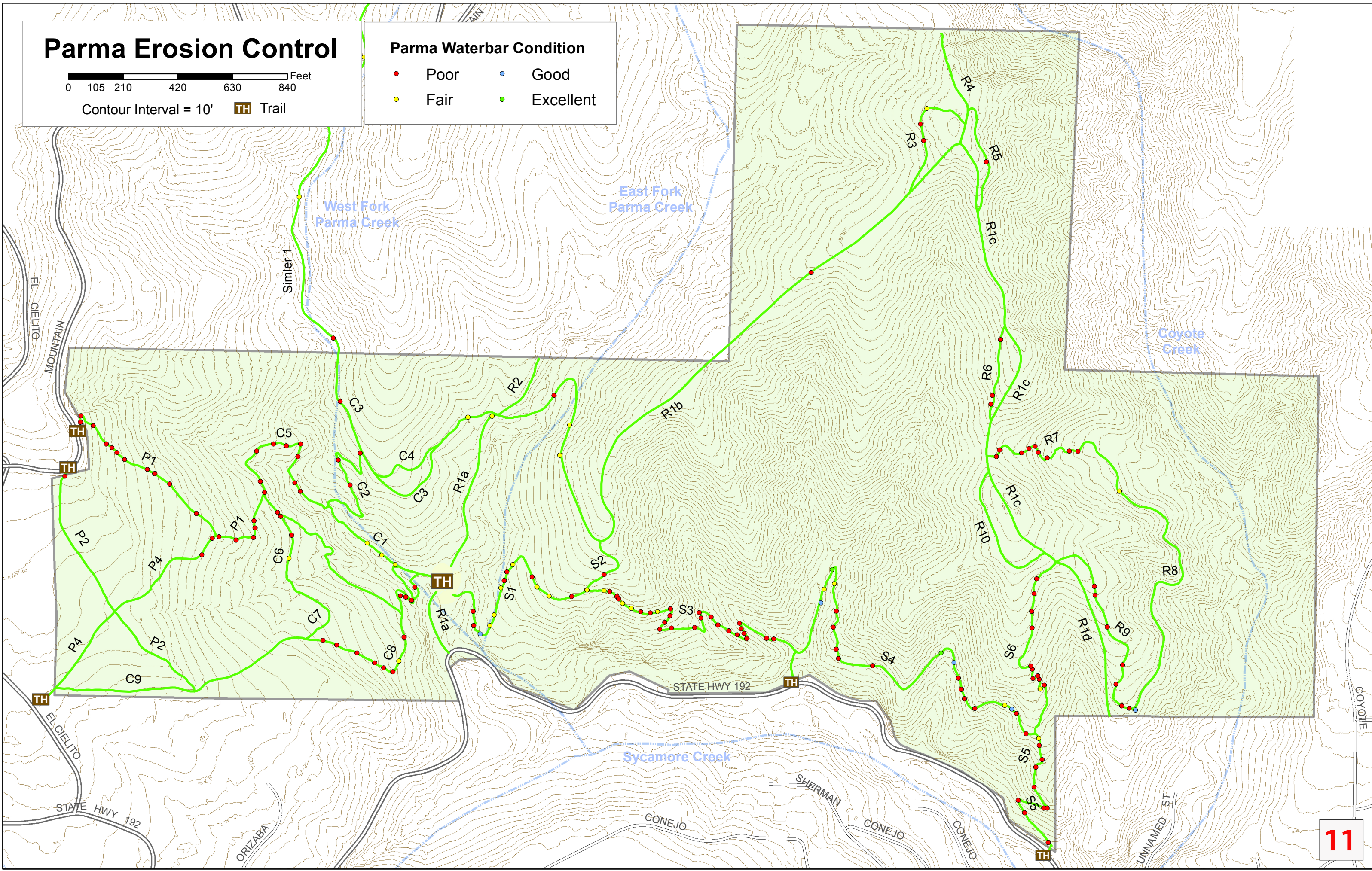
Contour Interval = 10'



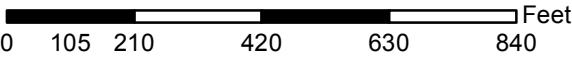
Trail

Parma Waterbar Condition

- | | |
|--------|-------------|
| ● Poor | ● Good |
| ● Fair | ● Excellent |



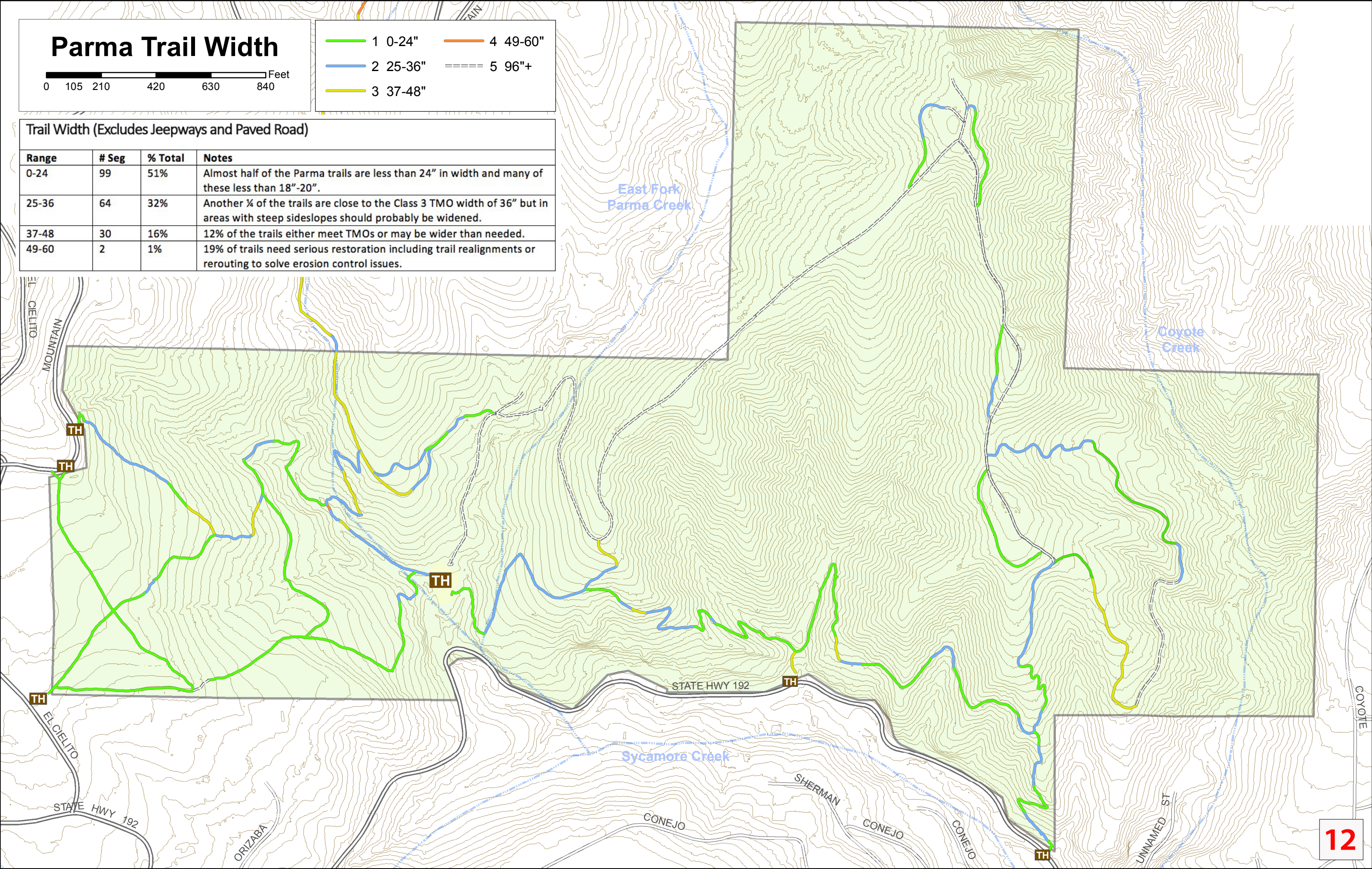
Parma Trail Width



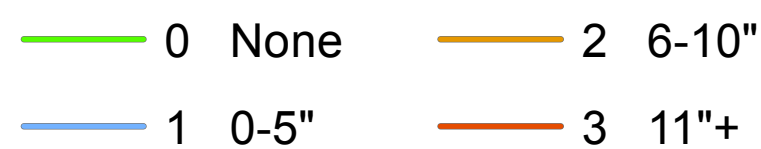
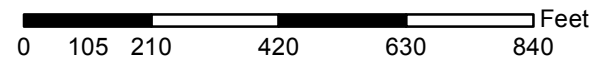
- 1 0-24"
- 2 25-36"
- 3 37-48"
- 4 49-60"
- 5 96"+

Trail Width (Excludes Jeepways and Paved Road)

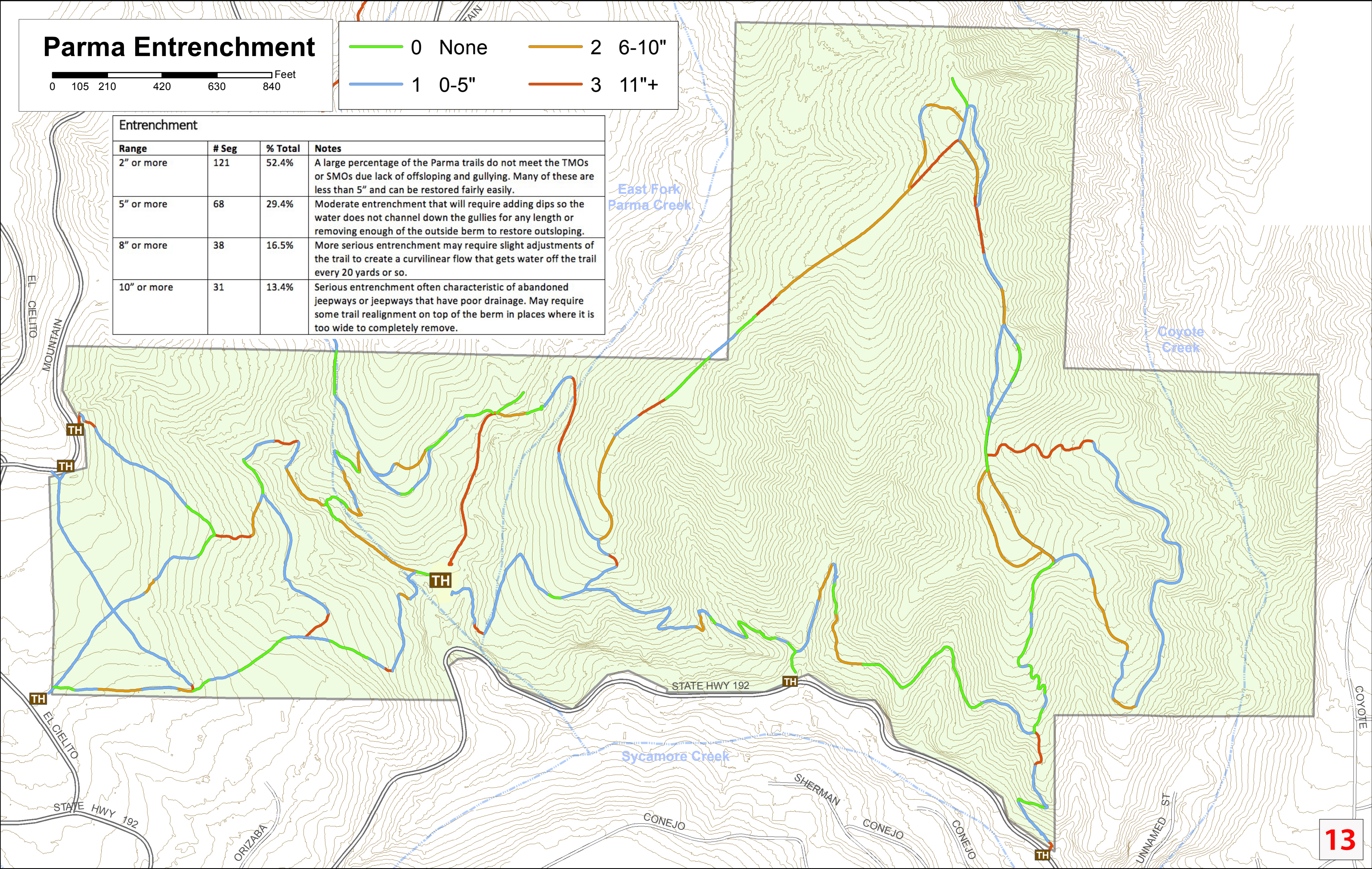
| Range | # Seg | % Total | Notes |
|-------|-------|---------|--|
| 0-24 | 99 | 51% | Almost half of the Parma trails are less than 24" in width and many of these less than 18"-20". |
| 25-36 | 64 | 32% | Another ¼ of the trails are close to the Class 3 TMO width of 36" but in areas with steep sideslopes should probably be widened. |
| 37-48 | 30 | 16% | 12% of the trails either meet TMOs or may be wider than needed. |
| 49-60 | 2 | 1% | 19% of trails need serious restoration including trail realignments or rerouting to solve erosion control issues. |



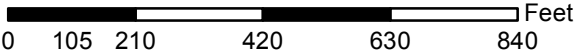
Parma Entrenchment



| Entrenchment | | | |
|--------------|-------|---------|---|
| Range | # Seg | % Total | Notes |
| 2" or more | 121 | 52.4% | A large percentage of the Parma trails do not meet the TMOs or SMOs due lack of off-sloping and gullying. Many of these are less than 5" and can be restored fairly easily. |
| 5" or more | 68 | 29.4% | Moderate entrenchment that will require adding dips so the water does not channel down the gullies for any length or removing enough of the outside berm to restore out-sloping. |
| 8" or more | 38 | 16.5% | More serious entrenchment may require slight adjustments of the trail to create a curvilinear flow that gets water off the trail every 20 yards or so. |
| 10" or more | 31 | 13.4% | Serious entrenchment often characteristic of abandoned jeepways or jeepways that have poor drainage. May require some trail realignment on top of the berm in places where it is too wide to completely remove. |



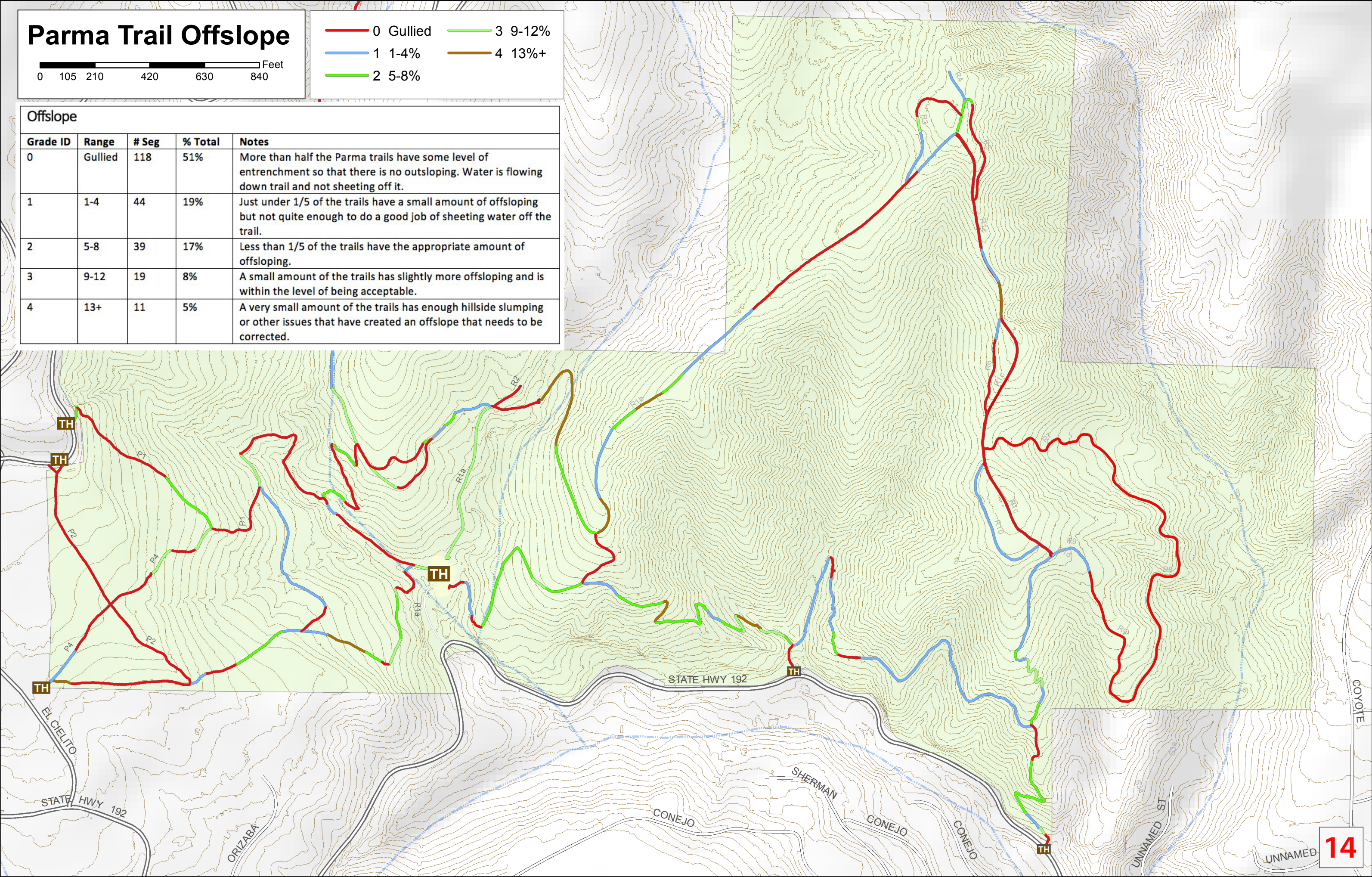
Parma Trail Offslope



- 0 Gullied
- 1 1-4%
- 2 5-8%
- 3 9-12%
- 4 13%+

Offslope

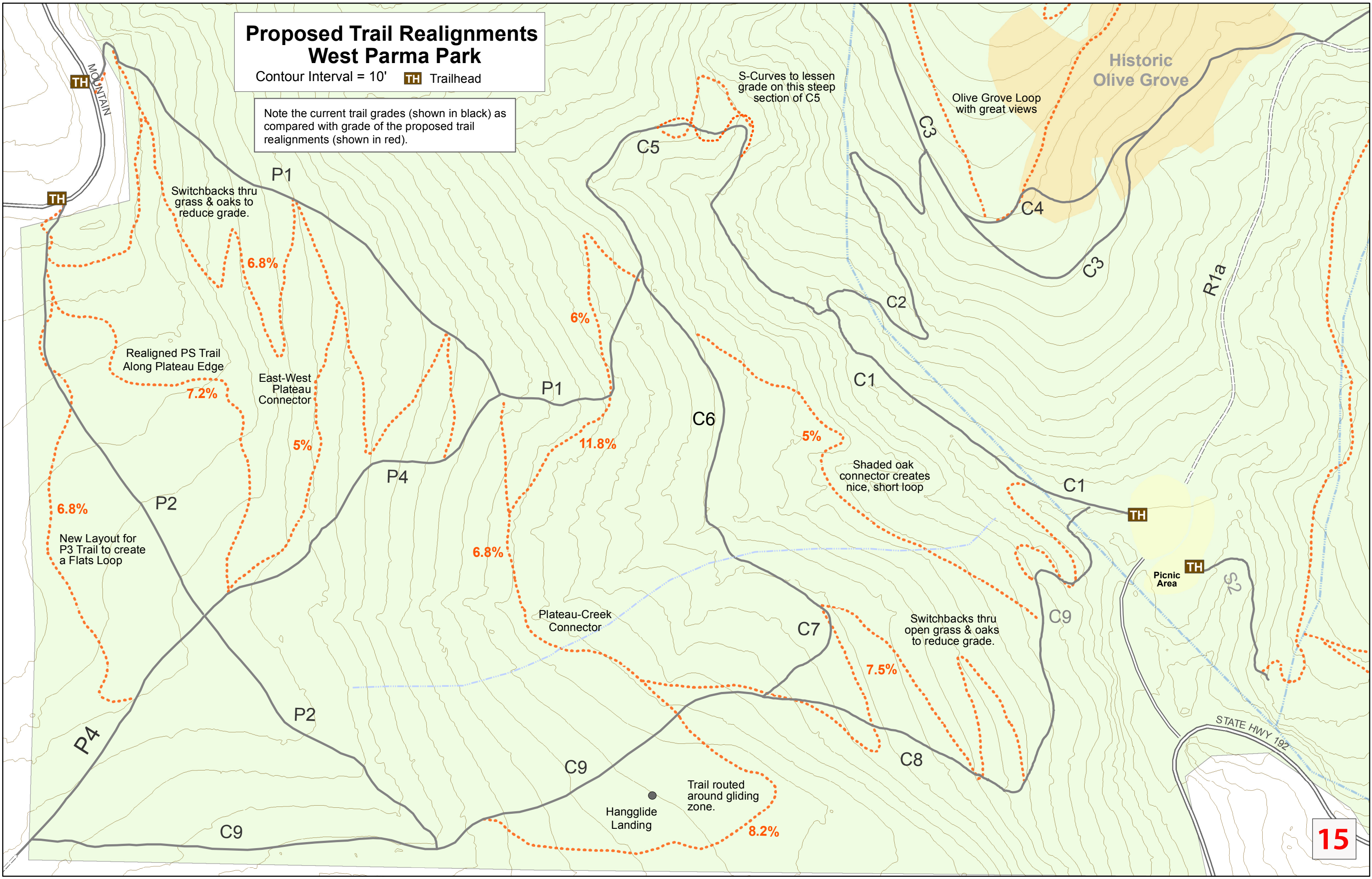
| Grade ID | Range | # Seg | % Total | Notes |
|----------|---------|-------|---------|--|
| 0 | Gullied | 118 | 51% | More than half the Parma trails have some level of entrenchment so that there is no outsloping. Water is flowing down trail and not sheeting off it. |
| 1 | 1-4 | 44 | 19% | Just under 1/5 of the trails have a small amount of offsloping but not quite enough to do a good job of sheeting water off the trail. |
| 2 | 5-8 | 39 | 17% | Less than 1/5 of the trails have the appropriate amount of offsloping. |
| 3 | 9-12 | 19 | 8% | A small amount of the trails has slightly more offsloping and is within the level of being acceptable. |
| 4 | 13+ | 11 | 5% | A very small amount of the trails has enough hillside slumping or other issues that have created an offslope that needs to be corrected. |

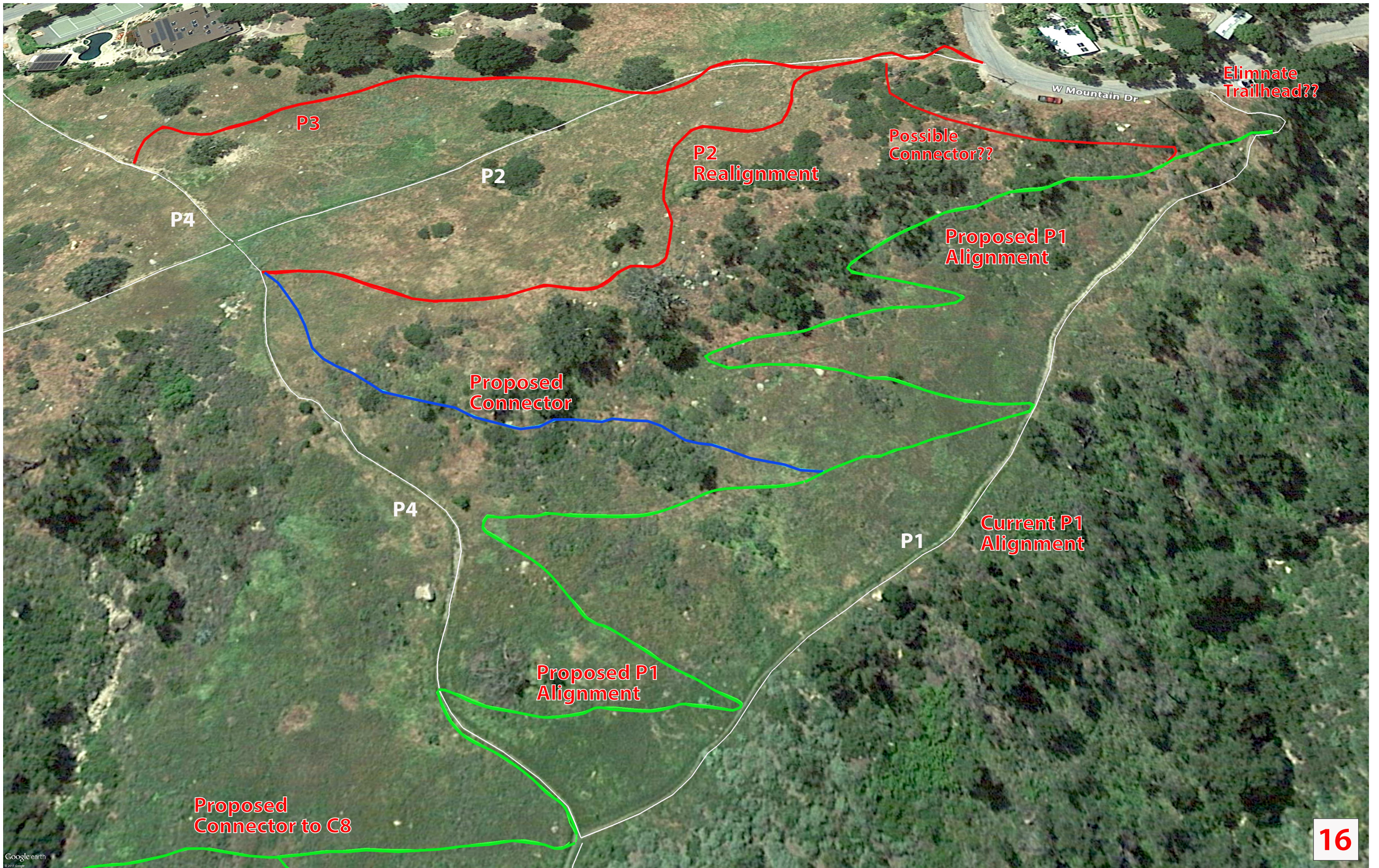


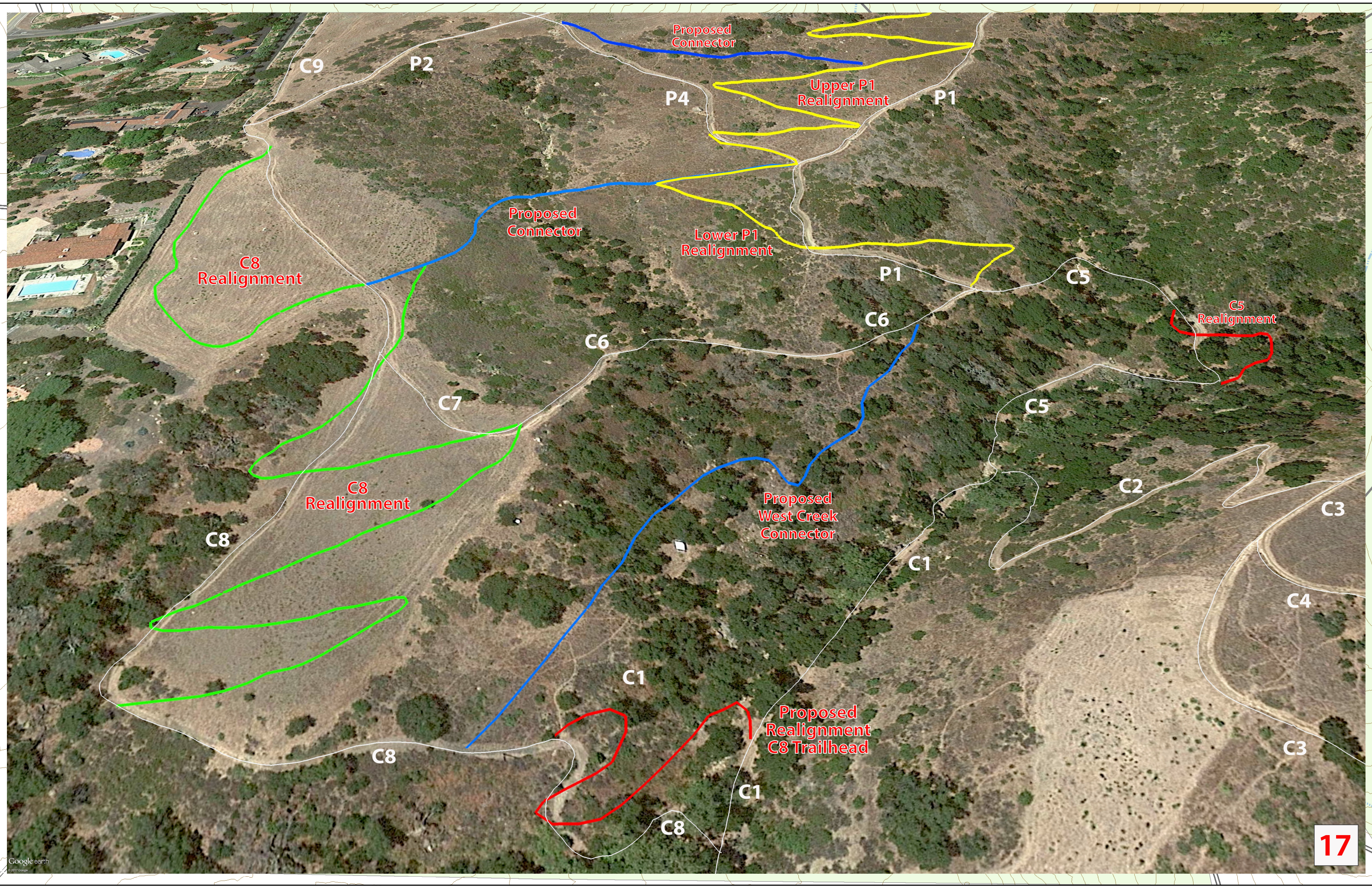
Proposed Trail Realignments West Parma Park

Contour Interval = 10' **TH** Trailhead

Note the current trail grades (shown in black) as compared with grade of the proposed trail realignments (shown in red).

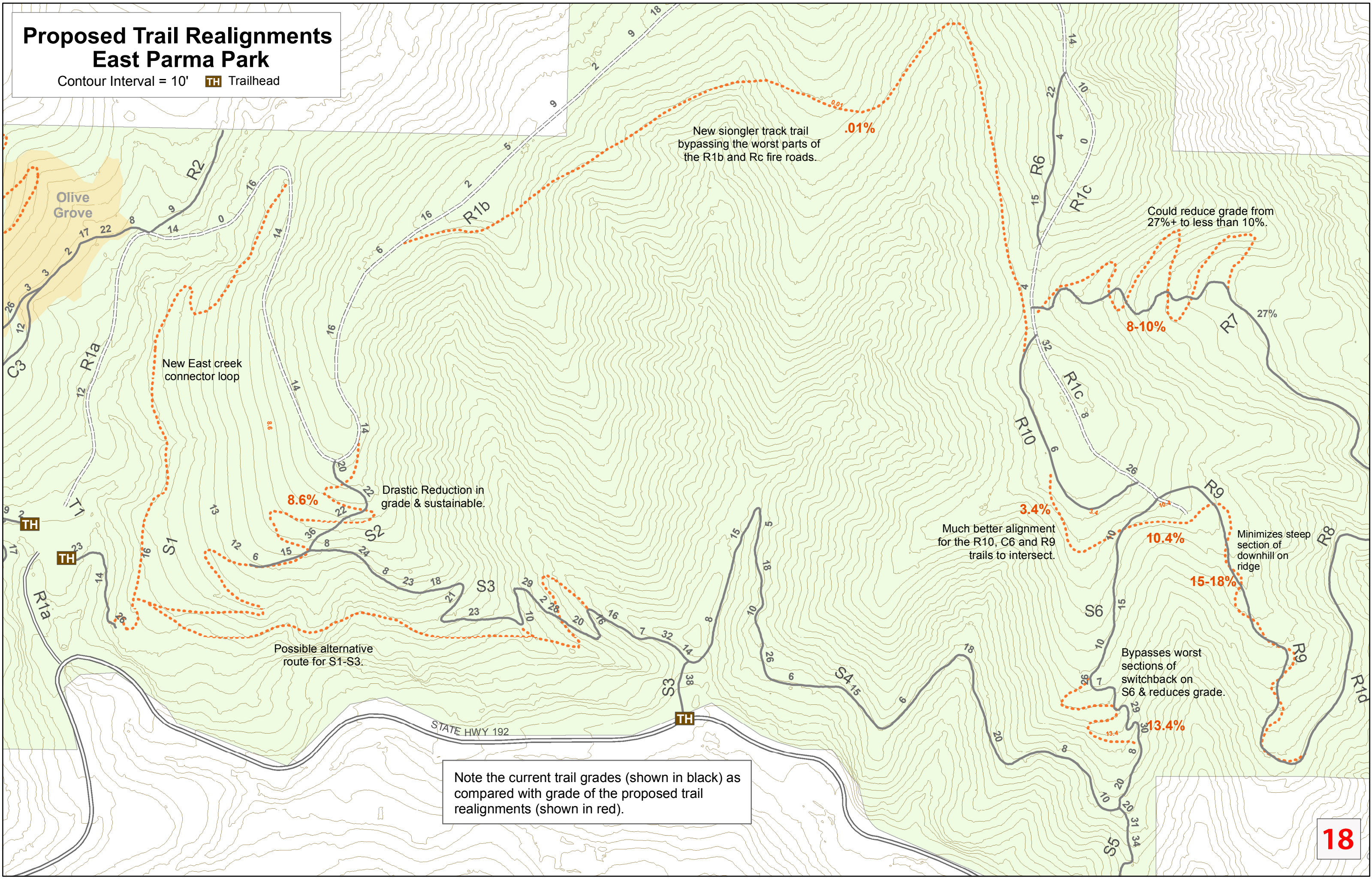




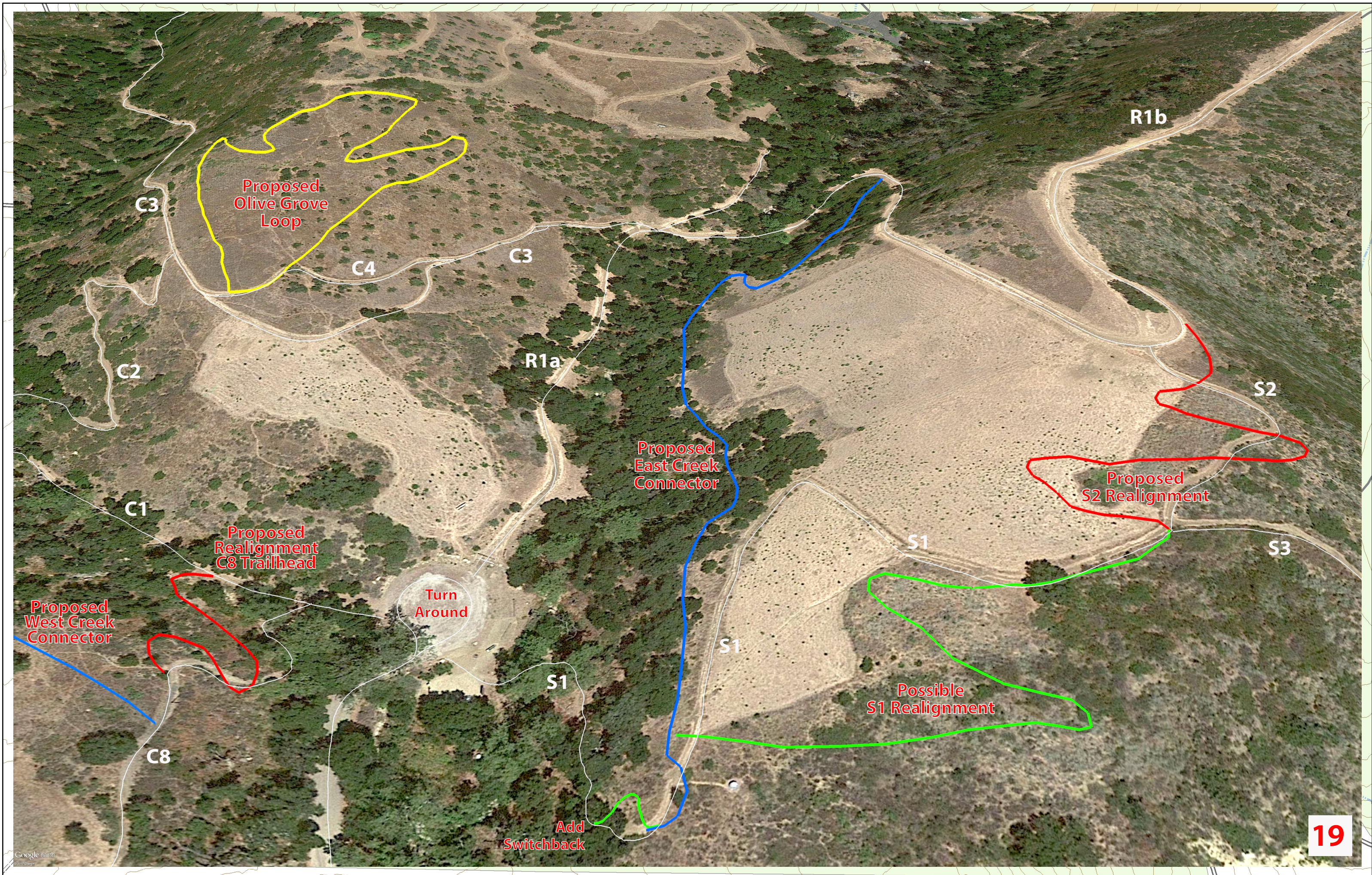


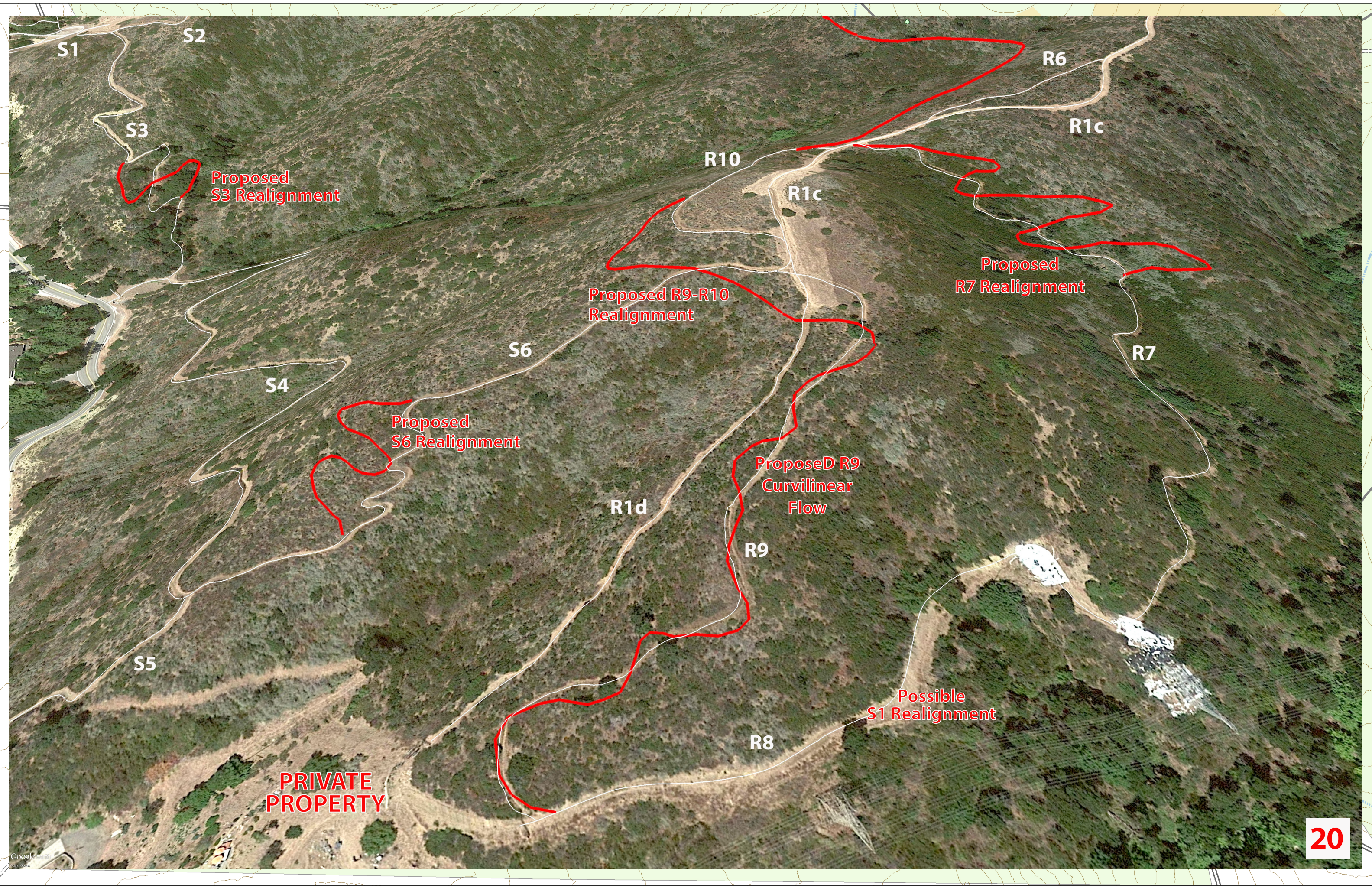
Proposed Trail Realignments East Parma Park

Contour Interval = 10' **TH** Trailhead



Note the current trail grades (shown in black) as compared with grade of the proposed trail realignments (shown in red).





**PRIVATE
PROPERTY**

The route below depicts a proposed new trail that would bypass the steepest and least desirable parts of R1b and R1c. These fire roads have short, steep sections up to 35% grade, with deep rutting, loose rock and unsafe footing.

The bypass follows a route that is almost level from the main ridgeline (R1b) to the point where it reaches the bottom of the drainage and then gradually climbs up to a saddle near the point where the Coyote Creek loop begins.

This would eliminate one very steep climb up McMullin Point on R1b and three equally steep climbs (or descents) along R1c.

Proposed Trailhead Realignments South Mountain Drive

Contour Interval = 10' **TH** Trailhead

Note: current grade during the first 200' from the TH is extremely steep and gullied. Possible solutions include steps, moving TH entry further south to reduce grade or removing this TH and consolidating with nearby TH.

Option 1: Adjust TH entry further south, add crib wall, steps or step overs and armor surfacet to prevvent erosion.

South Mountain Drive Trailhead Entrances

TH 2

TH 1

Realignment would lower grade to 10%.

Proposed New Entry Route

Option 2: Remove TH 2, restore and connect to new proposed switchbacks from TH1. See dotted green line showing possible route.

Proposed New Switchbacks.

Trailhead Entrance
North Mountain

TH

MOUNTAIN

Note: grade immediately below the TH is very steep and leads immediately to a sharp left switchback that is even steeper. The best solution is to move the TH slightly NE a bit and the extending the corner out as far as possible to lessen grade through this section.

10

22

30

16

2

Mountain Drive
Easement

18

MOUNTAIN

Proposed Trailhead Realignment North Mountain Drive

Contour Interval = 10'

Proposed New Benches West Parma Park

