



Staff Report

INVENTORY AND STATUS OF PAPER STREETS AND TRAILS

Honorable Mayor and Council Members:

Summary

The City Council established a priority calendar item for assessment of Paper Streets and Trails. This report provides an inventory of public street and path right-of-way lands in Belmont. It also provides staff's characterization of the current uses of these and the feasibility for improving into a public trail system. Staff is seeking direction from the City Council in the next steps to complete a trail improvement conceptual plan.

Background

Paper streets are lands of public right-of-way delineated on a subdivision map or other deed that exist on paper but have not been improved for use. Over the past century, the City has received numerous paper streets and paths through subdivision's dedications. The City could construct roads or pedestrian or bicycle pathways on some of these right-of-ways. Some show potential for connection to the existing network of hiking trails available to Belmont residents. These pathways could link residents with open space, parks, and trail systems that extend outside of Belmont. Conversely, some of these paper pathways cannot be feasibly improved or would provide negligible benefit to the public and the City may want to consider their vacation.

During the time that staff was working on this project, we noted that the City of Berkeley and the Town of Los Altos Hills were profiled in the newspaper for doing similar research and improvement to their pathway systems. The Town of Los Altos Hills has worked towards creating an approved plan for the town's pathways. The City of Berkeley has taken it one step further by upgrading the pathways, in some cases with the installation of steps on some of the steeper hillsides. These newspaper articles are attached to this report as Attachments C, D, and E.

Discussion

Staff reviewed file information, subdivision maps, and county records to locate, quantify, and characterize the City's paper streets and pathways. Seventy-one separate right-of-way segments

were identified (see Attachment B). Staff researched ownership of each pathway and logged the information by neighborhood into a spreadsheet to produce an inventory (see Attachment A). The inventory entries are cross-referenced to the map.

Staff visited each mapped location to characterize the condition of the right-of-way and assess the practicability of improving the right-of-way for public use. Each end of the pathways was photographed, if possible, and Public Works has filed these photographs for future review by interested parties.

Staff classified each pathway into one of the following four categories as a preliminary means of organizing the information.

1. Pathway is improved and appears to be in use – paved or graveled.
2. Pathway is unimproved but does appear to be used – dirt pathway.
3. Pathway is unimproved and is not used, but could potentially be improved for public use.
4. Pathway is impassable or otherwise impracticable for improvement due to steep grade, large obstructions (trees), lack of connectivity, or unappealing location.

The majority of these pathways range in width from 5 to 20 feet and are a variety of lengths. Improved pathway includes City maintained paved paths such as to the Cipriani and Hallmark parks. Unimproved but used pathways showed signs of bike and/or foot traffic such as the unimproved section of Monte Cresta Road. Pathways having the potential for being used showed nice connectivity on the map but were overgrown with brush and often had moderate to steep grades. Those that were deemed impassable were highly overgrown with trees or had severe steepness. Staff made these preliminary assessments typically based on a single site visit. We would welcome the opinion of the Council and other community members who may have better first-hand information about some of the pathways.

The following list describes the pathways by neighborhood and classification. The alphanumeric code provides cross-reference to the attached inventory and map. The first two letters refer to the neighborhood in which the paper street/trail is found and the number designation refers to the location on the map.

Skymont

Potential Pathway

- SK02 - 50' wide paper street Marsten Avenue off Ralston Ranch Road. Signs of bike use along this pathway. Good connector to Ralston Avenue.

Impassable

- SK01 – Access easement adjacent to 2015 Bishop Road. This location has no connectivity to any trails and is overgrown with weeds.

The Plateau

Potential Pathway

- PT04 – 10' wide pathway easement between Lower Lock Avenue and San Juan Boulevard. Heavily wooded area that that does lead to the trail on the Lower Lock area.

Impassable

- PT01 – 10' wide pathway easement adjacent to 2570 Naughton Avenue. This location is between two houses and does not connect to any trails.
- PT02 – 10' wide pathway easement from Hillcrest Drive to Bartlett Way. This area leads to overgrown area.
- PT03 – 10' wide pathway easement between 3400 Plateau Drive and 3247/3301 Upper Lock Avenue. Area is overgrown and obstructed by trees and fences.

Cipriani

Unimproved but in use

- CP20 – 50' wide paper street Monte Cresta Drive. Currently used as a trail, majority of this area is cleared.

Potential Pathway

- CP01 – 20' wide easement between 2947/3013 San Juan Boulevard. This area is heavily wooded and if cleared could possibly be used as a bypass for San Juan Boulevard.
- CP06 – 10' wide pathway easement between 2640/2700 Monserat Avenue and 2846/2848 San Juan Boulevard. Slightly overgrown, sewer line and manhole along this location.
- CP07 – 10' wide pathway easement between 2314/2316 Wooster Avenue and 2806/2808 Newlands Avenue. This area is mostly cleared and is currently used for sewer system access.
- CP09 – 10' wide pathway easement between 2226 Semeria Avenue and Buena Vista Avenue. Partially overgrown, mainly used for sewer system access.
- CP10 – 10' wide pathway easement from 2327 Casa Bona Avenue and 2508 Carmelita Avenue. Partially overgrown, mainly used for sewer system access.
- CP11 – 10' wide pathway easement between 2403/2501 Read Avenue and 2324/2322 Coronet Boulevard. Partially overgrown and obstructed by fences.
- CP12 – 10' wide pathway easement between 2644/2642 Ponce Ave and 2422/2420 Arthur Avenue. Partially overgrown an obstructed by trees.
- CP13 – 10' wide pathway easement between 2419/2417 Coronet Boulevard and 2134 Ewell Road. Partially overgrown obstructed by fence, mainly used for sewer system access.

Impassable

- CP02 – 10; wide pathway easement between East Laurel Creek Road and

Alhambra Drive. Heavily wooded and steep.

- CP03 – 10’ wide pathway easement between 2900 Alhambra Drive and 2901 Monte Cresta Drive. Heavily wooded and steep.
- CP04 – 10’ wide pathway easement between 2600 Belmont Canyon Road and 2855 San Juan Boulevard. This area is highly overgrown sewer line and manholes located along this area.
- CP05 – 10’ wide pathway easement near 2556/2600 Belmont Canyon Road and 2853/2855 San Juan Boulevard. This area is highly overgrown sewer line and manholes located along this area.
- CP08 – 5’ wide pathway easement from 2624 Read Avenue to Prindle Avenue. Partially overgrown and obstructed by fences.
- CP14 – 10’ wide pathway easement between 2590/2600 Coronet Boulevard and Ralston Avenue. Recently vacated, no longer leads to Ralston Avenue.
- CP15 – 10’ wide pathway easement between 2140/2136 Lyon Avenue and 2233/2231 Semeria Avenue. Over grown, serves as access to sewer system.
- CP16 – 10’ wide pathway easement between 714/712 Alameda de las Pulgas and 2223/2225 Coronet Boulevard. Too steep and over grown.
- CP17 – 10’ wide pathway near 2838 Alhambra Drive. This area dead ends into the property mentioned above.
- CP18 – 5’ wide pathway between 3040/3100 San Juan Boulevard. This area dead-ends and does not lead to any trails.
- CP19 – 50’ wide paper street Alhambra Drive. Highly overgrown too steep to walk or bike.

Country Club

Improved

- CC02 – 10’ wide pathway easement between 1774/1772 Terrace Drive and 1777 Valley View Avenue.

Unimproved

- CC06 – 10’ wide pathway easement between 1803 Bayview Avenue and 1908 Lyon Avenue. Currently used by pedestrians and sewer access.

Potential Pathway

- CC03 – 10’ wide pathway easement between 2006/2004 Arbor Avenue and 1737 Terrace Drive. Overgrown and steep, potential to be used by the use of stairs and clearing of trees, also connects to the two locations below.
- CC04 – 10’ wide pathway easement between 1740/1736 Terrace Drive and 1753 Valley View Avenue. Overgrown and steep.
- CC05 – 10’ wide pathway easement between 1906/1904 Oak Knoll Drive.
- CC11 – 10’ wide pathway easement between 1504/1502 Pine Knoll Drive and 1611/1609 Notre Dame Avenue. Partially obstructed by fences and used for sewer system access.

Impassable

- CC01 – 10' wide pathway easement between 609/607 Alameda de las Pulgas and 1779/1775 Terrace Drive. Partially overgrown and obstructed by trees.
- CC07 – 10' wide pathway easement between 1825/1823 Mezes Avenue to 1816/1814 Hillman Avenue. Too steep to possibly be used, sewer manhole located here.
- CC08 – 10' wide pathway easement between 1938/1936 Oak Knoll Drive and 1717 Pine Knoll Drive. This area and the two below are borderline impassable and potential in that they serve as a short cut to Notre Dame Avenue.
- CC09 – 10' wide pathway easement between 1720/1718 Valley View Ave and 1920 Oak Knoll Drive.
- CC10 – 10' wide pathway easement between 1700 Terrace Drive and 1723/1721 Valley View Avenue.

Central

Improved

- CN02 – 10' wide pathway easement between 1568/1566 Winding Way to 1811/1813 Hillman Avenue via 1709/1707 Hillman Avenue. Partially overgrown and obstructed by trees. Part of this leg has been paved and is in use, while the other leg is primarily used for sewer system access.
- CN05 – stairs on South Road

Unimproved

- CN01 – 20' wide pathway easement between Mills Avenue and Irene Court.
- CN06 – walkway from North Road to Davey Glen Road.

Potential

- CN03 – 20' wide pathway easement between 1526/1522 Ridge Road and 1563/1559 Winding Way.

Impassable

- CN04 – 20' wide public road easement at the end of Laurel Court.
- CN07 – 10' wide easement Between 531 Davey Glen Road and 4 Camino Vista.
- CN08 – 15' wide ingress/egress easement behind 8/12 Camino Vista.
- CN09 – Scenic easement between Davey Glen Road and Camino Vista.

Sterling Downs

Improved

- SD01 – 20' wide pathway easement between 411/413 Yorkshire Way. This is the neighborhood entrance to Alexander Park.

East Belmont

Improved

- EB01 – 20’ non-motorized easement off Island Parkway. This is an excellent pathway for walking and biking, connects to Foster City.

Homeview

None

Sunnyslope

Improved

- SS02 – 10’ wide pathway between 1050/1048 O’Neil Avenue. Connects City Hall Parking lot to O’Neil Avenue.

Unimproved

- SS03 – 20’ wide pathway easement between 1601/1597 Molitor Road and 1600/1596 Sunnyslope Avenue.

Potential

- SS01 – Two 10’ wide pathway easements from O’Neil Avenue to Paloma Avenue.

Chula Vista

Improved

- CV01 – 10’ wide pathway/partial entrance to 1045 Solano Drive.

Carlmont

Potential

- CM01 – 6’ wide pedestrian access near 2500 Carlmont Drive.
- CM02 – 5’ wide walkway from 1133/1127 Village Drive to 1110 Alameda de las Pulgas.

Western Hills

Improved

- WH02 – 10’ wide pathway easement between 2300/2286 Hastings Drive to open space.
- WH03 – 10’ wide pathway easement between 2331/2327 Hastings Drive to open space.
- WH04 – 10’ wide pathway easement between 2413/2411 Hastings Drive to open space. Across the street from this location is one of the trailheads of the Raccoon Run Trail.

Unimproved

- WH05 – 10’ wide pathway easement between 2619/2617 Hastings Drive to open space.

- WH06 – 50’ wide paper street Lake Road off Hallmark Drive.
- WH07 – Open space behind 2470 Hallmark Drive. A portion of John Brooks Trail runs through this location.
- WH08 – Open space behind Somerset Court. A portion of John Brooks Trail runs through this location.

Potential

- WH01 – 75’ wide pedestrian and equestrian access near 2500 Carlmont Drive. Has the potential of being improved, this large area could be developed.

Hallmark

Improved

- HM04 – 20’ wide trail easement between 2569/2565 Hallmark Drive (Hallmark Park).
- HM05 – 33’ wide pathway/road easement adjacent to 2624 Somerset Drive. This is one of the trailheads for the John Brooks Trail.
- HM07 – Variable width access easement (to John Brooks Memorial Park) near westerly Ralston Avenue city limits.
- HM08 – Open Space adjacent to 2707 Wakefield Drive.
- HM09 – 10’ wide pathway access between 2732/2728 Wakefield Drive. This is one of the entrance points for John Brooks Trail.

Unimproved

- HM01 – 40’ wide pedestrian access easement (Old Lake Road) behind hallmark Drive, also known as Upper Lake Road Trail. This location leads to Sheep Camp Trail, which is part of the San Mateo County Trail System. This trail connects upper Belmont/San Carlos and the area known as the Cross Country Running Course to Crystal Springs Trail. It extends from Hallmark Avenue in Belmont beneath I-280, across Canada Road to the Crystal Springs Trail.
- HM02 – Pedestrian access easement near 2839 Hallmark Drive. This location is the most northerly part of the location above. Across the street from this location is the entrance to Lake Road Trail and John Brooks Trail.

Potential

- HM06 – Variable width trail easement adjacent to 2516 Hallmark Drive. Large area that has been dedicated as open space, a portion of John Brooks Trail runs through it.

Impassable

- HM03 – 6’ wide pathway easement between 1027/1023 Tahoe Drive. Seems to be obstructed, possible pathway to Ralston Middle School.

Staff has identified several pathways that could be improved to serve as possible connectors to adjoining paths or neighborhoods that are currently impassable.

They are as follows:

1. Areas 3, 4, and 5 of Belmont Country Club neighborhood. Though these areas are heavily wooded, overgrown and steep, they could provide a connector for those interested in traveling from Oak Knoll Drive to Arbor Avenue. Heavy clearing and grubbing and the construction of stairs, which would allow pedestrian access, would be needed.
2. Areas 2 and 3 of the Central neighborhood, could serve as a link for those interested in traveling between portions of North Road, Winding Way, and Ridge Road.
3. Areas 1 and 3 in Sunnyslope. Construction of stairs and some clearing would allow pedestrian access to Paloma from O'Neill and from Molitor to Sunnyslope.

Fiscal Impact

There is no fiscal impact to this report. However, there could be substantial costs with developing and maintaining trails.

Public Contact

Public contact includes posting of City Council agenda. A link to the report was sent to all Neighborhood Association Presidents.

Recommendation

It is recommended that Council provide input on the pathway inventory and provide staff direction on whether further evaluation of the inventory and classification is warranted. If Council believes that any areas have potential for public use, specific locations should be identified for staff to prepare a work plan with a timeline for further exploring these areas, including the legal, financial and practical considerations. Public input would be sought as part of the work plan.

Alternatives

1. Refer back to staff for further information or other options
2. Take no action

Attachments

- A. Paper Streets and Trails Spreadsheet
- B. Paper Streets and Trails Map (24"x36")
- C. SF Chronicle, Monday, March 7, 2005 - "Hills alive with paths aplenty"
- D. SJ Mercury News, Tuesday, March 8, 2005 - "Town may finally find its path"
- E. SJ Mercury News, Wednesday, March 9, 2005 - "Los Altos Hills approves path map"

Respectfully submitted,

Phillip Esqueda
Engineering Technician

Raymond E. Davis III, PE, PTOE
Director of Public Works

Daniel Rich
Interim City Manager

PAPER STREETS AND TRAILS

NEIGHBORHOOD	Description	Classification
SKYMONT (SK)		
1 Bishop Road	Access easement next to 2015 Bishop recorded Vol 15, pg 29-38; Vol 58, pg 33-34 APN BK 43	Impassable
2 Marsten Avenue	Paper Street	Potential
THE PLATEAU (PT)		
1 Adjacent to 2570 Naughton Avenue	10' wide pathway easement Belmont Country Club Properties, Subdivision No. 10, recorded Mar 24, 1927. Vol.15 pg. 29-38 APN BK 43	Impassable
2 From Hillcrest to Paper Road Bartlett	10' wide pathway easement Belmont Country Club Properties, Subdivision No. 10, recorded Mar 24, 1927. Vol.15 pg. 29-38 APN BK 43	Impassable
3 Between 3400 Plateau and 3247 and 3301 Upper Lock	10' wide pathway easement Belmont Country Club Properties, Subdivision No. 8, recorded December, 1926. Vol. 14 pg 65-68 APN BK 43	Impassable
4 Between Lower Lock and San Juan	10' wide pathway easement Belmont Country Club Properties, Subdivision No. 10, recorded Mar 24, 1927. Vol.15 pg. 29-38 APN BK 43	Impassable
CIPRIANI (CP)		
1 Between 2947 and 3013 San Juan (used for fire access)	20' wide easement Belmont Country Club Properties, Subdivision No. 10, recorded on March 8, 1927. Vol.15 pg. 29-38 APN BK 43	Potential
2 Between E. Laurel Creek and Alhambra	10' wide pathway easement Belmont Country Club Properties, Subdivision No. 10, recorded Mar 24, 1927. Vol.15 pg. 29-38 APN BK 43	Potential
3 Between 2900 Alhambra and 2901 Monte Cresta	10 wide pathway easement Belmont Country Club Properties, Subdivision No. 10, recorded Mar 8, 1927. Vol.15 pg. 31-32 APN BK 43	Impassable
4 2600 Belmont Canyon to 2855 San Juan	10' wide pathway easement Belmont Country Club Properties, Subdivision No. 10, recorded March 24, 1927. Vol.15 pg. 29-38 APN BK 43	Impassable
5 near 2556/2600 Belmont Canyon Road to 2853-2855 San Juan	10' wide pathway easement Belmont Country Club Properties, Subdivision No. 5, recorded Oct.6, 1925. Vol. 12 pg 67-71 APN BK 43	Impassable
6 Between 2840 and 2700 Monserat to 2846 and 2848 San Juan Blvd.	B. 10' wide pathway easement Belmont Country Club Properties, Subdivision No. 9, recorded Dec 1926. Vol. 14 pg 69 APN BK 43.	Potential
7 Between 2314/2316 Wooster and 2806/2808 Newlands (side yards)	10' wide pathway easement Belmont Country Club Properties, Subdivision No. 2A, recorded June 1925. Vol. 12 pg 38-39	Potential
8 From 2624 Read to 2700 Prindle	5' wide pathway easement Belmont Country Club Properties, Subdivision No. 4, recorded July 3, 1925. Vol. 12 pg 45 APN BK 44	Impassable
9 Between 2226 Semeria and 2325 Buena Vista	10' wide pathway easement Belmont Country Club Properties, Subdivision No. 2, recorded Dec 30, 1924. Vol.12 page 14	Potential
10 from 2327 Casa Bona to 2508 Carmelita	10' wide pathway easement Belmont Country Club Properties, Subdivision No. 2, recorded Dec 30, 1924. Vol.12 page 14	Potential
11 Between 2403/2501 Read Avenue and 2324/2322 Coronet Boulevard	10' wide pathway easement Belmont Country Club Properties, Subdivision No. 4, recorded July 3, 1925. Vol. 12 pg 43-49 APN BK 44	Potential
12 Between 2644/2642 Ponce Ave and 2422/2420 Arthur Ave	10' wide pathway easement Belmont Country Club Properties, Subdivision No. 4, recorded July 3, 1925. Vol 12 pg 43-49 APN BK 44	Potential
13 2419/2417 Coronet to 2134 Ewell Road	10' wide pathway easement Belmont Country Club Properties, Subdivision No. 4, recorded July 3, 1925. Vol. 12 pg 46 APN BK 44	Potential
14 Between 2590/2600 Coronet Blvd. and Ralston Ave.	10' wide pathway easement Belmont Country Club Properties, Subdivision No. 4, recorded July 3, 1925. Vol. 12 pg 45 APN BK 44	Impassable
15 Between 2140/2136 Lyon Ave and 2233/2231 Semeria Ave	10' wide pathway easement Belmont Country Club Properties, Subdivision No. 2, recorded Dec 30, 1924. Vol.12 page 14	Impassable
16 714/712 Alameda de las Pulgas to 2225/2223 Coronet Blvd	10' wide pathway easement Belmont Country Club Properties, Subdivision No. 2, recorded Dec 30, 1924. Vol.12 page 14	Impassable
17 Between 2838 Alhambra and Monte Cresta Dr.	10' path	Impassable
18 Between 3040 & 3100 San Juan Blvd	5' Path BCC #10. Vol. 15, pg 32 APN BK 43	Impassable
19 Alhambra Drive	50' wide Paper Street	Impassable
20 Monte Cresta Drive	50' wide Paper Street	Potential
COUNTRY CLUB (CC)		
1 609/607 Alameda de las Pulgas to 1779/1775 Terrace Dr.	10' wide pathway easement Belmont Country Club Properties, Subdivision No. 1, recorded Oct 1, 1924. Vol. 12 pages 1-11	Impassable
2 between 1774/1772 Terrace Dr. and 1777 Valley View Ave	10' wide pathway easement Belmont Country Club Properties, Subdivision No. 1, recorded Oct 1, 1924. Vol. 12 pages 1-11 APN BK 44	Impassable
3 2008/2004 Arbor Ave to 1737 Terrace Dr	10' wide pathway easement Belmont Country Club Properties, Subdivision No. 1, recorded Oct 1, 1924. Vol. 12 pages 1-11 APN BK 44	Potential

PAPER STREETS AND TRAILS

NEIGHBORHOOD	Description	Classification
4 1740/1736 Terrace Dr to 1753 Valley View Ave	10' wide pathway easement Belmont Country Club Properties, Subdivision No. 1, recorded Oct 1, 1924. Vol. 12 pages 1-11 APN BK 44	Potential
5 Between 1906/1904 Oak Knoll Dr	10' wide pathway easement Belmont Country Club Properties, Subdivision No. 1, recorded Oct 1, 1924. Vol. 12 pages 1-11 APN BK 44	Potential
6 1803 Bayview Ave to 1908 Lyon Ave	10' wide pathway easement Belmont Country Club Properties, Subdivision No. 1, recorded Oct 1, 1924. Vol. 12 pages 1-11	Currently unimproved and used
7 Between 1825/1823 Mezes Avenue to 1816/1814 Hillman Ave	10' wide pathway easement Belmont Country Club Properties, Subdivision No. 6, recorded Nov 13, 1925. Vol. 13 pg 13 APN BK 44	Impassable
8 1938/1936 Oak Knoll Dr to 1717 Pine Knoll Dr	10' wide pathway easement Belmont Country Club Properties, Subdivision No. 1, recorded Oct 1, 1924. Vol. 12 pages 1-11	Impassable
9 1720/1718 Valley View Ave to 1920 Oak Knoll Dr	10' wide pathway easement Belmont Country Club Properties, Subdivision No. 1, recorded Oct 1, 1924. Vol. 12 pages 1-11 APN BK 44	Impassable
10 1700 Terrace Dr to 1723/1721 Valley View Ave	10' wide pathway easement Belmont Country Club Properties, Subdivision No. 1, recorded Oct 1, 1924. Vol. 12 pages 1-11	Impassable
11 1504 Pine Knoll and 1611 Notre Dame	10' wide pathway easement Belmont Country Club Properties, Subdivision No. 1, recorded Oct 1, 1924. Vol. 12 pages 1-11	Potential
CENTRAL (CN)		
1 Between Mills Avenue and Irene Court	20' wide public road easement Bella Vista Gardens, recorded Mar 28, 1958. Vol. 48 pg 32. APN BK 44.	Currently unimproved and used
2 Between 1568/1566 Winding Way to 1811/1813 Hillman Ave via 1709/1707 Hillman Ave	10' wide pathway easement Belmont Country Club Properties, Subdivision No. 6, recorded Nov 13, 1925. Vol. 13 pg 13 APN BK 44	Currently improved and used
3 Between 1526/1522 Ridge Road to 1563/1559 Winding Way	10' wide pathway easement Belmont Country Club Properties, Subdivision No. 6, recorded Nov 13, 1925. Vol. 13 pg 13 APN BK 44	Potential
4 Off of Laurel Court (end)	20' wide public road easement Carr Estates, recorded Jan 19, 1959. Vol. 50 p 22 APN BK 44	Impassable
5 South Road stairs		Currently improved and used
6 Walkway from North Road to Davey Glen		Currently unimproved and used
7 Between 531 Davey Glen Road and 4 Camino Vista	10' Wide Easement per 2000-091391	Impassable
8 Behind 8/12 Camino Vista	15' Wide Ingress/Egress & PUE per 9450R173	Impassable
9 Between Davey Glen Road and Camino Vista	Davey Glen per Resolution No. 9008 Open Space/Scenic Easement	Impassable
STERLING DOWNS (SD)		
1 Between 411 and 413 Yorkshire Way	20' wide pathway for Alexander Park entrance recorded Vol. 16, pg 41 APN BK 40	Currently improved and used
EAST BELMONT (EB)		
1 off Island Parkway	20' non-motorized easement Vol 118 pg 63 Public Trust Easement 88099588 (Sports Complex) APN BK 40	Currently improved and used
HOMEVIEW (HV)		
none		
SUNNYSLOPE (SS)		
1 From O'Neill to Paloma	2 - 10' wide pathway easement. Amended Vol.17 pg11 APN BK 45	Potential
2 Between 1050 and 1048 O'Neill	10' wide path, bridge and watercourse easement (City Hall parking lot to O'Neill) recorded Vol 121, pg 64 APN BK 45	Currently improved and used
3 Between 1601/1597 Molitor Road and 1600/1596 Sunnyslope Avenue	20' easement Bayview Heights Subdivision No. 2, Vol 16, pg 33 APN BK 45	Currently unimproved and used
CHULA VISTA (CV)		
1 Entrance to Charles Armstrong School - 1405 Solano Drive	10' wide pathway	Currently improved and used
CARLMONT (CM)		
1 Near 2500 Carlmont Drive	6' wide pedestrian access easement Carlmont Woods, recorded at County Recorder April 28, 1971. Vol. 72, pg 11 APN BK 45 Note also 20' ped access easement	Potential
2 From 1133/1127 Village Drive to 1110 Alameda de las Pulgas	5' walkway Carlmont Village Subdivision November 5, 1956, Vol 46, pg 22 APN BK 45	Potential
WESTERN HILLS (WH)		
1 Near 2500 Carlmont Drive	75' wide pedestrian and equestrian access easement Carlmont Woods, Recorded at County Recorder, April 28, 1971. Vol. 72 pg 11 APN BK 45	Potential
2 2300/2286 Hastings Drive to open space	10' wide pathway easement Carlmont Woods No. 2 recorded September 26, 1975. Vol.88 p.35-42 APN BK 45	Currently improved and used

PAPER STREETS AND TRAILS

NEIGHBORHOOD	Description	Classification
3 between 2331/2327 Hastings Drive to open space	10' wide pathway easement Carlmont Woods No. 2 recorded September 26, 1975. Vol.88 p.35-42 APN BK 45	Currently improved and used
4 between 2413/2411 Hastings Drive to open space	10' wide pathway easement Carlmont Woods No. 2 recorded September 26, 1975. Vol.88 p.35-42 APN BK 45	Currently improved and used
5 between 2619/2617 Hastings Drive to open space	10' wide pathway easement Carlmont Woods No. 2 recorded September 26, 1975. Vol.88 p.35-42 APN BK 45	Currently unimproved and used
6 Lake Road easement off Hallmark Drive	Paper Street	Currently unimproved and used
7 behind 2470 Hallmark Drive	Open space. Hallmark West Unit 3A Recorded Oct 16, 1975 Vol. 88, pg 49-50 APN BK 45	Currently unimproved and used
8 behind 10 Somerset Court	Open space off Hallmark Drive Dedication recorded Deed Vol. 7046, pg 443 - 445. APN BK 45	Currently unimproved and used
HALLMARK (HM)		
1 Old Lake Road behind Hallmark Drive	40' wide pedestrian access easement. Hallmark #2 Vol 64 pg.3 also Hallmark #1 Vol. 59 pg.46 APN BK 45	Currently unimproved and used
2 near 2839 Hallmark Drive	Pedestrian access easement Hallmark Unit No. 4, recorded Sept 18, 1967. Vol.85 pg36-37 APN book 43	Currently unimproved and used
3 Between 1027/1023 Tahoe Drive	6' wide pathway Belcrest Gardens, recorded Sep 26, 1956. Vol. 46 pg 11 APN BK 43	Impassable
4 Between 2569/2565 Hallmark Drive Easement to Hallmark Park	20' trail easement (Highland Trail) Hallmark West Unit No. 2-B, recorded April 29, 1974. Vol.84 pg. 25-26 APN BK 45	Currently improved and used
5 Adjacent to 2624 Somerset Drive	33.64' wide pathway/road easement Hallmark West No. 2A recorded June 25, 1973. Vol. 82 p.4 APN 45	Currently improved and used
6 Adjacent to 2516 Hallmark Drive	trail easement (Highland Trail) - width varies Hallmark West Unit No. 2-B, recorded April 29, 1974. Vol.84 pg. 25-26 APN BK 45	Potential
7 Near westerly Ralston Avenue city limits	Access easement to John Brooks Memorial area off Ralston Avenue BCC #8, Vol 14, pg 65-68 APN BK 43	Currently improved and used
8 Adjacent to 2707 Wakefield Drive	Parcel A off of Wakefield Drive Hallmark West Unit No. 4 recorded June 29, 1976 Vol. 91, pg 24-25. APN BK 45	Currently improved and used
9 Between 2732/2728 Wakefield Drive	10' wide pathway access to the open space area.	Currently improved and used

PAPER STREETS AND TRAILS

MAP

SCALE: 1" = 600'

<u>LEGEND</u>	
	NEIGHBORHOOD BOUNDARY
	PROPERTY LINES
	CITY LIMITS
	PAPER TRAIL/STREET #
	PAPER TRAIL/STREET AREA

Complete color map included w/original package.

SFGate.com

www.sfgate.com[Return to regular view](#)**BERKELEY****Hills alive with paths aplenty**

- Patrick Hoge, Chronicle Staff Writer

Monday, March 7, 2005



Anthony Carpintieri says he didn't know **that part** of what he thought for two decades was his backyard was really a strip of city land that Berkeley municipal planners long ago designated for possible use as a public footpath.

Then last year, city officials told Carpintieri to move his fence 10 feet, and he watched as city-hired crews installed concrete steps at the street and volunteers started building a footpath up the hill.

"I didn't even know there was public right-of-way," said Carpintieri, who now lives in Moraga and rents out his Berkeley house, at the intersection of Campus Drive and Glendale Avenue. "I don't want people walking right past my house."

But city officials have decided that an extensive city-owned footpath system designed in the early 20th century is an important tool for fighting fires and responding to natural disasters in hillside neighborhoods where roughly 25,000 people live.

The city will use funds from a \$100,000 grant from the **Federal Emergency Management Agency**, funds that the city will match, to manage **vegetation and clear unused pathways**. **The leg past Carpintieri's house is one of three connecting rights-of-way called the Glendale Path that are at the top of the city's priority list.**

Bill Greulich, the city's emergency services manager, said construction on all **three** Glendale links should start this summer and be complete by the end of the year.

Berkeley is widely known for its paths with graceful stone steps and paved walkways, which were originally meant to create shortcuts between winding streets and down steep hillsides so residents could get to public transit lines.

Of 136 **rights-of-way** for paths that **developers dedeed** to the city, however, about 50 were never developed and eight **others were** only **partly** built. Some people say construction lagged because the rise of the automobile made walking **less** common.

Then, the 1991 fire in the East Bay **hills destroyed** 62 homes in Berkeley and hundreds more in Oakland, and Berkeley fire officials decided a **few more paths** could come in handy. A set of paths above the Claremont Hotel proved invaluable **in saving several** older structures in the area.

The city **commissioned** a study in 1991 that looked at all existing or potential paths and recommended some for rehabilitation or construction. The study found that numerous unused rights-of-way had been appropriated by homeowners, in one case for use as a patio.

The city in 1998 decided to spend \$50,000 a year on its path **system**, and so far the city has mainly upgraded existing routes, said Kenneth Emeziem, the city public works **engineer** in charge of the pathways project.

City efforts have been aided by the Berkeley Path Wanderers Association, a nonprofit group founded in

1997 that is supported by about 450 households. The group publishes a map, leads tours, organizes work parties and buys materials for building or upgrading paths.

In addition to providing volunteer labor, for example, it bought and installed a bench on the Atlas Path near the top of the ridge that affords a spectacular view of San Francisco Bay, said Charlie Bowen, who joined in 1998.

Last year, the Path Wanderers, with help from UC Berkeley student volunteers, also completed the installation of the 105 wooden steps that comprise the Wilson Walk northwest of the Lawrence Hall of Science.

"Everybody who works on it gets really enthusiastic," Bowen said.

The group hired an architect to design steps for a steep part of a path near Carpintieri's house. It also plans to have a surveyor determine whether a nearby homeowner will have to move a fence.

One hills resident who is grateful for the increased access is Anneli Rufus, who doesn't own a car and uses paths to reach downtown Berkeley. Rufus learned of the new path recently after noticing Bowen's work crews installing stairs and stepping stones and now uses it regularly.

"All those years it was a perfectly good route that I was not able to take," Rufus said.

Carpintieri questions the value of the project, which has already cost more than \$22,000.

"I think they're (city officials) just wasting money right and left putting this kind of stuff in," he said.

But for Emeziem, the potential cost of doing nothing is too high.

"If it saves even one life, then it's worth it to me," he said.

E-mail Patrick Hoge at phoge@sfgate.com.

Page B - 1

URL: <http://sfgate.com/cgi-bin/article.cgi?file=/c/a/2005/03/07/BAGGVBLERPI.DTL>

©2005 San Francisco Chronicle

Posted on Tue, Mar. 08, 2005

Town may finally find its path

LOS ALTOS HILLS COUNCIL READY TO OK TRAIL SYSTEM, AFTER YEARS OF WRANGLING

By Kimra McPherson
Mercury News

After more than 20 years of public discord, a vote tonight by the Los Altos Hills City Council could lay out a plan for the future of the town's pathway system.

The pathways, the closest thing the town has to sidewalks, connect streets, lead to open space preserves and give residents a place to hike or ride their horses. But some residents whose homes sit near proposed pathways have protested, saying that access to public space shouldn't trump their right to privacy.

Tonight's vote comes after dozens of meetings and several failed attempts during the past 20 years to revise the map of proposed off-road trails -- including a 2002 attempt that helped bring about an upheaval of town government.

"This is something we should have done a while back," Mayor Mike O'Malley said. "We've had a long time. We owe it to our citizens to say, 'Here's what our plan is.'"

But some residents intend to fight that plan, saying that keeping outsiders from parking on their streets or walking near their windows is more important than connecting the town's cul-de-sacs.

"We're forever being tagged as against pathways," said Charles Bieber, one of a number of residents who have said that a proposed pathway on West Sunset Drive comes too close to some homes. "That couldn't be further from the truth. We want pathways, but we don't want them encroaching on the privacy and safety of others."

That debate -- pathway access vs. privacy rights -- is nothing new in this 8.4-square-mile town. Pathways were a part of Los Altos Hills almost from the start, intended to link cul-de-sacs, provide access to open space and give families easy routes to and from schools. The current 63-mile network is used mainly by town residents who walk, hike or bike along the pathways.

Use of the pathways varies depending on their proximity to a major road or open space preserve. Most of the town's public roads have pathways. Off-road trails skirt property lines or, in some cases, cut across yards. When properties with proposed pathways are renovated or subdivided, owners typically must grant the city the right to build a path.

The plan for future trails was last updated in 1981, and residents have fought every attempt to revise it. The town council unanimously approved a map in 2002 that would have scaled back the number of planned off-road paths. But residents, many of whom wanted more paths, threatened to hold a referendum to overturn the decision, and after the November 2002 election brought in two new council members, the council repealed the map.

This time, council members looked for a better process.

"I think there's a feeling that we're listening to everybody," said O'Malley, who was on the council during the last attempt to revise the map. "I think the residents understand what our goals are."

A group of volunteers spent a year researching the accuracy of the path map and studying places where new pathways could be added to improve the existing network. Committee and council members walked along many of the proposed and existing pathways and talked with homeowners to get their opinions. They also held three major public hearings and met with residents throughout the fall.

The group's recommendations were incorporated into a map that was sent to the town's planning commission. At a public hearing in late February, the commission spent more than six hours adjusting the map and taking dozens of votes on individual pathways.

But a few "hot spots" will still be up for debate at tonight's meeting.

One of those is on Voorhees Drive, where residents say a proposed pathway is too steep and would bring too much traffic to their private street. Former Councilwoman Emily Cheng, who lives on the street, said the previous owner of her property granted the town the right to build a pathway on the property when he subdivided it years ago. But she said he was so angry about having to do so that he planted a row of pine trees straight down the potential path.

On West Sunset Drive, another disputed area, neighbors have fought the creation of a pathway three times in 20 years.

"The process is difficult," Bieber said. "You have to go fight the good fight again. It's really wearing."

But council members said tonight's meeting should end the struggle. Then, they say, they'll be able to focus on pathway safety and maintenance.

"I'm looking forward to the process moving forward to the next phase, improving and enhancing the pathway system rather than talking about pathway maps and easements," Councilman Breene Kerr said. "I think it's time to move on."

IF YOU'RE INTERESTED

Today's meeting will start at 6 p.m. at the Town Hall, 25890 Fremont Road. The pathways committee's recommendations can be viewed at www.losaltoshills.ca.gov/government/pathways.html

Contact Kimra McPherson at kmcpherson@mercurynews.com or (650) 688-7557.

© 2005 MercuryNews.com and wire service sources. All Rights Reserved.
<http://www.mercurynews.com>

Posted on Wed, Mar. 09, 2005

Los Altos Hills approves path map

By Kimra McPherson
Mercury News

The Los Altos Hills Town Council approved a plan for the town's pathways early Wednesday morning, updating the map for the first time since 1981.

About 40 residents spoke during the seven-hour meeting, many arguing for or against specific pathways near their homes.

The pathways have been a part of the town since it was incorporated. Some pathways run along public roads, and others cross into private property.

The approved map specifies the locations of future pathways slated to be built on private land. When owners redevelop or subdivide land where a path is planned, they typically must give the town the right to build the path.

Most residents say they support the pathways system, which connects streets and provides access to open space preserves. But some residents whose properties are near planned paths argued that pathways violate their privacy and their rights as property owners.

"What's the point of putting a path on a road that won't ever be safe?" resident Lalia Helmer said, adding that a proposed path near West Sunset Drive was too narrow to be usable. Council members left the path on the map but acknowledged that safety concerns would likely keep it from being built.

A group of volunteers will work with the town's planning commission to look for alternatives to specific pathways the council did not approve.

Several previous attempts to update the pathway map have failed. The town council approved a map in 2002, but residents threatened to hold a referendum to overturn the decision, and the council ultimately repealed the map.

"This should be it for a while," Mayor Mike O'Malley said.

Contact Kimra McPherson at kmcpherson@mercurynews.com or (650) 688-7557.

© 2005 MercuryNews.com and wire service sources. All Rights Reserved
<http://www.mercurynews.com>