



## **COMMUNITY DEVELOPMENT DEPARTMENT MEMORANDUM**

**DATE:** May 8, 2019

**TO:** Parks and Recreation Commission

**FROM:** Joanne Coletta, Community Development Director

**SUBJECT:** Corona Trails Master Inventory Draft

The city contracted with KTUA to develop a trails master inventory (TMI) plan. The TMI was created with the help of the public in identifying trail access points specifically within the area of the Cleveland National Forest and using existing documents or plans for the Santa Ana River Trail, Butterfield Overland Trail and Riverside County's Comprehensive Trails Plan. The purpose of the TMI was to recognize historical pedestrian trails that have been used by the public to access the Cleveland National Forest, among other destinations, from the City of Corona and to continue the use of these trails, where feasible, into the future. The TMI also creates the foundation for the future preparation of a trails master plan.

Although the TMI documents numerous trail access locations submitted by the public, not all access points are considered feasible trail head locations. The mapping process used during the public workshops included quantitative data that counted the number of times the public identified the access points. This quantitative data will allow the city to focus on the highest concentration of use by the public. This gives the city a preliminary understanding of where trails and/or access should be planned or considered in the future.

The attached Trails Master Inventory is a draft of the information collected by the public and a guiding document on how the information in this document can be used in the future planning of a trails master plan. The development of a trails master plan will require public participation and community outreach, thus providing further opportunity for public involvement in future planning for trails.



City of Corona

# Trails Master Inventory

Draft May 2019

# Acknowledgements

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# 01

## Introduction

# Purpose

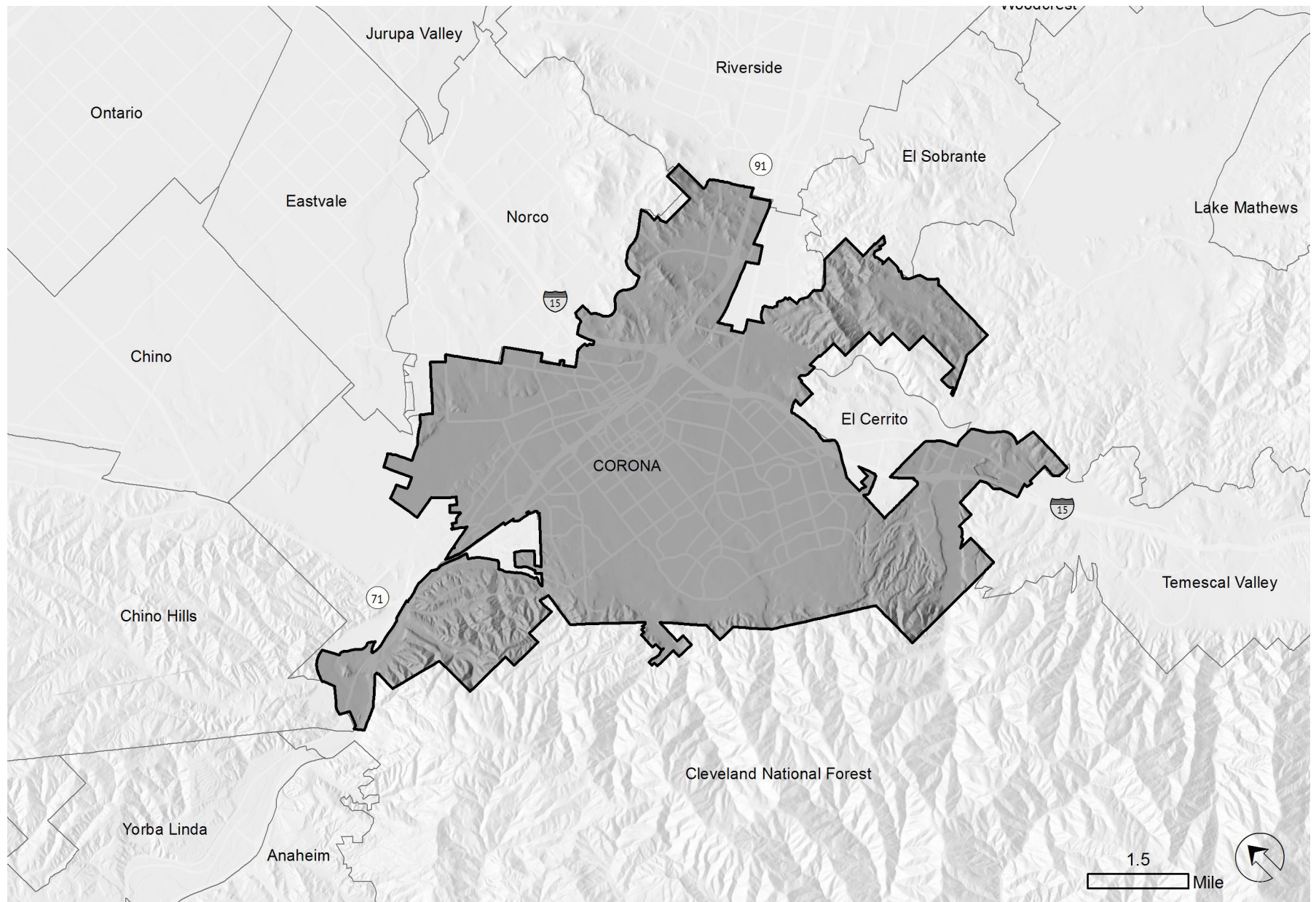
The purpose of the Corona Trails Master Inventory (TMI) is to recognize historical pedestrian trails that have been used by the public to access destinations throughout the city as well as the Cleveland National Forest and to continue the use of these trails, where feasible, into the future. The inventory plan will be a guiding document for the city to use in connection with the review of new development or public improvement projects to add, preserve or reintroduce trails into a project that would have otherwise been removed. The inventory collected in this document also creates a foundation for the future preparation of a Trails Master Plan.

## Study Area

The City of Corona is situated in the eastern foothills of the Santa Ana Mountains in Riverside County and borders Cleveland National Forest, Orange County, and San Bernardino County. The City of Corona serves as the primary study area, though trail access to Chino Hills State Park and neighboring cities and communities is included as these areas are regularly accessed by Corona residents.

The Corona TMI catalogs the existing access to trails within and near the City of Corona, California. This trails inventory was created with the help from the public through outreach events, community meetings, and from online and mobile mapping tools. Recognition of the pedestrian trails in this report is intended to identify and preserve the access to the neighboring Cleveland National Forest, and identify opportunities to develop, maintain, or renew access to trails within City boundaries. This report is motivated by the desire to maintain access to popular recreational trails that may become restricted by residential development.





**FIGURE 1-1:** Study Area

# Planning Context

The following documents provide background information relevant to the TMI's scope.

## City of Corona General Plan

The city's General Plan was comprehensively updated in 2004. At the time of preparation of the Corona TMI, the city was in the process of preparing a technical update to the General Plan. The General Plan Technical Update will reformat chapters and revise and update General Plan goals and policies. The current General Plan includes goals and policies related to trails and bicycle routes. The General Plan Update will take into consideration the growth and infrastructure improvements the city has experienced since 2004 and will update the goals and policies related to trails and bike routes.

Section 4 of this document introduces objectives and policies related to the Corona TMI. The policies identified in this document can also be folded into the General Plan and become the framework for the city to create a Trails Master Plan.

## Riverside County Comprehensive Trails Plan

The Riverside County Comprehensive Trails Plan was approved May 2018 and serves as the guide for the management and development of new trails within Riverside County. Regional backbone trails within and near the City of Corona are identified in the plan as part of the Temescal Canyon Area Plan. The major trails for the area include the Santa Ana River Trail and Southern Emigrant Trail/Butterfield Overland Trail. Both trails cross the City of Corona and ultimately connect through established pedestrian and bicycle routes through the city.

## City of Corona Bicycle Master Plan

The Bicycle Master Plan, prepared in 2001, was a master planning effort to develop a network of safe and effective bikeways to meet the recreation and commuter needs of their residents. The BMP included recommendations for built bikeways and supporting amenities such as signage and bicycle parking. Design guidelines for the bikeway classification types were also included.



## Santa Ana River Trail Master Plan, Ongoing

The Santa Ana River Trail is a multi-use trail that runs alongside the Santa Ana River. When completed, it will be the longest multi-use trail in Southern California, spanning 100 miles and crossing the counties of San Bernardino, Riverside, and Orange. The portion within Riverside County covers unincorporated land and the cities of Riverside, Corona, Norco, Eastvale and Jurupa Valley.

The Initial Study prepared in 2011 for Riverside County was comprised of an environmental study for the Corona-Norco-Eastvale segment. Since then, the city has continued their planning efforts with the Riverside County Regional Park and Open Space District and Riverside County Transportation Commission to implement the planned segments of the trail that would be adjacent to and within the city. The Santa Ana River Trail should remain accessible from certain areas within the city.

### ***Prado Regional Park Master Plan, Ongoing***

The Prado Regional Park Master Plan is an ongoing planning effort to develop a vision for the park for the next 20 years. The planning process includes the development of a preferred alternative that includes program elements to enhance recreation, sporting, environmental, special events, trails, agricultural, and other related needs. Although the City of Corona does not abut Prado Regional Park, trail connections should be considered from the city into other jurisdictions that would ultimately provide access to the Park, to the extent feasible. It is important to recognize the city's proximity to the Park as many community members rely on this open space resource to fulfill their outdoor recreation and trail needs.

### ***Southern Emigrant Trail / Butterfield Overland Trail***

The Southern Emigrant Trail and Butterfield Overland Trail are recognized historical corridors without existing identified trails. The trail is 66.8 miles and crosses unincorporated land in Riverside County and the cities of Corona, Murrieta, Lake Elsinore, and Temecula. The City of Corona was part of the Butterfield Overland Trail Project in 2013, which was a multi-agency trail planning project that included partners from Riverside County agencies and the City of Lake Elsinore. Most of the route, which is generally consistent with its historical alignment, is within populated areas and largely follows existing roads.





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# 02

## Existing Conditions

# Existing Conditions Overview

The following sections provide background information needed to gain a general understanding of the community and the built city.

## Demographics

The City of Corona was established on May 4, 1886 and was officially incorporated on July 13, 1896. Over the past 100+ years, the size of the city and its population have grown significantly.

According to the U.S. Census Bureau 2017 American Community Survey (ACS), Corona's population was 163,585 within its 39.55 square mile boundary, resulting in a population density of 4,136 people per square mile in 51,774 households. Age distribution varies within the city. Approximately 10 percent of the population is classified as seniors (over the age of 65) and approximately 32 percent are under the age of 18, resulting in a median age of 34.

The latest estimated population issued by the Department of Finance on January 1, 2018, shows Corona's population at 168,574. Figure 2-1 depicts the city's population density per census tract.

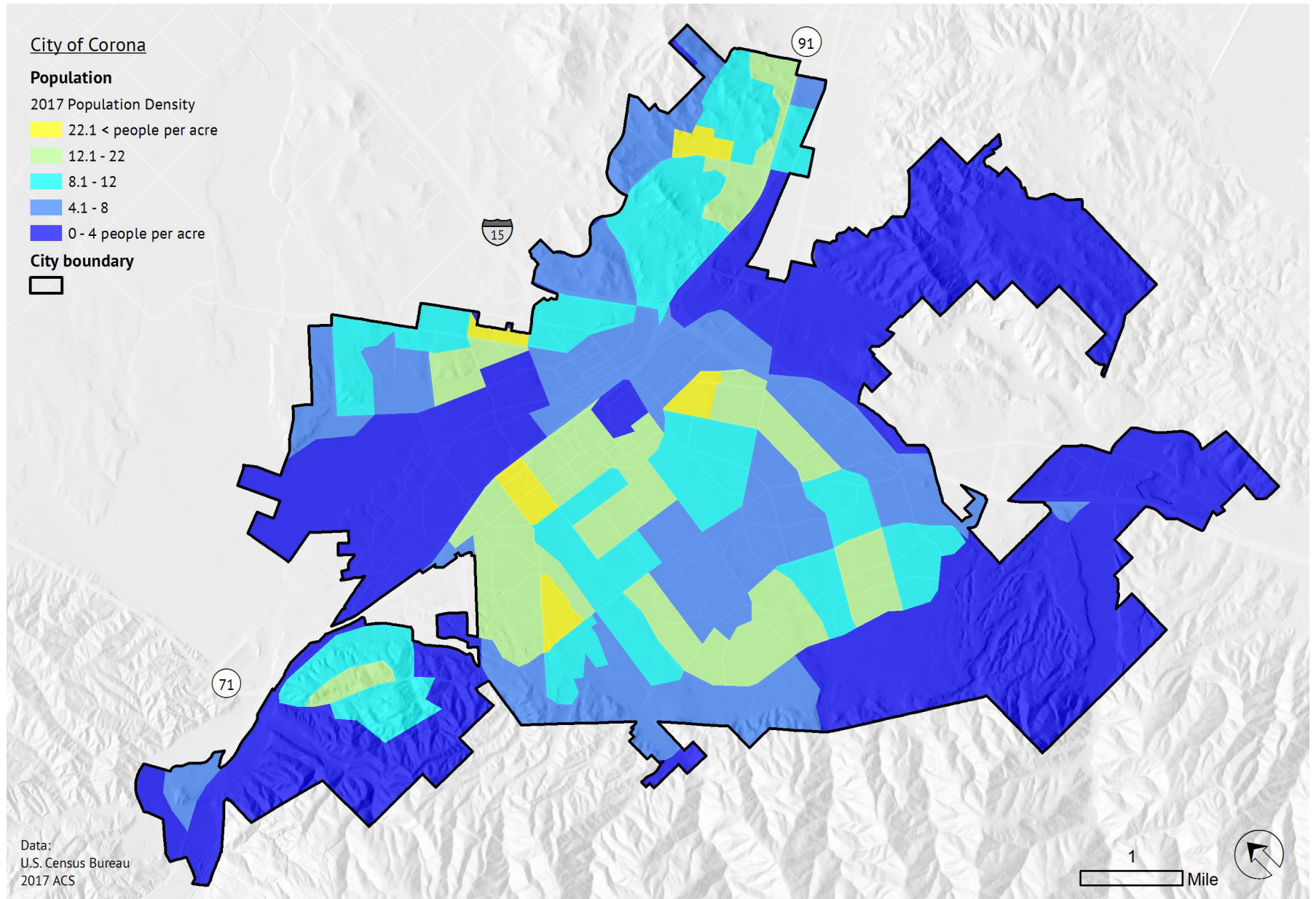
## Land Use

Corona is primarily comprised of residential land uses (single and multi-family), followed by commercial, industrial, and parks and open space land uses. Figure 2-2 shows the distribution of land uses throughout the city. Residential land uses are evenly distributed throughout the city, while commercial and industrial land uses are commonly found along major arterial and collector streets and freeways.

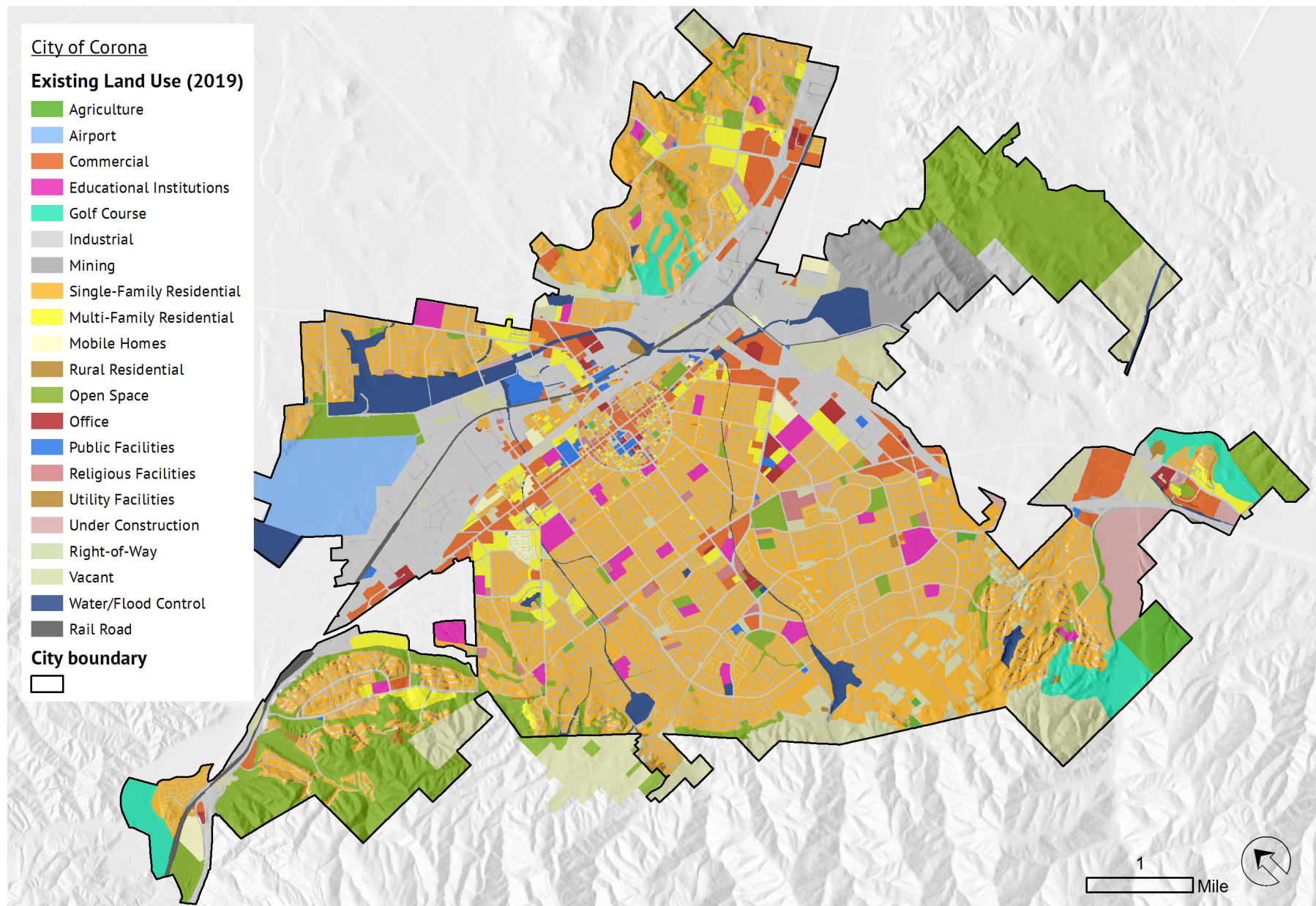
## Existing and Previously Proposed Bike Facilities

Figure 2-3 depicts the city's existing and previously proposed bikeway as of the completion of the TMI. The city has a combination of bike routes, bike lanes, and multi-use paths that provide connections to many schools, parks, and commercial centers.

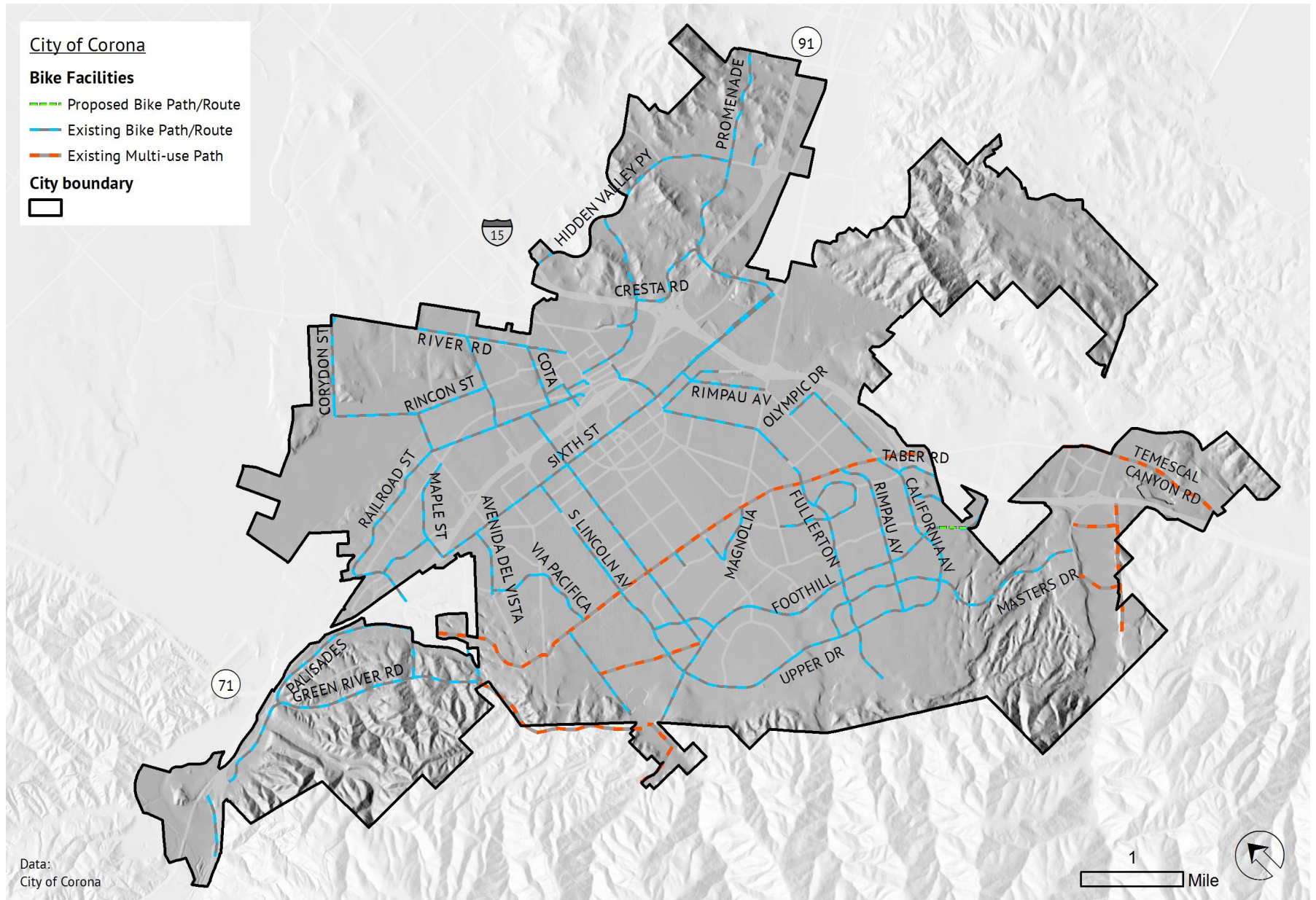




**FIGURE 2-1:** Population Density Map



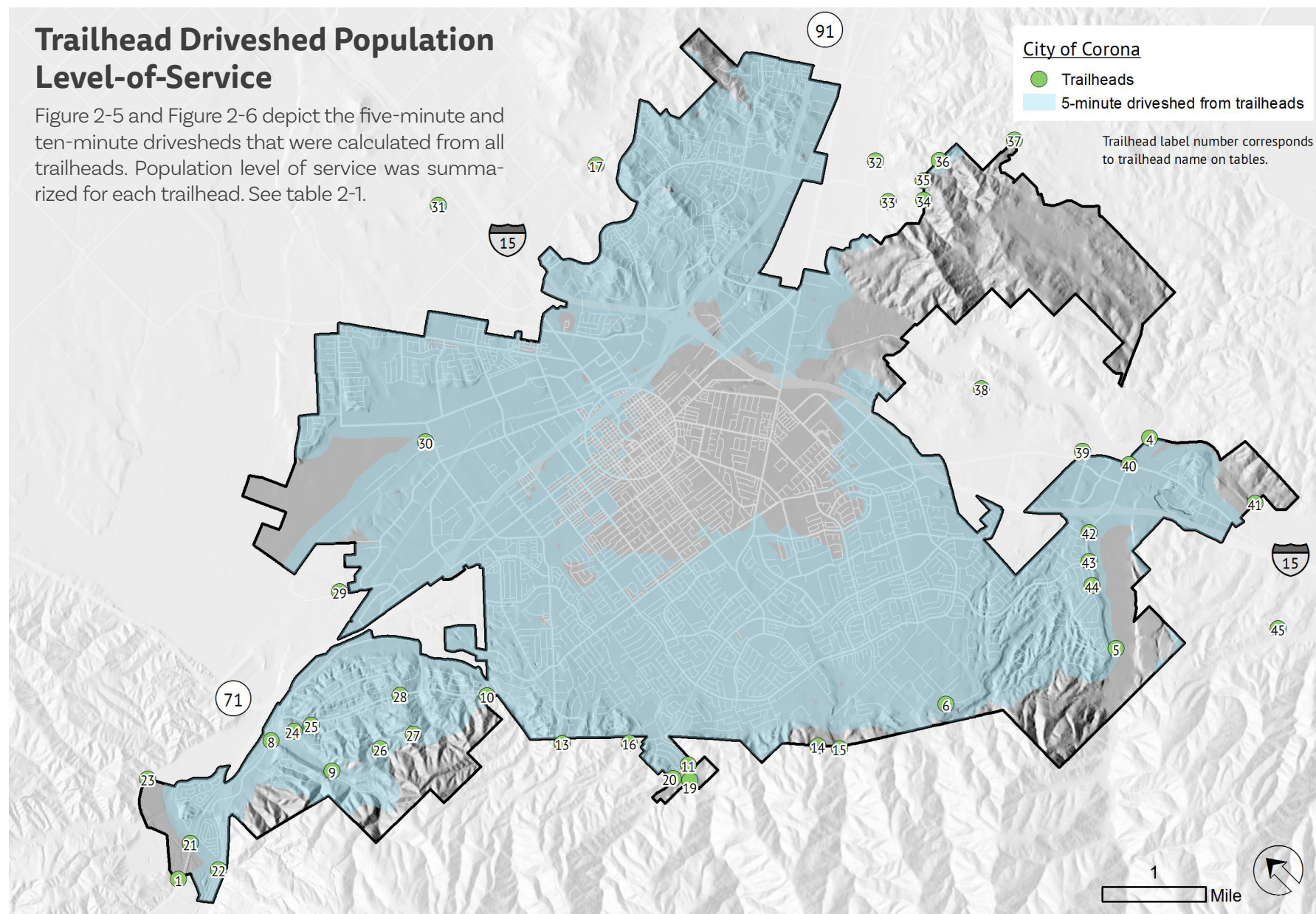
**FIGURE 2-2:** Land Use Map



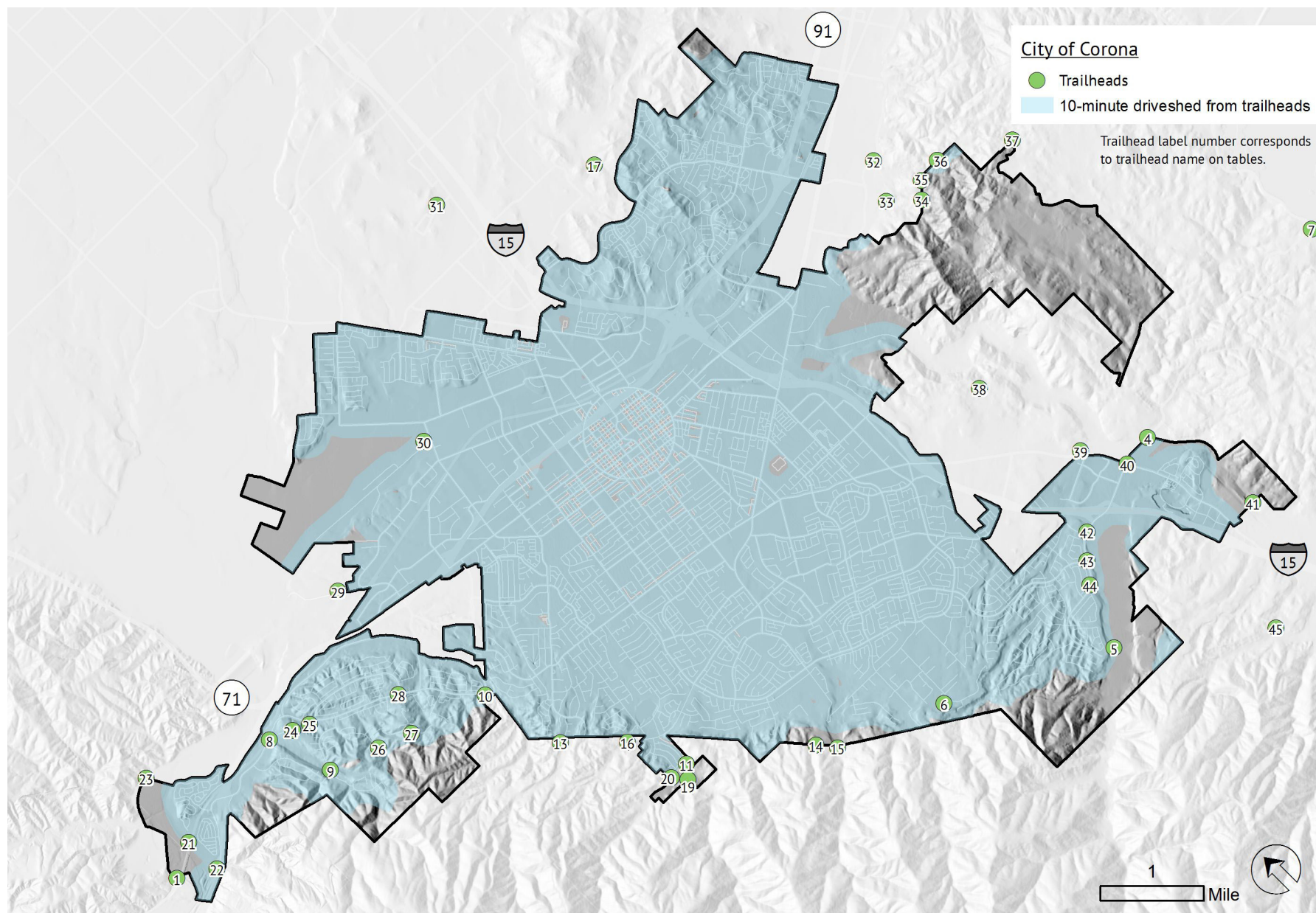
**FIGURE 2-3:** Existing and Previously Proposed Bike Facilities

# Trailhead Driveshed Population Level-of-Service

Figure 2-5 and Figure 2-6 depict the five-minute and ten-minute drivesheds that were calculated from all trailheads. Population level of service was summarized for each trailhead. See table 2-1.



**FIGURE 2-4:** Five Minute Trailhead Drivesheds



**FIGURE 2-5:** Ten Minute Trailhead Drivesheds

**TABLE 2-1:** Travelshed Population Summary

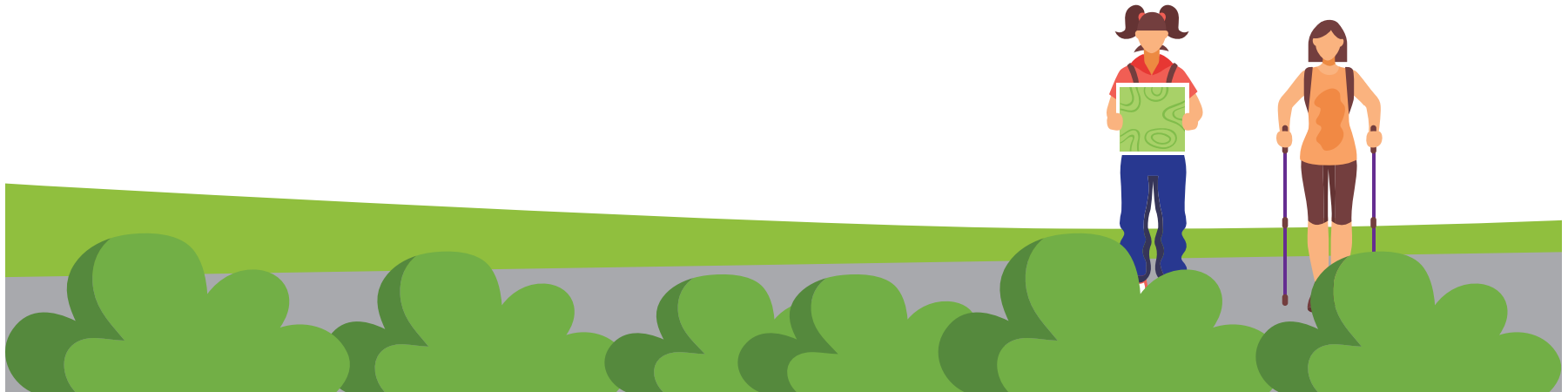
Trailhead Name	Chino Hills State Park	Coal Canyon*	Doppler*	Eagle Canyon	Eagle Glen / Bedford Motor Way	Eagle Road	Estelle Mt. Preserve / Harford Spring*	Fresno Canyon	Fresno Canyon / Wardlow Ridge	Green River	Hagador Canyon	Indian Truck Trail*
Map Number	1	2	3	4	5	6	7	8	9	10	11	12
Number of Corona Residents within 5-minute drive	4,811	-	-	11,368	9,767	17,372	-	13,366	13,108	36,195	27,199	-
Number of Corona Residents within 10-minute drive	16,851	-	-	52,171	48,524	77,021	9,375	46,621	47,916	118,910	108,209	-
* Trailhead was not included in population level-of-service because it is not within a 5- or 10-minute drive from Corona city boundaries												



Mabey Canyon	Main Street 1	Main Street 2	Manglar	Pumpkin Rock	Pumpkin Rock / Pikes Peak Park	Skinsuit	Skyline / Tin Mine	Unnamed #1	Unnamed #2	Unnamed #3	Unnamed #4
13	14	15	16	17	18	19	20	21	22	23	24
34,991	26,972	26,972	37,951	29,270	-	26,778	26,623	6,775	6,084	6,874	13,165
114,647	106,373	106,373	114,807	107,040	12,771	107,885	107,818	24,589	22,575	26,265	43,837



Trailhead Name	Unnamed #5	Unnamed #6	Unnamed #7	Unnamed #8	Unnamed #9	Unnamed #10	Unnamed #11	Unnamed #12	Unnamed #13	Unnamed #14	Unnamed #15
Map Number	25	26	27	28	29	30	31	32	33	34	35
Number of Corona Residents within 5-minute drive	14,012	10,551	13,332	19,887	12,431	43,494	15,777	27,580	23,264	21,993	14,031
Number of Corona Residents within 10-minute drive	57,764	58,430	72,722	85,505	98,959	128,655	97,080	81,242	91,059	79,599	60,826



Unnamed #16	Unnamed #17	Unnamed #18	Unnamed #19	Unnamed #20	Unnamed #21	Unnamed #22	Unnamed #23	Unnamed #24	Unnamed #25	Unnamed #26*
36	37	38	39	40	41	42	43	44	45	46
10,276	1,278	12,611	16,318	13,616	8,166	19,758	19,863	17,519	3,694	-
53,635	31,221	73,187	70,945	59,562	30,105	67,602	66,416	61,685	19,935	-





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# Community Engagement

# Community Engagement Overview

The community engagement process for the TMI was developed to gather input from a broad range of community members and stakeholders throughout the planning process. The city and team developed key messages, contact list, outreach materials, and identified suitable events and locations for workshops.

## Outreach Materials

As part of the community engagement process, outreach materials were developed to maximize community participation. A printed bookmark with information regarding the TMI and where to access additional materials was made available at the first workshop. Most importantly, a web-based, interactive online map was created for stakeholders and residents to provide geo-referenced comments. Figure 3-1 is the online map participants used to pinpoint trails or trailheads as well as provide general comments. This interactive online map was convenient for the public to use and allowed the city to gain more public participation and reach trail users that may reside outside the city.

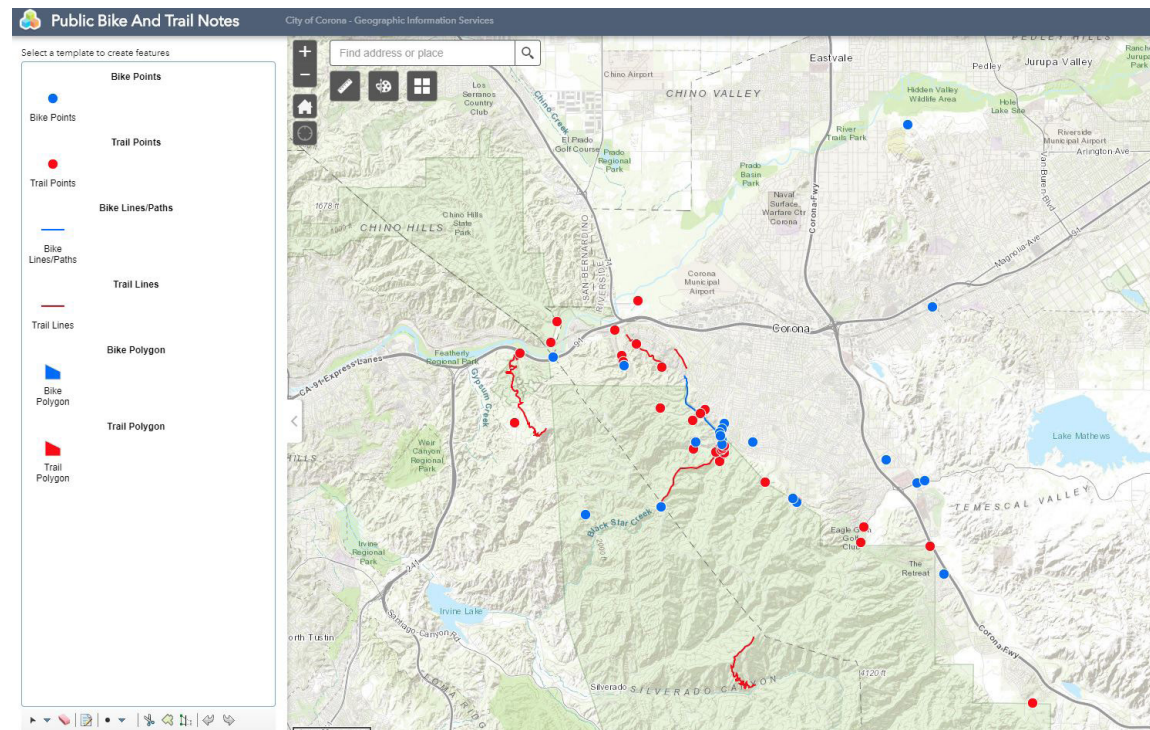


FIGURE 3-1: Online Map Comments



**When it comes to Corona's Trails Master Inventory (TMI), there's no such thing as Too Much Information!**

The City of Corona Trails Master Inventory (TMI) is a planning effort that will identify the locations of trails in Corona. With your help, the City will be able to effectively plan for future trail access and connections!

## Hello!

We need your help in identifying the trails you use in Corona!

Please scan the QR code below or visit our website to let us know which trails you use!

<https://tinyurl.com/CoronaTMI>



Scan the QR code!

For more information, please contact David Montgomery-Scott, Library and Recreation Services Director at [Davidmo@CoronaCa.gov](mailto:Davidmo@CoronaCa.gov)

Or email the project team at: [CoronaTMI@CoronaCA.gov](mailto:CoronaTMI@CoronaCA.gov)

# Workshops

Three workshops were conducted throughout the planning process to gather input. It was determined during team management meetings that a combination of one pop-up workshop followed by two conventional workshops would be the best method to efficiently gather the input needed for the project.

## Workshop #1

The first workshop was a pop-up workshop held at the city's annual Independence Day celebration. The event took place on July 4, 2018 at Santa Park. This event featured live music, food vendors, and other informational booths.

The team participated by registering for a booth. Table maps with pens, markers, and sticky-notes were provided so participants could provide their input.



## Workshop #2

The second workshop was held on August 13, 2018 at Corona's Circle City Center. At this workshop, the team provided an introduction on the TMI and the information the city wanted to gather from the public. This meeting allowed the public to mark-up maps and identify areas that are used for hiking.



## Workshop #3

The final workshop was held on February 7, 2018, at Circle City Center. The city presented the draft TMI map based on the information that was submitted through the on-line mapping process and the table map exercises from the previous two workshops. The draft TMI map also showed connections associated with the city's approved bicycle routes. This workshop also presented the draft objectives and policies that would be included in the final document.

Workshop participants had the opportunity to provide feedback on the revised trail map and the draft policies.

## Trails Subcommittee

On July 12 and 26, the Trails Subcommittee hosted informal pop-ups during the city's summer concerts to allow concert goers to identify trails/access points on a map. These were hosted on the South Lawn of City Hall. The findings were then provided as part of public input.

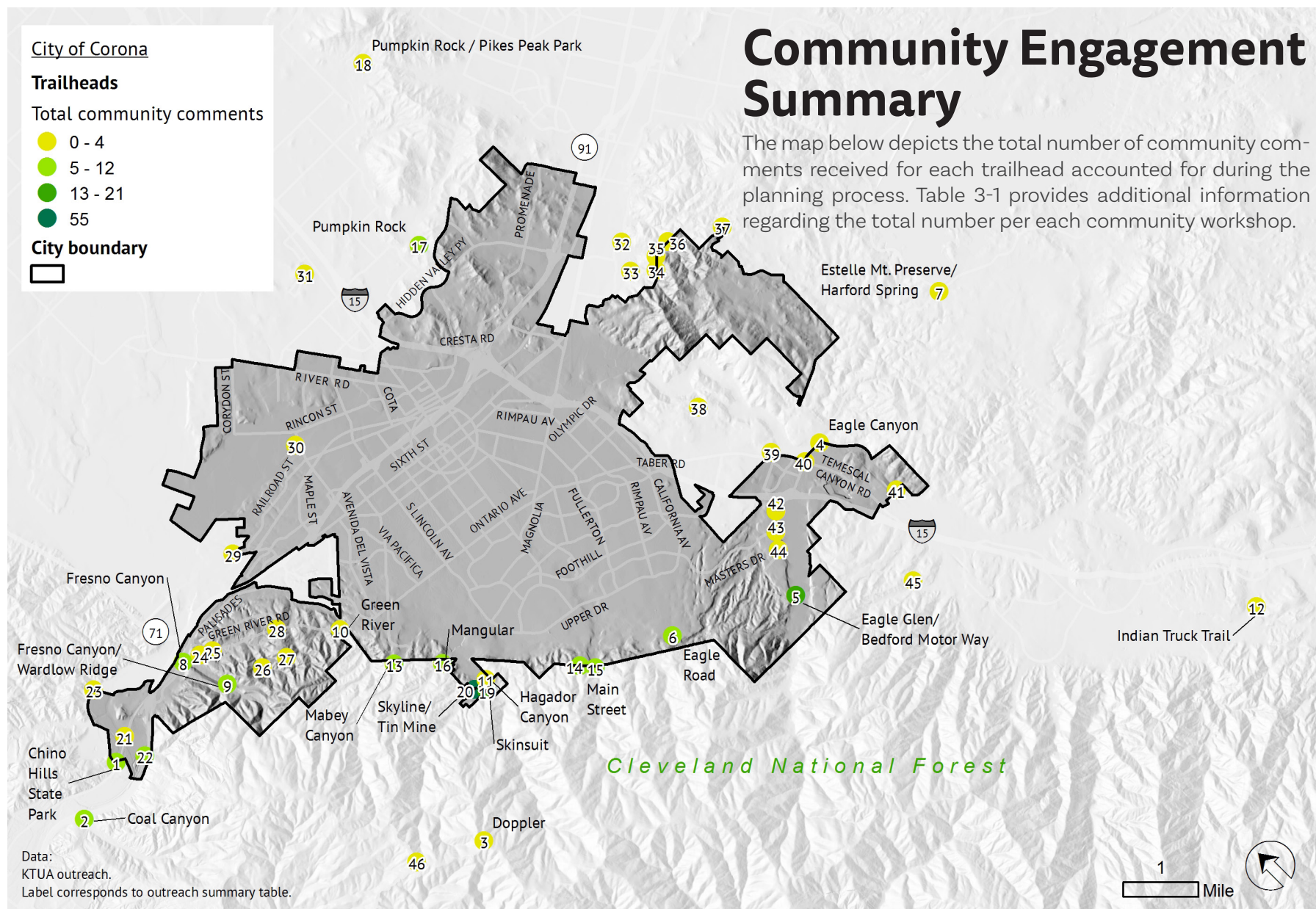
The Trails Subcommittee also hosted public meetings at the Circle City Center on May 21, June 11, July 9, Aug 13, and September 17. Meet-

ings were to discuss trails/trail access points, area trail plans, and to seek input from area residents. A representative from the US Forest Service attended two of the meetings. Another meeting involved various representatives from Riverside County including a county parks employee, a Parks Commissioner, a representative from Supervisor Jeffries' office, and members of the Temescal Valley Municipal Advisory Council.

## Community Engagement Results

Figure 3-2 and Table 3-2 document the results the city received from public participation. The public identified 46 "access points" that are used for walking, biking or both. Twelve locations are not within the City of Corona, but within its sphere of influence or adjacent communities. As expected, access into the Cleveland National Forest was the most heavily documented. The most popular access points are documented at the Skyline Drive trailhead, Skinsuit, Eagle Glen/Bedford Motor Way, Eagle Road and Fresno Canyon/Wardlow Ridge. The public associated these heavily used access points with both walking and biking.

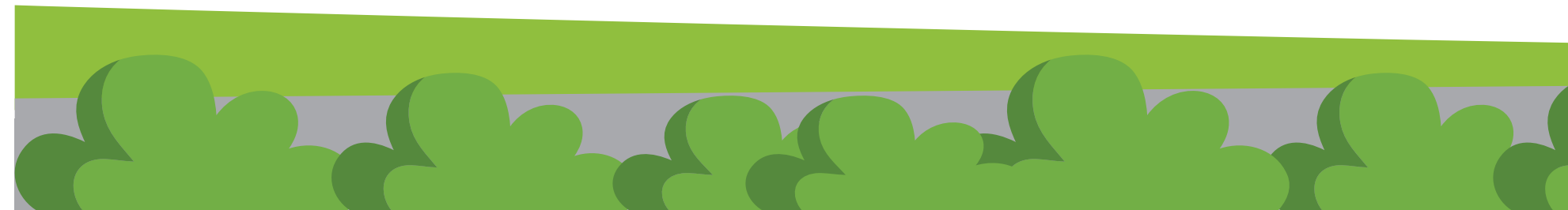




### FIGURE 3-2: Trailhead Community Comments

**TABLE 3-2:** Trailhead Community Comments Per Workshop

	Trailhead Name	Chino Hills State Park	Coal Canyon	Doppler	Eagle Canyon	Eagle Glen / Bedford Motor Way	Eagle Road	Estelle Mt. Preserve / Harford Spring	Fresno Canyon	Fresno Canyon / Wardlow Ridge	Green River	Hagador Canyon	Indian Truck Trail	Mabey Canyon	Main Street 1	Main Street 2	Mangular	Pumpkin Rock	Pumpkin Rock / Pikes Peak Park	Skinsuit	Skyline / Tin Mine	Unnamed #1	Unnamed #2	Unnamed #3
	Map Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
	Mode																							
Pop-up Workshop: July 4, 2019	Bike	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5	0
	Walk	1	0	0	0	1	0	0	1	1	1	0	0	0	1	1	0	0	0	0	10	2	1	0
Trails Subcommittee outreach: July 12, 2018	Bike or Walk	6	6	0	2	14	8	4	5	6	2	3	0	4	4	4	3	6	1	11	32	0	0	2
Workshop: August 13, 2018	Bike	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	3	4	0	1	0
	Walk	2	2	0	0	2	2	0	0	2	0	0	0	2	0	1	2	0	0	7	8	0	0	0
Outreach total		9	8	0	2	18	12	4	6	11	3	3	0	6	5	6	5	6	1	21	55	2	7	2



Unnamed #4	Unnamed #5	Unnamed #6	Unnamed #7	Unnamed #8	Unnamed #9	Unnamed #10	Unnamed #11	Unnamed #12	Unnamed #13	Unnamed #14	Unnamed #15	Unnamed #16	Unnamed #17	Unnamed #18	Unnamed #19	Unnamed #20	Unnamed #21	Unnamed #22	Unnamed #23	Unnamed #24	Unnamed #25	Unnamed #26
24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1	1	0	0	1	0	1	2	1	1	1	1	1	1	1	1	0	3	0	1	1	1	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1	1	1	1	1	0	1	2	1	1	1	1	1	1	1	1	2	3	0	1	1	2	3





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# 04

## Summary and Policies

# Trails Master Inventory Summary Map

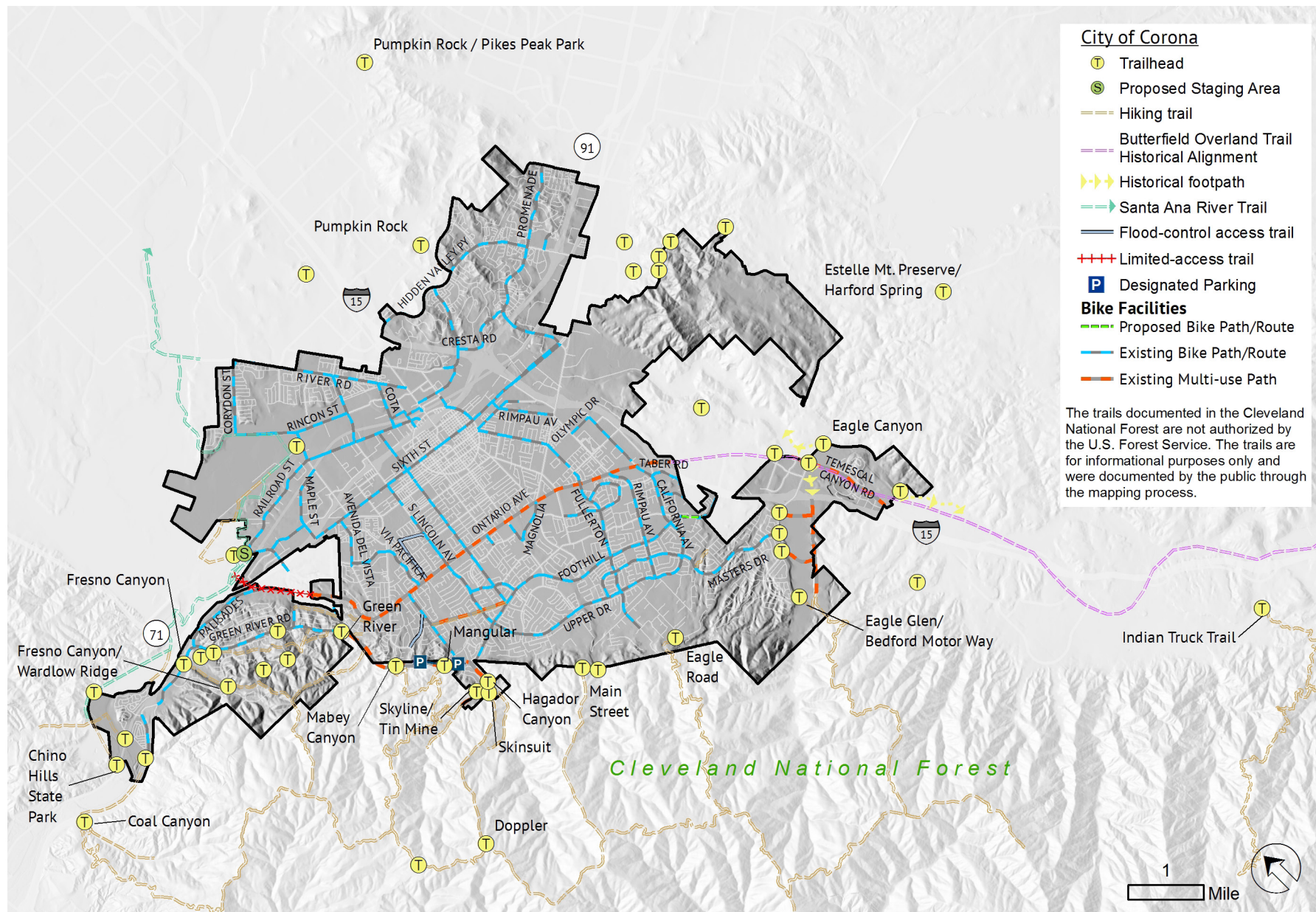
Figure 4-1 is the Corona TMI map that identifies the locations of key trails in the city and trail access points based on information provided by the public through the community outreach process. The map shows some trails on private property that is undeveloped and not dedicated by any legal instrument for public access. The city is not proposing to acquire such land for trail purposes but would use the information from this trails master inventory when evaluating future development on affected property so that pedestrian access could be integrated or reestablished elsewhere within the planned development. The process of establishing trails on private property is intended to be a collaborative effort with the city and the property owner/developer. The TMI was created, in part, to document pedestrian trail routes within the city that lead a path to the Cleveland National Forest.

Throughout the public outreach process in creating the Corona TMI, the city contacted local officials from the U.S. Forest Service Department to include them in the discussion. City staff met with U.S. Forest Service representatives on April 29, 2019, and discussed the current public access into the Cleveland National Forest and the access points (shown as trailheads on the TMI map) identified from the on-line mapping process. Forest Service staff indicated the trails identified by the public within the Cleveland National Forest are either user-created trails, fire breaks or service roads and no authorized trails established or maintained by the Forest Service exist within the study area of the TMI. Therefore, it is important to note that although the Forest Service does not limit public access into the forest, the Corona TMI does not guarantee Forest Service authorized trail access within the Cleveland National Forest.

Forest Service staff indicated the access points recognized most by the public, such as Skyline Drive, Hagador Canyon, Tin Mine, Eagle Road and Bedford Motor Way have the greatest potential for being established as trails should resources permit the Forest Service to create authorized access into the forest in the future.

The information collected for the TMI can serve as the foundation for a comprehensive trails master plan in the future. The TMI documents trail/access locations within the city that have the highest concentration of use by the public and thereby gives the city a preliminary understanding of where trails and/or access should be planned or considered in the future. This would entail a closer look at proposing new trails near future developments, open space and parks, or along rights-of-way such as flood control channels, streets, or other utility easements. A trails master plan may also include recommendations or updated design guidelines for amenities such as staging areas, wayfinding, seating, lighting, or fencing.





**FIGURE 4-1:** Trails and Trailhead Summary Map

# Summary of Recommended Policies

Corona's General Plan includes the goal to establish and maintain a comprehensive pedestrian system of walking and biking paths and trails for residents and visitors that are accessible, safe, useable and connect to residences, parks, and other community destinations. The TMI establishes policies to support this goal, which are presented in this chapter. The TMI also includes objectives which are general statements of intent to achieve a desired condition that supports the city's overall goal. The proposed objectives of the TMI establishes the framework for the city to consider and create a Trails Master Plan.



**Objective 1. Identify trail use opportunities within the city that connect with open space and bikeways.**

## ***Policy 1.1***

Strive to connect multipurpose trails to schools, local and regional parks, residential neighborhoods, open space areas, downtown, and other community destinations in Corona.

## ***Policy 1.2***

Require new developments to provide access opportunities to trails that exist in the area or to proposed trails linking parks, recreational areas, neighborhoods and other areas of high public concentration with a trail design suitable to the area or contribute improvements, dedications, or fees to extend trails.





**Objective 2. Identify the location of bicycle lanes and trail/ pedestrian accessways to properly plan for the continued connection for the end user.**

**Policy 2.1**

Encourage the creation of a multipurpose trail system for hiking, biking, and equestrian use in areas commonly used for these purposes, such as along washes, creeks, drainage channels, hillsides, parks, and other public use areas.

**Policy 2.2**

Trails that navigate through residential neighborhoods should not be obtrusive, invade the privacy of residents or jeopardize the safety of neighborhoods.

**Policy 2.3**

Locate, design, and regulate the use of multipurpose trails so that they do not have negative side effects on natural habitat, wildlife, landforms, or cultural resources.

**Policy 2.4**

Initiate and maintain dialogue with federal, state, and local governments to coordinate access and maintenance of trails that cross jurisdictional boundaries.

**Policy 2.5**

Promote the safe use of trails and require infrastructure and other public rights-of-way to be designed and developed to accommodate trails in a manner that is safe and compatible with the intended primary use of the rights-of-way or easement, where feasible.

**Policy 2.6**

Seek available funding for the maintenance and/or establishment of multi-use trails that accommodate bicycle and pedestrian users.





### **Objective 3. Promote the use of trail and bicycle routes within the city.**

#### **Policy 3.1**

Consider numerous outlets to make the city's Trails Master Inventory plan and bicycle plan easily accessible to the public to increase public awareness.

#### **Policy 3.2**

Identify the location of trails and bicycle lanes using wayfinding signs or placards.

#### **Policy 3.3**

Raise public awareness of the health benefits of walking and bicycling, the safe use of the streets and sidewalks, and the availability of trails, bicycle routes, and greenways.



### **Objective 4. New trails should be designed to reflect the character and environment in which they are located.**

#### **Policy 4.1**

Encourage the establishment of various trail classifications in the city. Examples include:

- Urban Trails which are multi-purpose, hard surface, pedestrian and cycling routes that physically connect residential areas, parks, schools, commercial nodes, and employment centers.
- Historic Trails which are intended as scenic walkways that traverse older developed residential neighborhoods and downtown areas to promote public and visitor appreciation of local, regional or national heritage.
- Rural Trails which are multi-purpose pedestrian/cycling and equestrian routes. Trail surfaces are typically unpaved. These trails link various areas of a community and sometimes provide connections with nearby communities.
- Bicycle Trails which are located adjacent to, or on the outer edge of roadways. They are often integrated with Urban and Rural Trails. They can also serve as important cycling commuter routes to areas of employment, shopping, schools, and parks.

#### **Policy 4.2**

Consider the establishment of trail heads and/or staging areas with parking spaces for newly created trails, to the extent feasible; and if the opportunity arises, incorporate trail heads and/or staging areas into existing areas.