

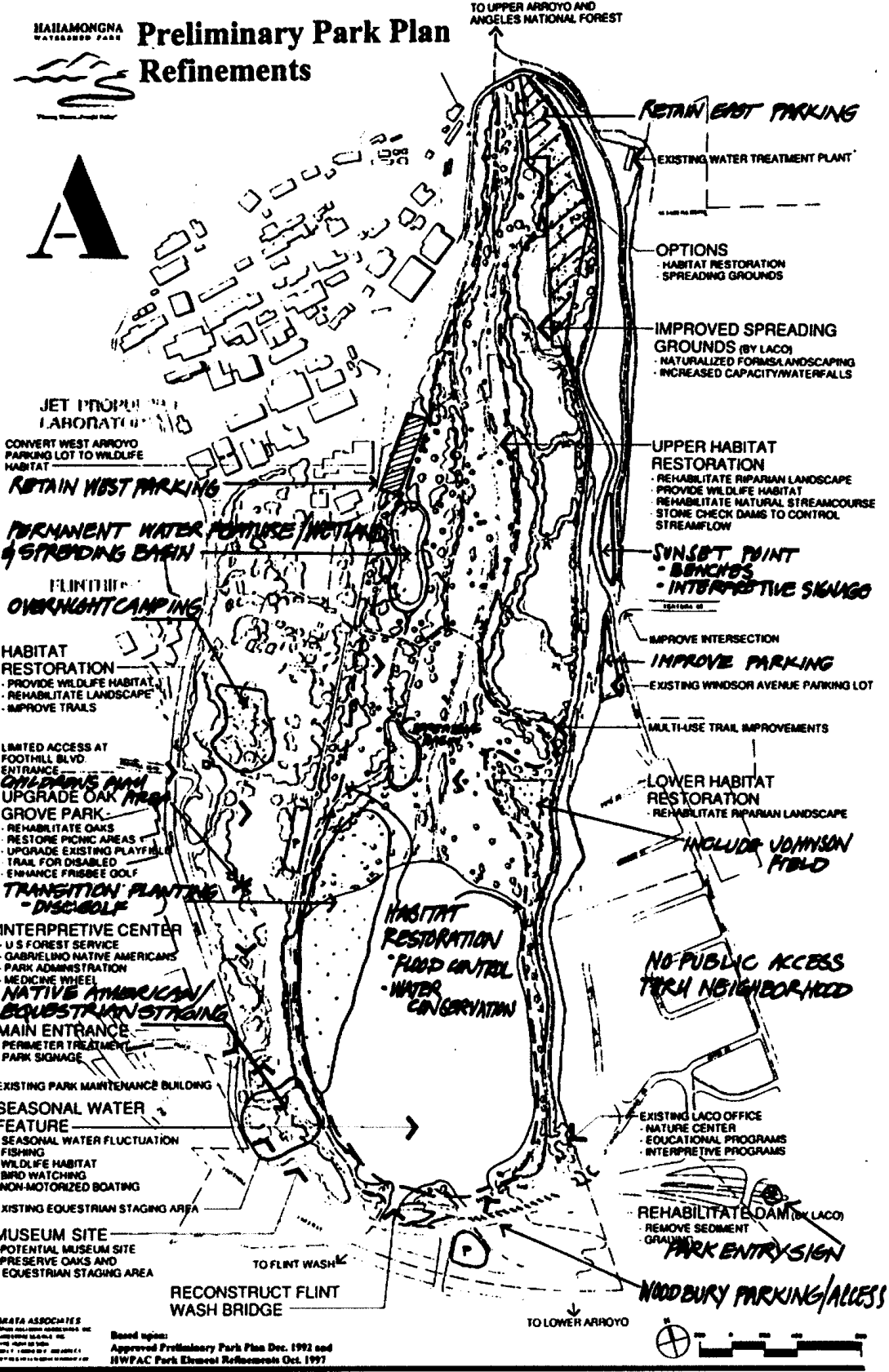
APPENDIX A:

MASTER PLAN CONCEPTS AND ALTERNATIVES

During the Master Plan process, a number of concepts and alternatives were considered for a variety of situations within the park. This Appendix reviews those concepts and presents the several alternatives to various components of the plan prior to its adoption by City Council.

A.1 MASTER PLAN CONCEPTS

In order to achieve a balance between habitat restoration, water conservation, and active recreation, two alternative concepts were reviewed during the second community workshop. One alternative (A) emphasized a natural park and the other (B) emphasized active recreation by including open lawn areas for soccer. These two plans are presented on the following pages.



ARATA ASSOCIATES
 11/14/99

Based upon:
 Approved Preliminary Park Plan Dec. 1992 and
 HWPAC Park Element Refinements Oct. 1997

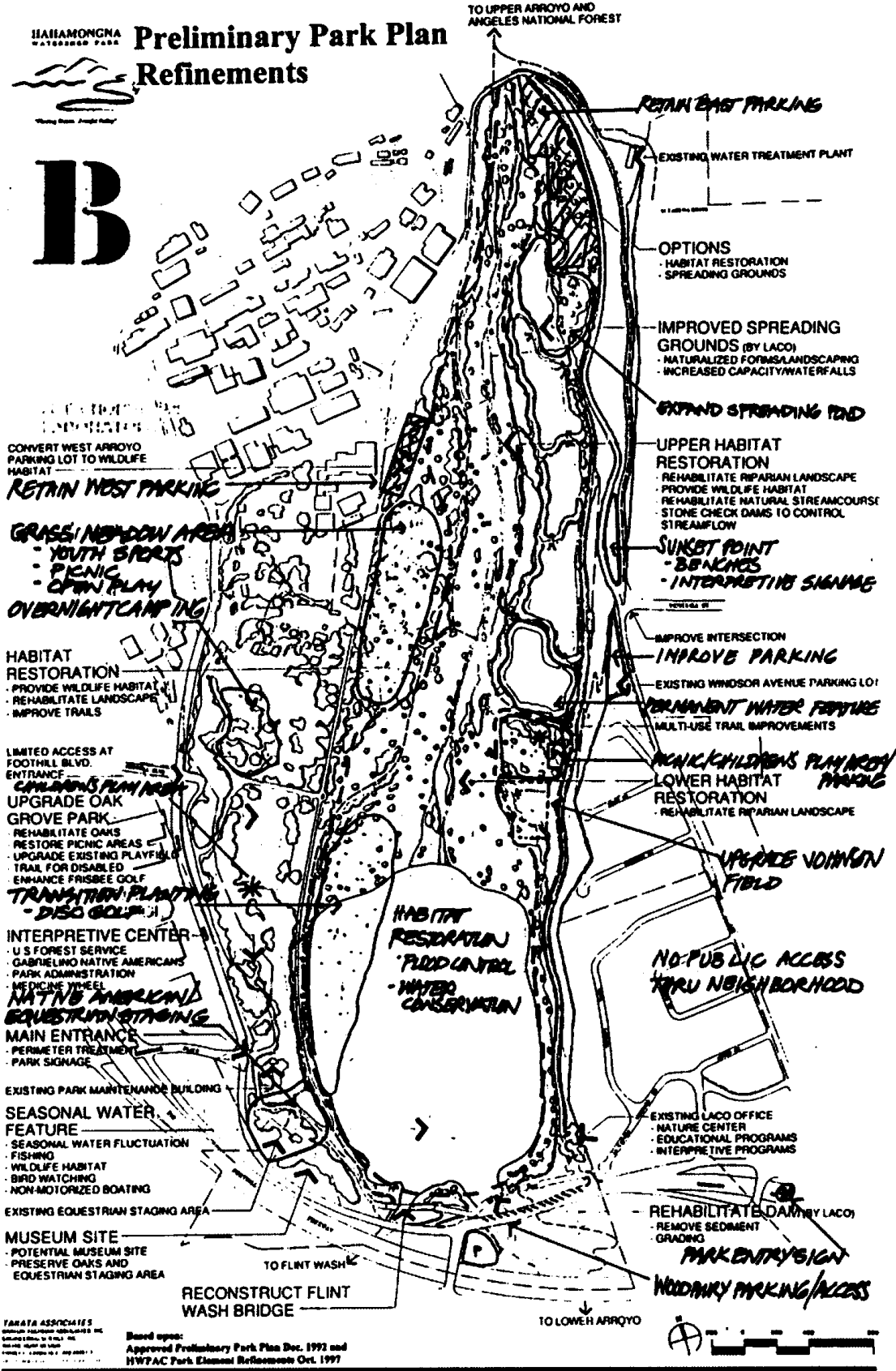


HAHAMONGNA
 WATERSHED PARK

Preliminary Park Plan Refinements



B



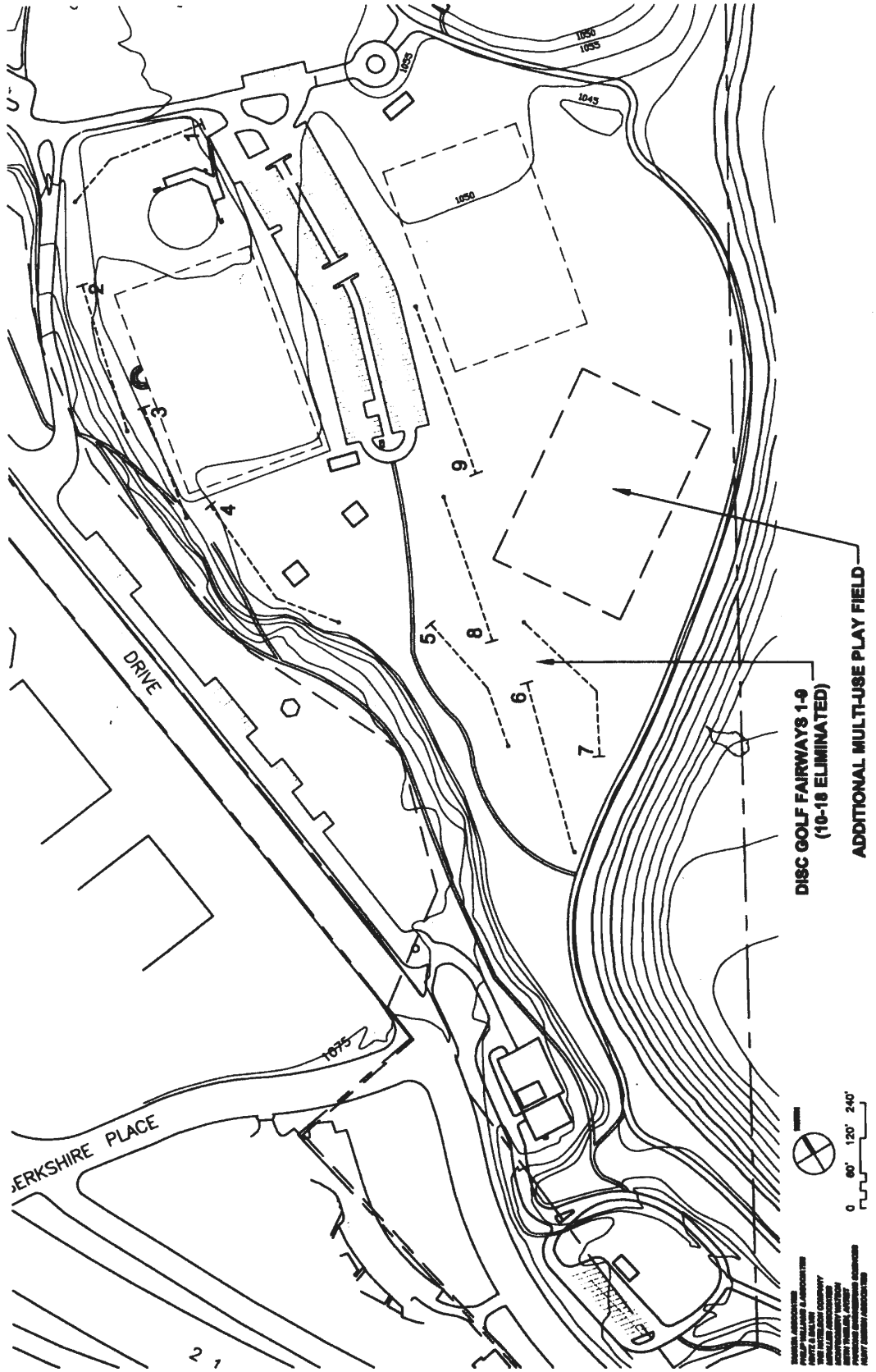
YANATA ASSOCIATES
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Based upon:
 Approved Preliminary Park Plan Dec. 1992 and
 HWPAC Park Element Refinements Oct. 1997

A.2 DISC GOLF ALTERNATIVE

In February 2000, the Hahamongna Watershed Park Master Plan was conceptually approved by the Pasadena City Council. The Council also requested the evaluation of an alternative, which would take the relocated disc golf course proposal and consider a multipurpose athletic field on that site instead. This alternative is presented on the following page.

Hahamongna Watershed Park
 City of Pasadena
Oak Grove
Multi-Use Play Field Alternative

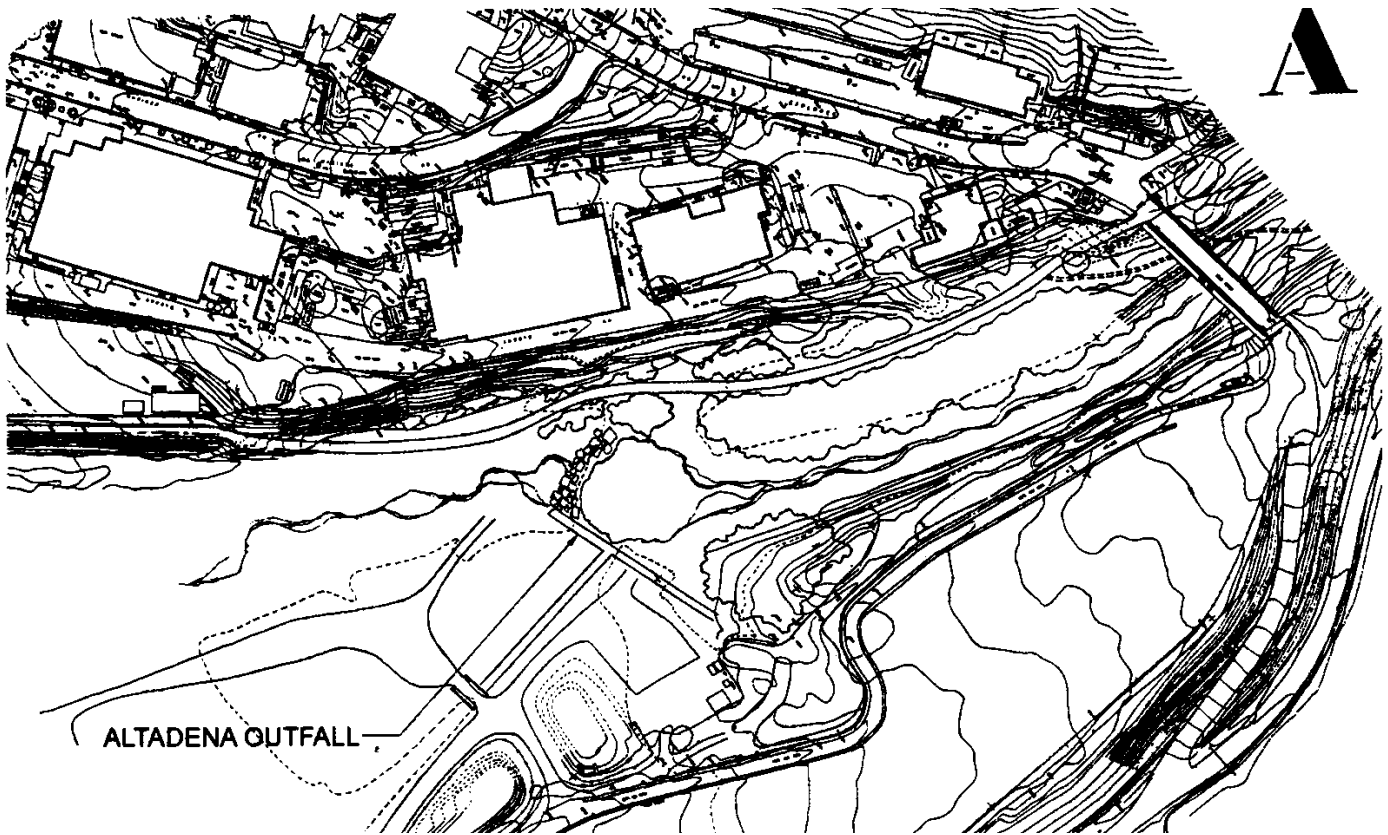


A.3 PARKING STRUCTURE ALTERNATIVES

* **The Parking Structure was not approved as part of the Council adopted plan.**

A.4 NORTH BRIDGE CROSSING OF THE PERIMETER TRAIL

Three locations were considered as possible sites for the all-weather crossing of the northern basin: The existing JPL Bridge (A), the old bridge site (B), and the recommended site south of the Altadena Drain (C).



Existing JPL Bridge Alternative

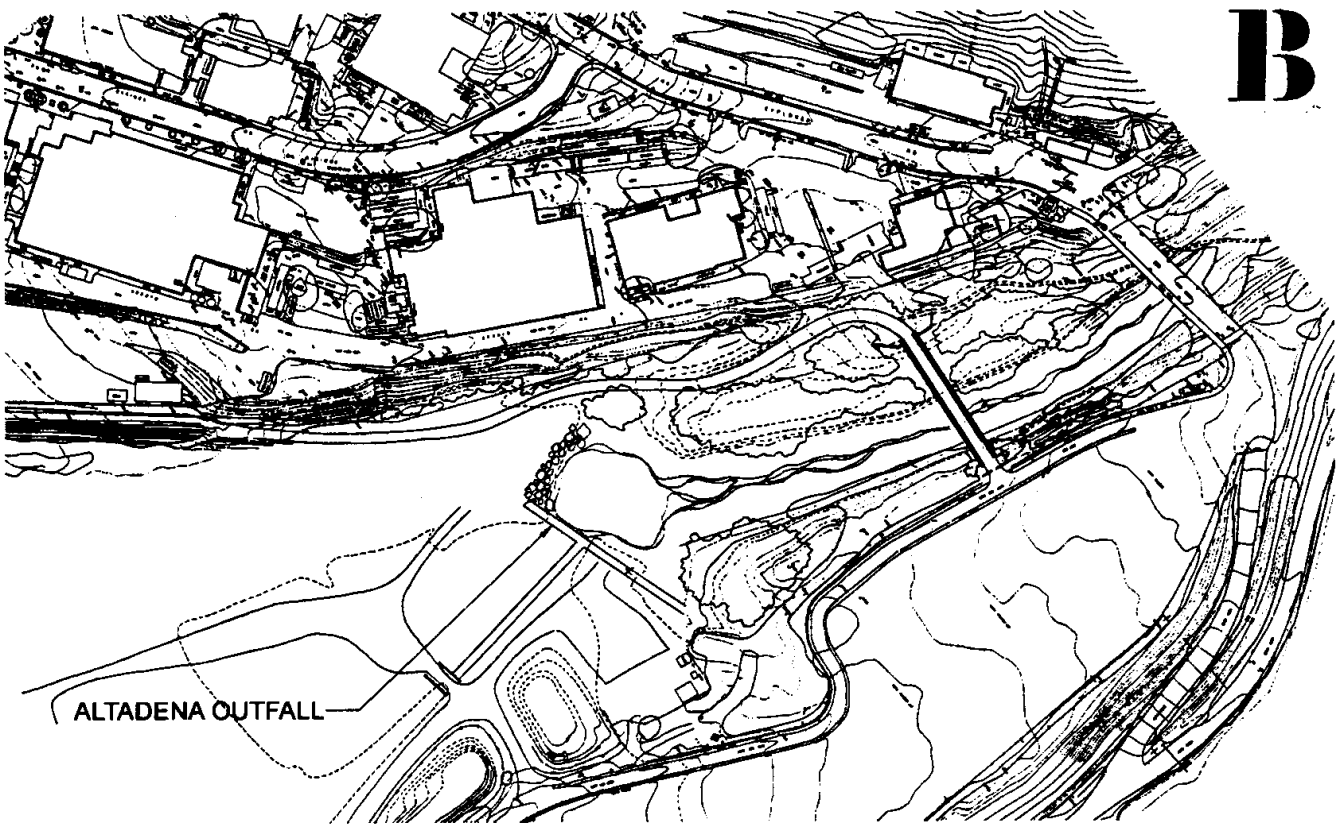
Use of the existing JPL Bridge would require the widening of the existing trail from the embankment north to the bridge. The trail adjacent to the bridge would require fill to reduce the grade leading up to the bridge. The gap between the bridge and the JPL perimeter fence would have to be widened to allow for a vehicle-turning radius. This would require cutting the concrete railing of the bridge.

Pro

Makes use of existing infrastructure by connection to the JPL Bridge
Least-expense option

Con

Potential impact to restoration areas
Internal loop requires two more locked gates
Equestrians would use JPL Bridge during winter floods
Could disturb sensitive EPA Monitoring Area
Affects JPL security needs—fenced and gated roads & parking



Old Road Alternative

The historic crossing prior to the construction of the JPL Bridge was approximately 300• to the south. The abandoned bridge abutments are still visible. This location would require new construction and the widening of the existing trail from the west embankment north to the old abutments.

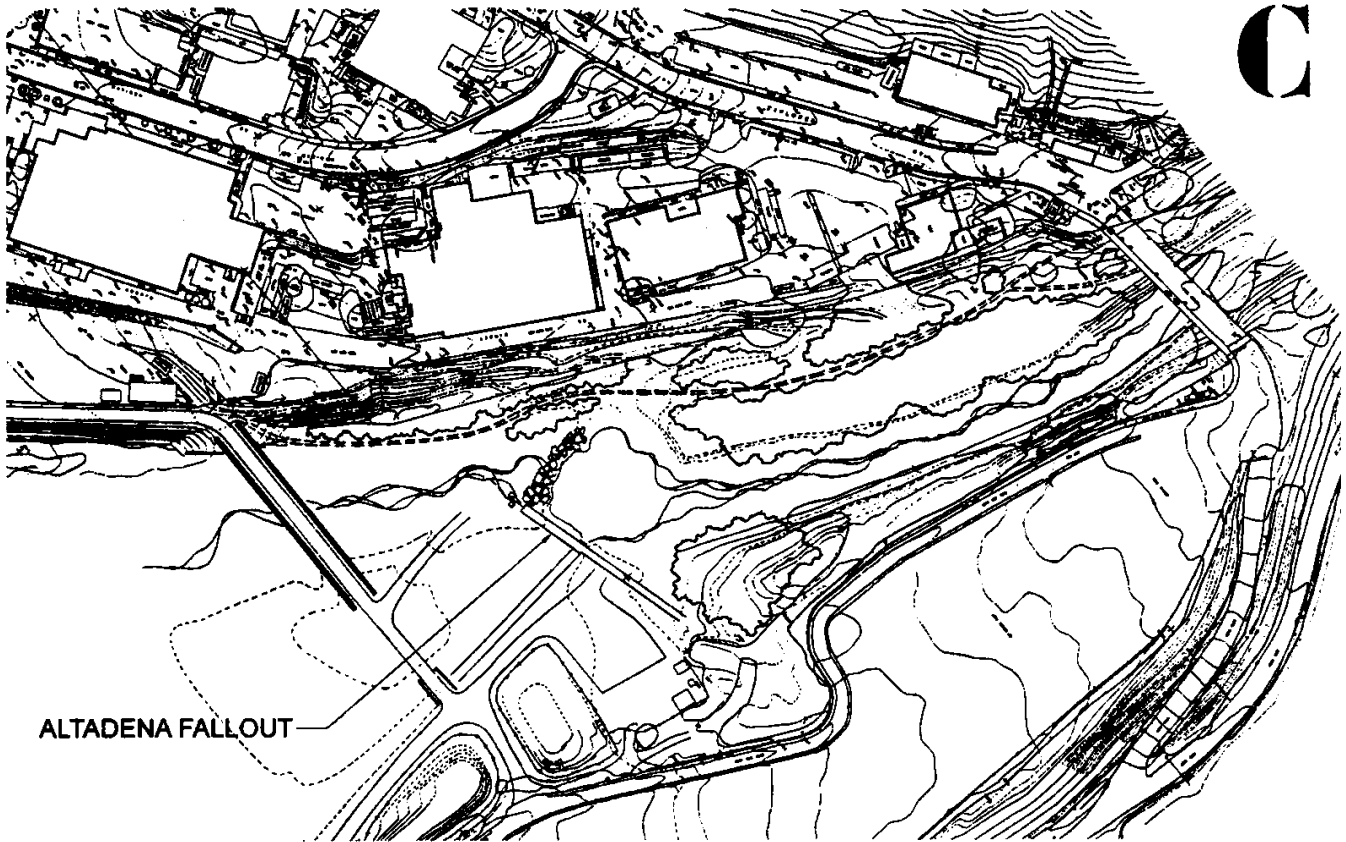
Pro

Makes use of available infrastructure by using existing footings
Equestrians would have winter crossing

Allows for complete internal loop
Avoids Altadena Storm Drain

Con

Requires new bridge span
Potential impact to restoration areas
Cost equal to Plan C—Grading road approaches with required habitat mitigation
Could disturb sensitive EPA Monitoring Area



South of the Altadena Drain – This alternative was selected and incorporated into the adopted plan.

The recommended alternative crossing was for a location south of the Altadena Drain. The proposed span would cross the channel from the northern end of the embankment to the top of the existing spreading basin maintenance road. This alternative would require construction of a new bridge.

Pro

Avoids sensitive habitat

Allows for complete internal loop

Provides equestrians and other park users with winter crossing

Overhead electric power distribution line could be relocated using a bridge conduit crossing

Cost equal to Plan C—Grading road approaches with required habitat mitigation

Con

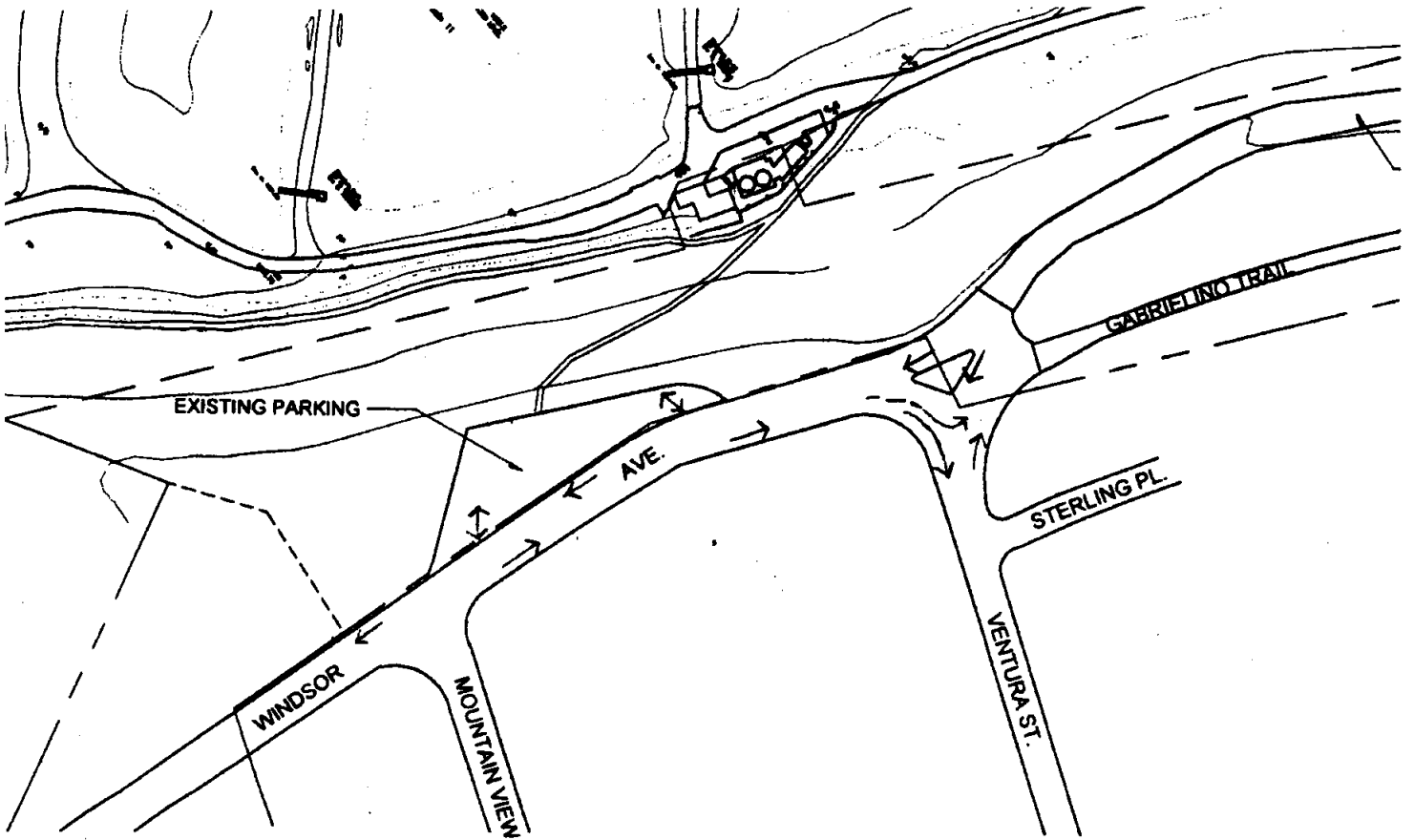
Close to Altadena Storm Drain

Longer bridge span

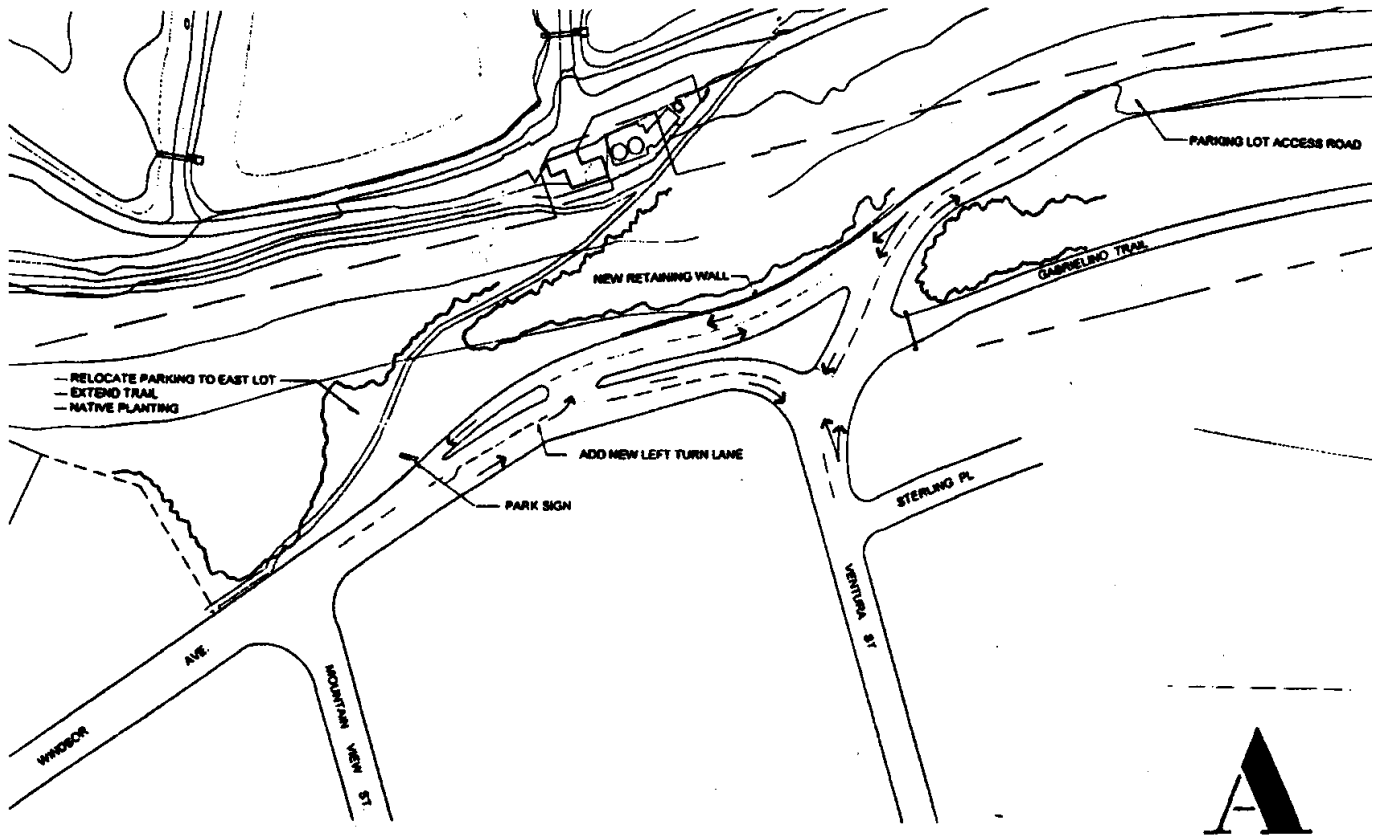
A.5 WINDSOR / VENTURA ENTRANCE

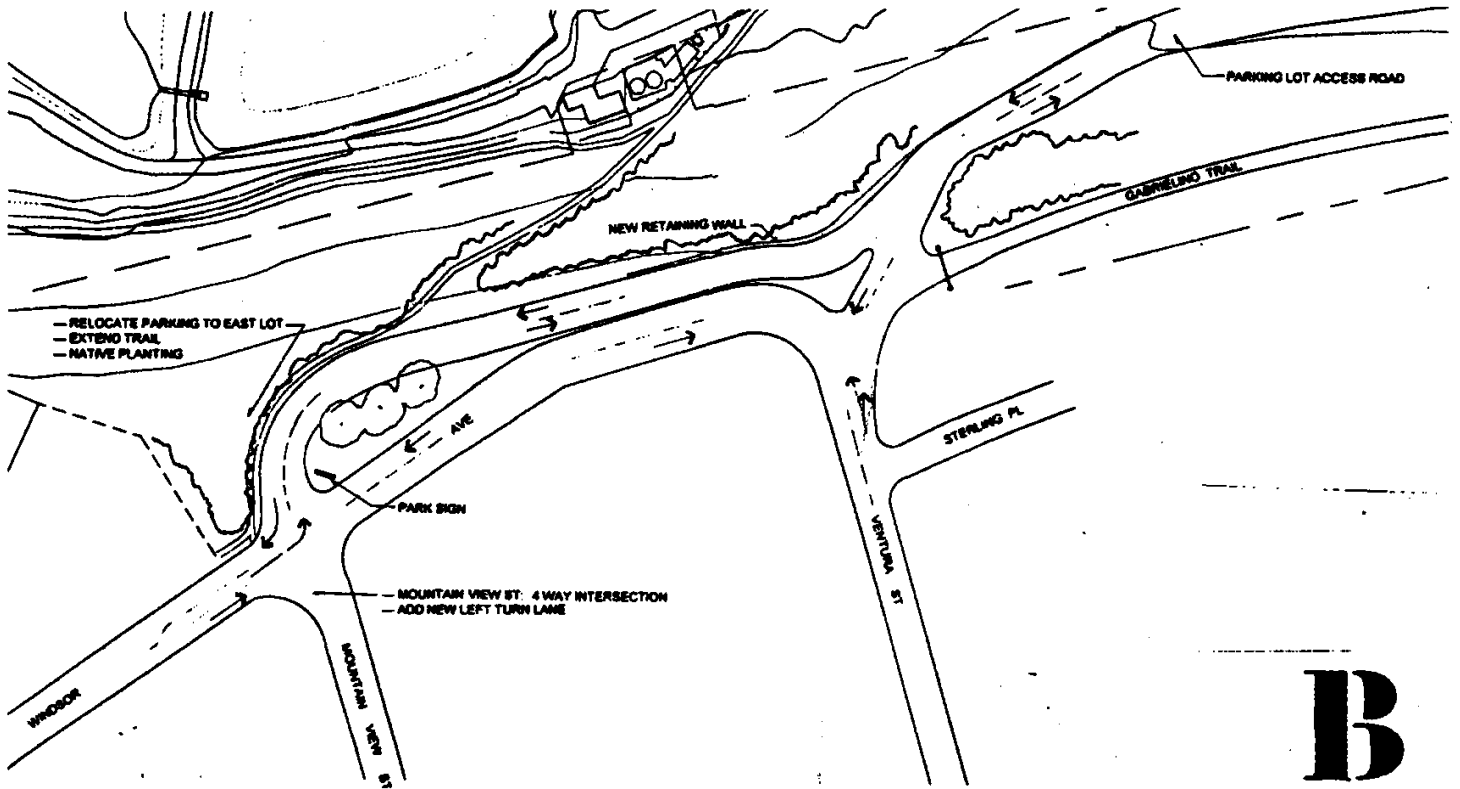
Two alternatives were considered to improve traffic flow and park user safety at the intersection of Windsor Road and Ventura Drive. Traffic impacts will be reviewed as part of the EIR process.

Existing Conditions



Left Hand Slip Lane Alternative





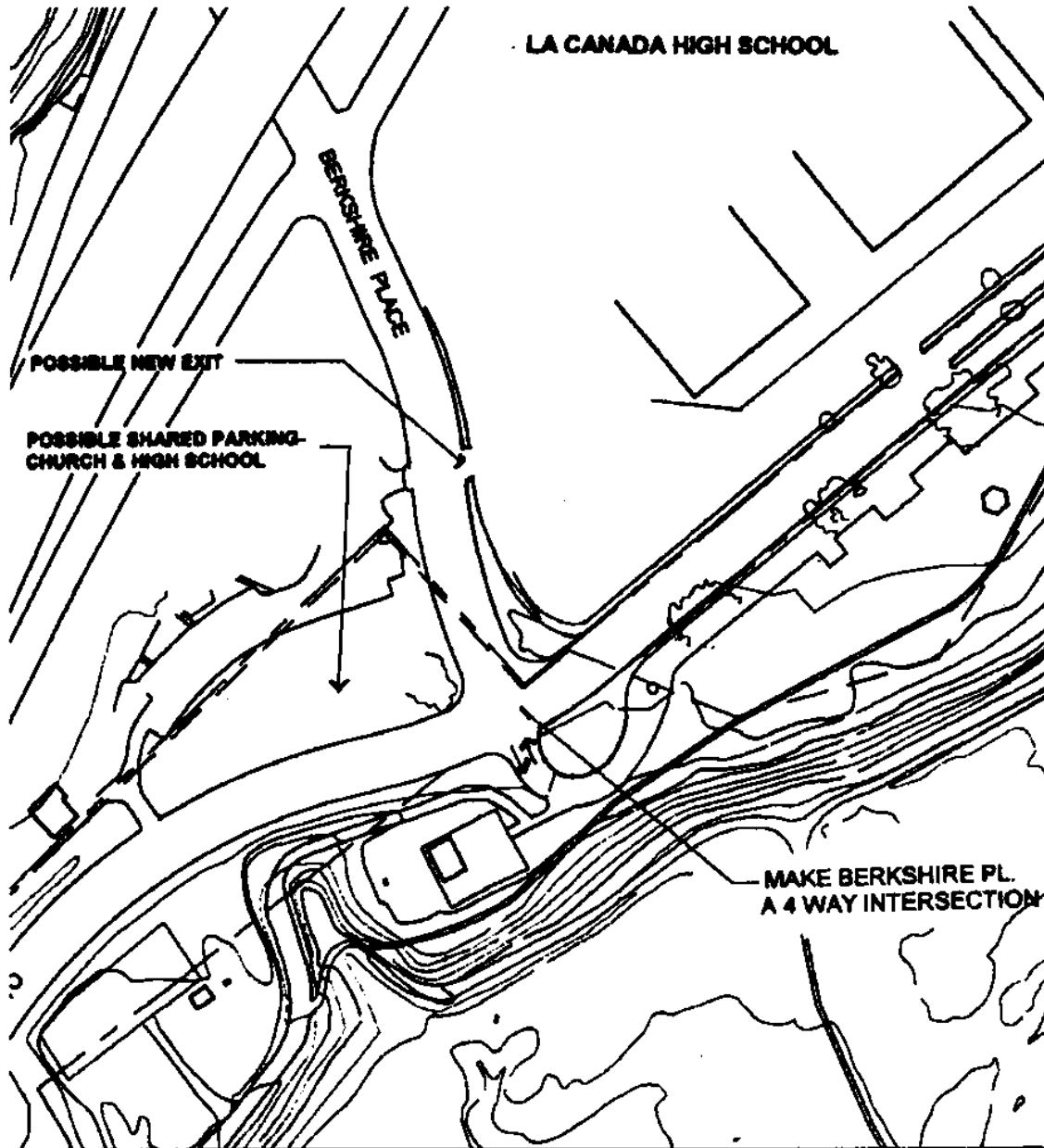
B

Mountain View Intersection Alternative B—This alternative was selected as part of the adopted plan and will be implemented when and if conditions warrant.

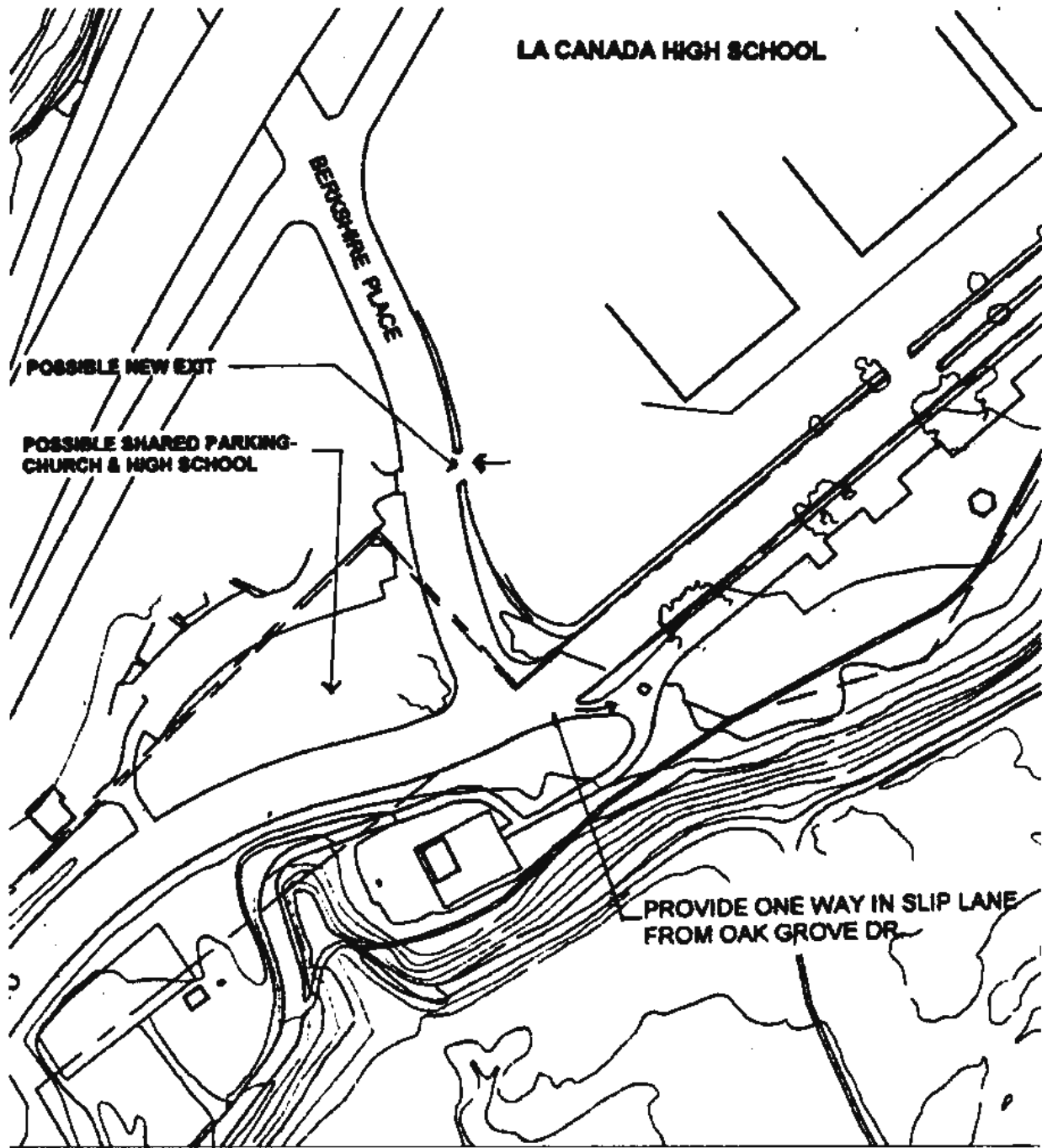
A.6 BERKSHIRE ENTRANCE

Two alternatives were considered to improve the traffic flow and park user safety at the intersection of Berkshire Place and Oak Grove Drive.

Four-Way Intersection Alternative



Entry Slip Lane Alternative
ADOPTED



A.7 DAM KEEPER'S QUARTERS

An alternative to constructing the proposed public restroom as a two-story structure at the eastern end of the Devil's Gate Dam was considered. This alternative would remodel the existing single family home currently being used as the Arroyo Resource Center. A dam keeper's quarters above the public restroom was included in the Council adopted plan.