



FORT ORD

Recreational Habitat Area Trail Master Plan


WITH

Open Space Management Strategy

APRIL 21, 2015

Summary of Comments on 15-0254 - Attachment B - Trail Master Plan

Page: i

 Number: 1 Author: Fred Watson Subject: Sticky Note Date: 5/4/2015 12:25:31 PM

This cover photo is from the National Monument, not the FORHA land.

It is not particularly representative of trail use on the FORHA land, which has much more gentle terrain, and more oak woodland.

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¹Executive Summary

The critical factors for successful implementation of this Trail Master Plan are coordination, cooperation, and constant attention, particularly if the objective of connectivity is to be achieved. The Master Plan should be kept as a reference document for trail corridors through the project area, so that trail connectivity is maintained. On a larger scale, it should also serve as an organizing influence for cross-jurisdictional coordination.

Goal and Objectives

The goal of the Trail Master Plan is to formalize a diverse trail network on Habitat Management Area (HMA) and open space lands, reflecting the diverse needs of users ²e. walkers/runners, dogs, bicyclists, and equestrians equally. Transition of the existing trail system into formal trail management should be seamless to the public. Trail and recreation uses must also be in compliance with the Habitat Management Plan (HMP) and Habitat Conservation Plan (HCP), which define species protection for Federal and State listed species found within the HMAs.

Objectives which support this goal are:

- Provide users with safe connections to community and regional recreation facilities and trails
- Provide a variety of trail options for all users
- Establish design guidelines for trail types
- Provide ³Policy consistency between HMAs and Bureau of Land Management (BLM) lands
- Provide policy consistency with Monterey County General Plan and Fort Ord Base Reuse Plan (BRP)
- Provide ⁴Implementation and maintenance framework for the trail network
- Provide preliminary cost estimates for trail and facility upgrades
- Provide revenue scenarios for operations, maintenance and management

Transition Phase

As the County plans for transition between Fort Ord Reuse Authority (FORA) to County ownership, ⁵Implementation of trail system recommendations should be shaped by the continued participation of trail users. Existing authorized trail use can be maintained as funding for management activities is formalized. HMA lands (with trails) not yet transferred to the County are anticipated to be available no later than 2019.

- **Basewide HCP:** Implementation of this Habitat Recreation Area Trail Master Plan must be consistent with the policies and requirements of the HCP, FORA anticipates finalizing their document by 2016.
- **Remaining HMA Clean Up and Transfer:** There are some trail corridors in this Master Plan (portions of Parker Flats HMA) that are not yet open to the public due to ongoing ordnance cleanup by FORA and pending formal transfer of ownership to the County. In addition, the US Army still owns the old Landfill parcel and the schedule to transfer ownership to the County has not yet been determined.
- **Proposed Eastside Parkway:** The Eastside Parkway is a Capital Project ⁶Required to implement the BRP. While this does not affect the adoption of this plan, the construction of the road and any associated trail undercrossing will significantly impact the trail user community, as well as planning for trails through the adjacent parcels.

Number: 1 Author: Fred Watson Subject: Highlight Date: 5/8/2015 6:42:26 AM

This Trail Master Plan should be renamed as an "Interim Trail Master Plan". This implies that it is both actionable, and that not everything is set in stone. Crucially, the document should explicitly state that the appendix listing specific trail closures is not set in stone, and that the closure list should be revisited one year after the land is signed open.

The interim status is **justified** because the **land was closed during the period when public involvement comment was sought**. The public input process was insufficient because it was severely undermined by the fact that the public had been excluded from the land for approximately 4 to 5 years prior to the public input process (the ESCA lands were closed in late 2007; the ESCA lands include most of the FORHA lands; I think the public input process for FORHA occurred in 2011 or 2012; I've asked a couple of times to see the meeting dates appear in a FORHA plan draft, but this hasn't occurred yet).

Further justification for the interim status is that, as far as I know, no serious opportunity was given to the public for iterative feedback on the trail system **subsequent to a public draft** of the Trail Master Plan. As far as I know, the 12-Mar-2012 admin. draft was never offered for formal public review, because of the dissolution of the RDA. The next admin. draft was released on 26-Jan-2015, but it was represented (e.g. at the public meeting on 18-Mar-2015) essentially as a done deal as far as the trail alignments and closures were concerned, essentially due to budget constraints and timeline for the contract with the consultant.

A sufficient process would have: (1) occurred after the public had signed access to the area for a year, (2) clearly included in the review cycle a step where trails appearing in the draft plan were invited to be modified as a result of subsequent public input, within a well-defined review period, (3) explained the public input process more clearly, (4) explained the reasoning behind the inclusion or exclusion of specific segments, within the context of these segments being shown as components of multi-segment routes.

I suggest the following text:

"

This plan as an INTERIM plan, meaning that it provides sufficient support for certain key actions to be taken on FORHA Lands until such time as a subsequent plan is produced. This situation is necessitated by the fact that the key stakeholder input on the plan was substantially limited by the fact that most of the land in question was closed to public access for approximately 4 to 5 years prior to the first stakeholder input.

An appropriate time to revisit this interim plan would be one year after the closure is lifted and interim trail-opening signage has been installed. At this time, new actions could be planned, such as reversal of some planned closures, and addition of new trails, subject to all applicable habitat constraints.

"

Number: 2 Author: Fred Watson Subject: Highlight Date: 4/27/2015 9:03:44 AM

This list could imply only **on-trail** users.

The abbreviation "i.e." tends to restrict the diversity to only those uses listed. The abbreviation "e.g." would be better.

Some low-impact **off-trail** uses should also be implied, e.g.: plein air painting, birding, tracking of non-listed wildlife, & orienteering.

Ideally, rather than all this being implied, there should simply be a statement that addresses the off-trail / on-trail question head-on, e.g.: "Most human use is envisioned as being **on-trail** use, but certain **low-impact off-trail** uses are also envisioned."

Number: 3 Author: Fred Watson Subject: Highlight Date: 4/27/2015 5:48:10 AM

It remains ambiguous what this means.

My concern is that it implies that both types of land should be managed with the same set of policies. This would be a suboptimal approach. See my 4/13 comments about core areas (FONM) versus buffer areas (FORHA).

Number: 4 Author: Fred Watson Subject: Highlight Date: 4/27/2015 5:36:11 AM

This implies that no further planning will be done, and that all that's left is to implement the plan.

An additional goal could be to outline a process for "future planning", or "adaptive planning", or something along those lines.

Number: 5 Author: Fred Watson Subject: Highlight Date: 4/27/2015 5:39:45 AM

Again, this implies that all the planning is done. "Participation" here could simply be construed as trail users helping out with shovels etc. The text should more explicitly call out users of the trails and the lands in general being able to participate in the future **planning**.

Number: 6 Author: Fred Watson Subject: Highlight Date: 5/8/2015 6:43:32 AM

This is not accurate.

For one thing, it is referred to as "Eastside Road" in the BRP, not "Eastside Parkway".

Executive Summary

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But also, it is "proposed" in the BRP (see page 119 of BRP), not "required". It's status is not unlike that of the "Highway 68 freeway", and I think you'd have a hard time finding anyone (even at CalTrans) that would argue the 68 freeway is "required".

This FORHA report does not need to get into that issue, but at the same time, it should not imply more than is true.

The text could say that Eastside Parkway is an "element" of the BRP, or a "Capital Project under the BRP", or "proposed under the BRP".

¹ Short Range Implementation Actions

- **Trails:** ² No new trail corridors are proposed in this plan. There are however, trails that are recommended for closure, some that will be narrowed, and others that need minor repair or realignment. This work can be started in the short-term, with volunteers or in phased sections as funds permit.
- **Signage:** Critical to immediate management of the site, a signage system needs to be implemented. Initially, as ³ trails are closed, signage and fencing to keep people off closed trails will be important. Directional signs will also aid users in understanding the trail network and using the designated alignments.
- **Parking/Staging Areas:** Over time, informal staging areas have developed at 8th St and Gigling Road and off Intergarrison Road. Cars park off the road and on roadway shoulders. While not ideal, these existing conditions will provide trail access while ⁴ planning for projected staging areas and coordinating with stakeholders on long-term plans. As funding becomes available, new staging areas will be developed to accommodate new trail access points.
- **Habitat Management and Restoration:** HMA parcels will be managed by a contract agreement for habitat protection and restoration.
- **Community Outreach and Volunteer Support:** This trails network is already supported by a number of volunteer organizations, so it will be important to maintain and further encourage this invaluable resource. County staff may coordinate volunteer projects, provide dialog between user groups, and work as much as possible to incorporate citizen-led initiatives.
- **Trails on County Development Parcels:** It is important that trail linkages be maintained as development of land outside the recreation habitat areas takes place. One function of the Master Plan is to provide a larger regional view of the connections between trails, and should be used to ensure that connectivity is maintained in the design of future projects.
- **Regional Coordination:** FORA is the lead agency for land use planning efforts on the former Fort Ord, working in close coordination with all relevant jurisdictions as well as the Transportation Agency of Monterey County (TAMC). TAMC is the lead for a regional trails and transportation planning, including local jurisdictions and FORA as active participants.

Number: 1 Author: Fred Watson Subject: Highlight Date: 5/8/2015 6:44:05 AM

It is essential to preface this section by stating that this trail master plan is an **Interim Plan**, that it does not close any doors to certain trails being open or closed (notwithstanding constraints imposed by others, e.g. the HCP), and that a more-specific trail planning process will ensue.

Number: 2 Author: Fred Watson Subject: Highlight Date: 5/8/2015 6:45:13 AM

A statement should be added some new trails could be proposed in future, i.e. that this plan does not close the door to that option. County should request FORA to accommodate this option within the draft HCP.

e.g.

"New trails and/or alignments may be proposed in future, subject to the constraints of the HMP and HCP."

My 4/13 comments expand on the benefits of new trails and/or alignments.

Number: 3 Author: Fred Watson Subject: Highlight Date: 5/8/2015 6:46:05 AM

This implies that one of the first things to be done is trail closure. But some big questions remain about which trails should be closed.

A more "seamless" approach (as heralded on Page (v)) would be to start by signing certain trails as being open, but not signing (or fencing) any specific trails as closed, and possibly having an over-arching sign at the main access points saying that unsigned trails may be subject to closure in the future.

This is a **really important point**. The closure maps in these FORHA reports are still very much in flux (e.g., they changed [in a good way] between the 1/26 and 4/21 versions of this report) . Some of the closures still indicated would be crucial failures of the planning system, potentially resulting in easily avoidable aggravation of user communities.

The text here could be replaced with: "Initially, as the trail system is re-opened after being largely closed since the ESCA process began in 2007, the ESCA closure signs should be removed and key trails should be signed open. This initial step will serve to positively re-engage the user community. Eventually, after an additional public documented stakeholder process, certain trails should be signed closed, and the remaining trails should all be signed open."

Number: 4 Author: Fred Watson Subject: Highlight Date: 4/27/2015 6:16:04 AM

Grammar: This phrase might read better if the word "occurs" was inserted i.e. "planning occurs for".

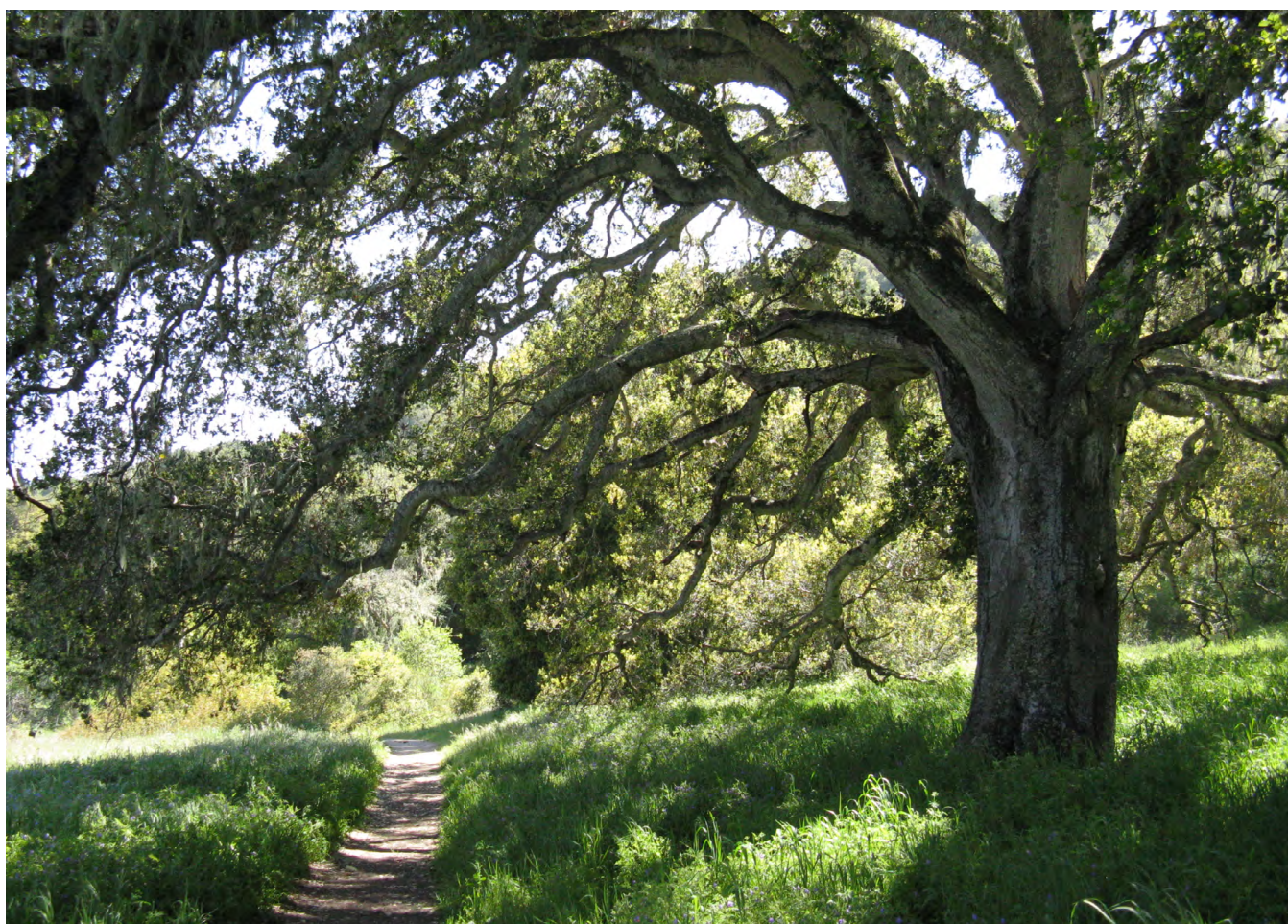
Also, the wording tends to imply that the existing informal staging areas will go away. Text should be inserted to clarify the situation:

"New staging areas will be developed. Some of these might be at or near the existing locations, subject to HCP requirements, and depending on other planning processes; and some new staging areas will be established at completely new locations (e.g. at the Youth Camp)."

Project Overview

The Monterey Bay area has an unparalleled combination of pleasant weather year-round, pristine beaches, rocky coastlines, dramatic hills and small-town charm, making it an international tourist destination and one of the most desirable places to live on the West Coast. Close proximity to a variety of outdoor activities, including horseback riding, hiking and running trails, outstanding road and mountain bike events, surfing and world-class scuba diving, make this area an outdoor enthusiast's playground.

An important contributor to these opportunities are the open space lands on the former Fort Ord army base. No longer are trails to be used for military exercises—they will be filled with visitors and residents enjoying the beauty and diversity of this landscape. With proper management and protection of its natural resources, it will be a regional treasure to be enjoyed for generations to come.



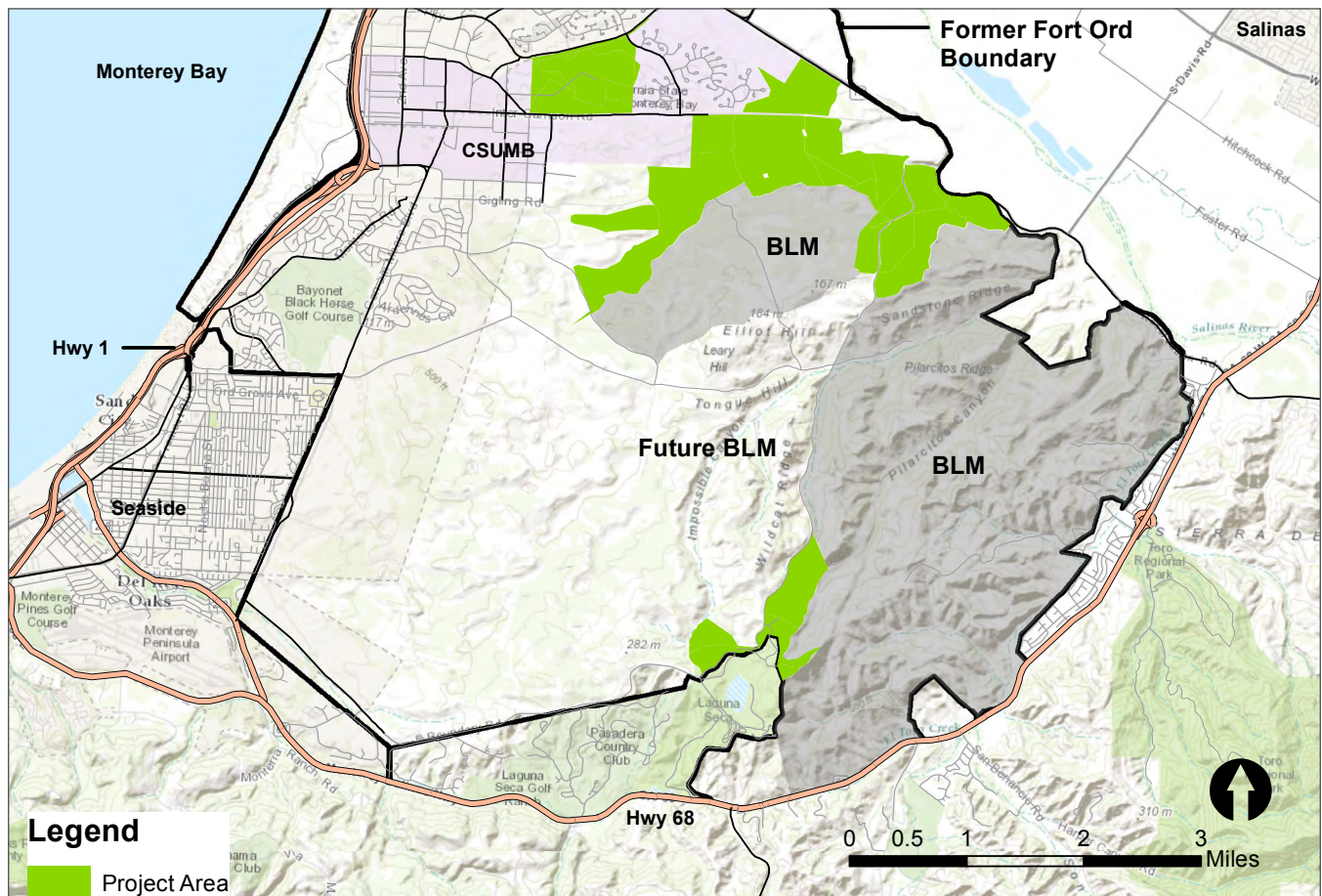
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Background

Since Fort Ord was decommissioned in 1994, its twenty-eight thousand acres of land on the Monterey Bay coast has been in the process of being transferred to various landholders. Two-thirds of the land will be maintained as habitat for endangered species and recreational open space by BLM, State Parks, UCSC, Monterey County, California State University at Monterey Bay (CSUMB) and the cities of Marina and Seaside. As the base was downsizing, community members worked with the Army to establish a precedent for recreational use of the land. Organized user groups such as Fort Friends, Bicycle Equestrian Trails Assistance (BETA) and Monterey Off Road Cycling Association (MORCA) then continued the work of maintaining and using the trails, and an informal trail network was established. In 2013, a regional trail—Fort Ord Recreation Trail and Greenway (FORTAG)—was proposed. This trail plan acknowledges FORTAG’s mission and connectivity goals as consistent with the County’s plan for Fort Ord lands.

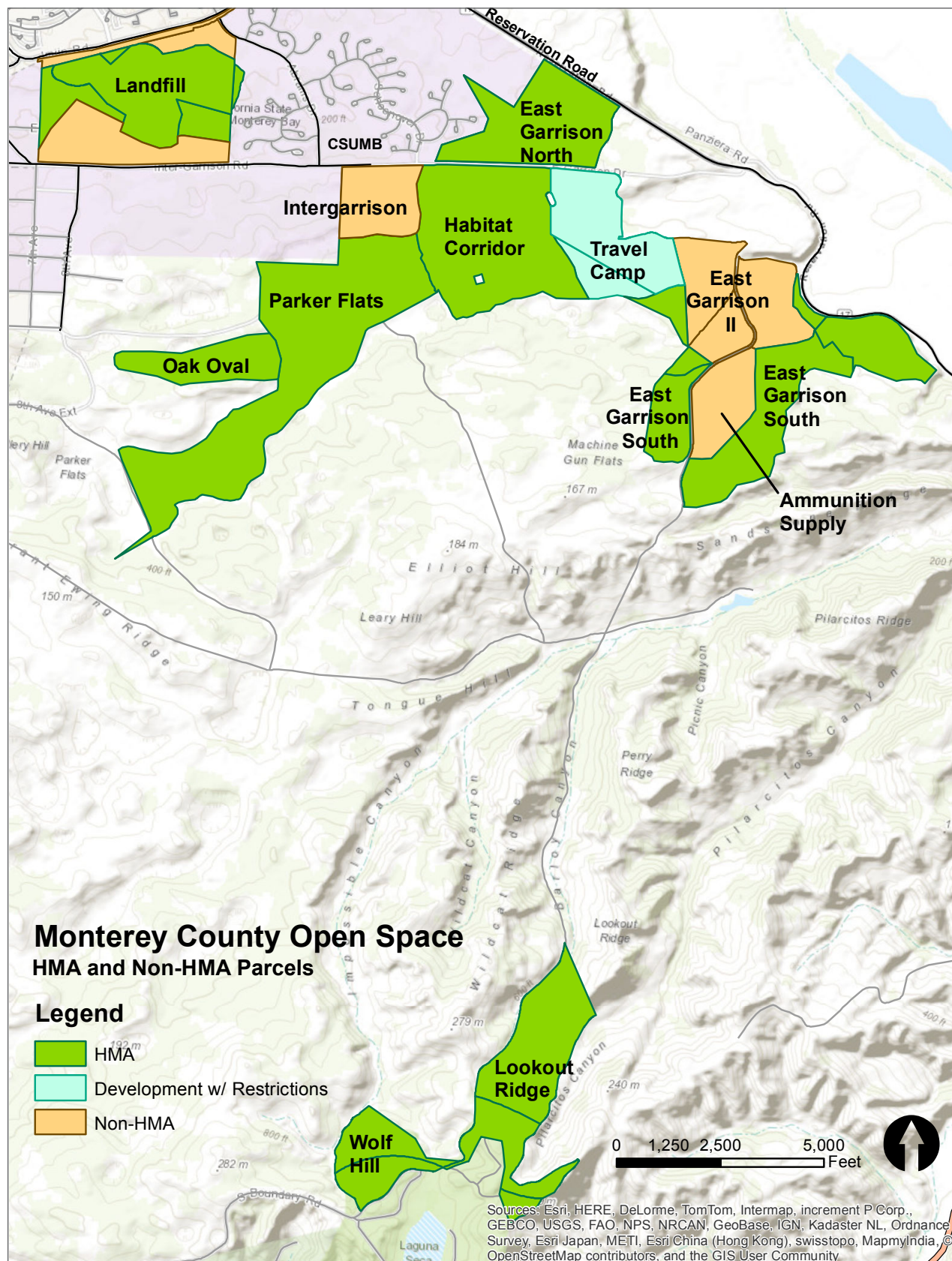
In accordance with the 2002 “Implementation Agreement” with FORA, Monterey County has begun to take ownership of approximately twenty-one hundred acres of land to be maintained as habitat and recreational open space in perpetuity, to mitigate for development of various properties on the former Fort Ord. Some of the land has been designated as HMA parcels, and portions of the land are targeted as County open space (non-HMA). These non-contiguous parcels make up the project area for this Master Plan, and are located to the east of the cities of Marina, Seaside, and the CSUMB campus, and adjacent to BLM lands. (See Vicinity Map and Monterey County Open Space Map).

VICINITY MAP



This page contains no comments

MONTEREY COUNTY OPEN SPACE MAP



This page contains no comments

Over time, several planning documents have been used to guide the future use of the HMAs and County open space lands. The ¹**Fort Ord Reuse Authority Base Reuse Plan (BRP)** calls for the preparation and implementation of a *Habitat Management Plan* (HMP), which was completed in 1997, and a *Habitat Conservation Plan* (HCP), which is in the process of being completed, to determine the protection of habitat for species on the federal and state endangered species lists. The *Monterey County General Plan* (2010) also designates these areas under the category of “Habitat Management” or “Open Space Recreation” and recognizes the regional value these lands have for the quality of life to County’s residents. Because of their optimal location and the existing framework established by earlier planning documents, the County HMA and open space lands will serve as a recreational gateway between developed areas and open space of the Fort Ord National Monument.





Planning Process

To begin the recreation planning process for the HMAs and open space lands, the Redevelopment Agency of the County of Monterey met with user groups representing equestrians, hikers, cross-country runners, cyclists, and search and rescue unit members who wished to continue their current informal uses of these lands. Staff also met with interested stakeholders to understand their interest in sharing resources and responsibilities. The Agency found that there was an opportunity to create partnerships with these users and stakeholders in a Fort Ord Recreational Habitat Area (FORHA) plan through a formal master planning process. ²**2012** the Agency hired BFS Landscape Architects, in collaboration with Denise Duffy & Associates and Applied Development Economics, to assist in developing a FORHA Trail Master Plan and Open Space Management Strategy. Looking beyond the County’s boundaries, a review of other existing open space and trail plans was undertaken with local cities as well as CSUMB, MPC, UCSC, TAMC and FORTAG to ensure connectivity with these plans.

A draft FORHA Trail Master Plan then was produced, based on the community outreach process, which includes site analysis of existing trails, development of a Trails Master Plan trails map, trail design guidelines, and costs for implementation.

At the time of completing the draft Trail Master Plan in 2012, several issues arose that deferred adoption of the plan - the greatest of which was the termination of the Redevelopment Agency that led the trail planning effort. The termination of redevelopment law by the State of California eliminated an important funding source for recreation improvements. As open space land transfers are increasing and FORA is reaching the end of its legislative term, (see Current Land Use and Ownership Map) the County must assume more land management responsibilities with uncertain funding sources. An additional Open Space Management Strategy section was added to the report to provide additional direction and detail for open space management decisions.

 Number: 1 Author: Fred Watson Subject: Highlight Date: 4/27/2015 9:02:42 AM
FWIW: It's actually called the "Fort Ord Reuse Plan" (FORP)

 Number: 2 Author: Fred Watson Subject: Highlight Date: 4/27/2015 9:11:59 AM
I think it was 2011. There is a TAMC packet from November 2011 that shows a BFS-produced FORHA trails map.

Number: 1 Author: Fred Watson Subject: Sticky Note Date: 4/27/2015 9:10:07 AM

My understanding is that the designation of specific parcels here as HMA or non-HMA is incorrect. All that has been designated is a total HMA acreage of HMA within the overall landfill area, but the precise location remains flexible. I could be wrong on this.

Number: 2 Author: Fred Watson Subject: Sticky Note Date: 5/8/2015 6:46:51 AM

The FORTAG alignment as drawn here is fairly accurate, but not 100% accurate.

There are some important small differences. For example, the easternmost of the two FORTAG crossings of Intergarrison Road is intended to be a few hundred feet west of the location mapped here, so as to avoid impacting a valuable informal mountain bike trail.

I can provide up-to-date FORTAG shapefiles upon request. They are also posted on the FORTAG web site (which is sometimes slightly out of date).

This page contains no comments

Trail System

Trails Planning Process

The process of developing the FORHA Trail Master Plan proved to be an excellent opportunity for the community, stakeholders, interest groups and agencies to collaborate. Communication between all participants was essential, as the planning process brought together a wide range of ideas into one cohesive document. A number of community meetings were held over the course of ¹year to share project progress, hear feedback, and gather information from users on trail preferences and alignments.

To understand the regional bike and pedestrian networks, a review of local community master plans and specific plans was conducted. Locations of ²bike lanes on both existing and future roads, planned trails, and potential road crossings were mapped to understand access into the HMAs and open space lands from the surrounding communities in the future. The public meetings further contributed to this data, providing helpful input on current and future major points of access and trail preferences for different types of users. These connection points were mapped and appropriate parking and/or road crossings were suggested at these locations. The existing trail corridors were then analyzed using GIS technology and field visits, to get an ³accurate understanding of the location and current conditions of the trails. An analysis of environmental sensitivity was ⁴also conducted, using existing County GIS data, to ensure that the recreational use of the space would not pose a threat to any Federal or State-listed endangered or threatened species.


⁵HCP policies limit recreation to existing trails on HMA parcels in order to minimize environmental impacts. Non-HMA parcels do not have that explicit limitation. From that starting point, working with trail users in public workshops and at site visits, preferred trail corridors were identified for connectivity and varied trail experiences. Preferred trail corridors were classified by type (based upon user preferences), and trail area calculated (to ensure compliance with the take limits of the HCP). Where existing redundant alignments exist, ⁶the group came to a consensus about the preferred alignment. Considering this and that some of the trails are highly erodable or not following sustainable trail design practices, some trails were recommended for closure. The total trail area was then evaluated by the HMA planning team and resource agencies for consistency with the HCP. Although the HCP is still in draft form (Screen-check draft dated March 2015), implementation of this plan necessarily needs to be compliant with the final draft.

In 2014, when the master plan added several potential open space parcels, trails were added to the plan following the same principles—using existing corridors as a starting point—in order to minimize environmental impacts and reduce trail building costs. Trail corridors were evaluated using the same criteria as the 2012 trail system. With involvement from recreational stakeholders, new proposed trails or trail changes in the open space parcels were evaluated by the County in conjunction with BLM regarding connectivity and landscape protection. Coordination was also begun in 2014 with the FORTAG trail proposal, as it follows some of the same existing trail corridors on County lands. The vision of the FORTAG trail is a regional 12-foot wide paved bikeway with an open space buffer on both sides that extends from Monterey Bay to Marina and Seaside. FORTAG is separate from this plan, but this plan recognizes and coordinates appropriate connections consistent with the HCP.

 Number: 1 Author: Fred Watson Subject: Highlight Date: 5/8/2015 6:49:23 AM
Which year?

I think it was 2011-2012.

It's always frustrated me that we don't have a written account of the dates of these meetings and an indication of the attendance. I feel like the process was a bit opaque and naive, especially since it was occurring during the ESCA period when most of the area was closed to the public. If we re-did this now (as we should), we'd get a much more precise result with low-risk of unintentionally closing the wrong trails. It's pretty hard to get down to the required level of detail sitting around a table with marking pens and colored sticker-dots talking about land to which no-one has legal access. Please excuse my frankness, but we may as well be planning trails on Mars.


 Number: 2 Author: Fred Watson Subject: Highlight Date: 5/8/2015 6:50:46 AM
But these are not shown on any of the maps in this report, and the connections are not always optimal.

We could do a better job of illustrating and explaining the connections. For example, there remains considerable discrepancy at the intersection of Intergarrison Rd and Sherman near East Garrison between:


1. the East Garrison Specific Plan (a roundabout, bike lanes)
2. What has been built (no roundabout, fewer bike lanes, narrow bike lanes)
3. The BRP (hiker-biker trails that are supposed to be in the area) (Fig 3.6-3)
4. TAMC's bike/ped master plan (2011, includes Class II **all** the way to East Garrison)


I think the solution for now is simply to make sure that this report makes it very clear that this is an **Interim Plan**, and that none of the maps are set in stone, i.e. that the planned trail system and closures are not set in stone, and that there will be opportunity to look at it all in more detail after this **interim** master plan is adopted and the public has regained access for at least a year.

See my comments on the Executive Summary - a big up-front statement about this being **interim and subject to change**.

 Number: 3 Author: Fred Watson Subject: Highlight Date: 5/8/2015 6:51:27 AM
But this is not shown in the maps in this report. The process is thus somewhat opaque.


Again, the short-term solution is to fall back to an up-front statement that this plan is **interim and subject to change**, and leave it to follow-up planning to truly illustrate the condition and desirability of all trails (along the lines of the map I produced for my 4/13 comments, and the updated map that I'll attach to these comments).

 Number: 4 Author: Fred Watson Subject: Highlight Date: 5/7/2015 4:22:45 PM
More details should be provided on this analysis. There's "less sensitive" areas on the map that I would have thought would be more sensitive, based on my knowledge of the distribution of special status species on Ft Ord (I am an ecologist).

 Number: 5 Author: Fred Watson Subject: Highlight Date: 5/8/2015 6:51:58 AM
This is misleading, because:
a. The HCP is in draft form and has not yet undergone any public review.
b. The draft HCP allows at least "**re-alignment**" of existing trails, which is not necessarily implied by the text here.

The text should be changed to say:

1. "Policies in the **draft** HCP limit recreation to existing **or realigned** trails
2. "Provision for new trails may require **modification** of the HCP before it is finalized, for example as a result of changes resulting from the anticipated public review of the HCP."

 Number: 6 Author: Fred Watson Subject: Highlight Date: 5/8/2015 6:52:43 AM
This is opaque. It should be more transparent, e.g. by including text that goes through every existing trail and stating why it should be included or closed. Without this detail, I'm cautiously suspicious that it is sub-optimal, especially given how hard I have found it to find an experienced trail user who was at these meetings. I feel like these meetings may not have captured the true breadth knowledge of a wide enough spectrum of experienced users of the trail system, especially given that the area was closed from 2007 onwards (I started using it in 1998).

I would be happy to coordinate this myself i.e. a listing of the pros and cons of every segment, and then solicitation of transparent comment and revision of the list.

In the short-term though, see my previous comments about just prefacing this whole plan as being **interim** and subject to change.

Trail User Preferences


From the public forum process it was found that a wide variety of users, including runners, walkers, equestrians, drivers & horses, and mountain bikers, not only are interested in trail use, but also have a diverse set of preferences in regards to trail type. Because one of the objectives of the Trail Master Plan is to provide all users with trail access, including ADA access, a variety of trail types are needed. Table 1 shows user preferences for trails within the HMA and open space parcels. In order to accommodate these preferences, trails are classified into two categories: Two foot wide trails designed for pedestrians and bicyclists, and 4 foot wide trails with 2 foot vegetated shoulders for all users including pedestrians, bicyclists, equestrians and horses with carts. These two trail classifications provide diverse connections to and from all major access points. A whole access trail is also provided. Fuelbreaks, which are usually about 12 feet wide, will also be used as trail corridors, with a stabilized 4 foot trail section provided at one side with footing adequate for all users.


TABLE 1: **TRAIL USER PREFERENCES**


	Length	Width	Vertical Clearance	Soil type	Good Line of Sight?	Slope
Runner	Medium	2'-4'	7'	Variety OK, sand not good	No	Average
Walker	Shorter	2'-4'	7'	Variety OK	No	Less steep
Equestrian	Longer	4'	12'	Softer OK, gravel not good	Yes	Less steep
Driver & Horse	Longer	4'- 6'	12'	Variety OK, sand not good	Yes	Less steep
Mountain Biker	Longer	2'	7'	Stable OK, Sand not good	Sometimes	Steeper

TABLE 2: **PROPOSED TRAIL LENGTHS**

Parcel	Trail Length (miles)
Ammunition Supply	1.0
East Garrison II	1.6
East Garrison North	1.3
East Garrison South	2.8
Habitat Corridor	5.2
Intergarrison	1.1
Landfill	2.4
Lookout Ridge	0.4
Oak Oval	1.1
Parker Flats	6.7
Travel Camp	2.8
Total	26.4

 Number: 1 Author: Fred Watson Subject: Highlight Date: 4/27/2015 9:49:50 AM
add to list "...and regional multi-use paved trail users."

 Number: 2 Author: Fred Watson Subject: Highlight Date: 4/27/2015 9:49:22 AM
An extra row should be added to this list for a "Regional multi-use paved trail user" with parameters:
Length - Longer
Width - 12'-paved, with 4' shoulders
Vertical clearance - typically 8'
Soil type - paved
Good line of sight - Yes
Slope - Less steep

 Number: 3 Author: Fred Watson Subject: Highlight Date: 4/27/2015 9:51:31 AM
An asterisk should be added this, with an explanation:

- * These values are subject to change. Actual total trail lengths may be longer if:
- a) existing trails are more sinuous than as-mapped
 - b) realigned trails are more sinuous than existing trails
 - c) fewer trails are closed
 - d) new trails are constructed

Trail Classification

In order to classify the trails into two foot and four foot widths, several factors were taken into consideration. First, preferred corridors for each user type were identified at community meetings. Highly preferred alignments for particular user groups were given the corresponding width for that user type. Trails that would be receiving the most use, based upon current popularity as well as future access points, were placed in the four foot width category, and less popular, but still needed, trails were placed in the 2 foot category. In general, the planned trail widths are consistent with the existing width, although some of the trails will need to be narrowed, as erosion and lack of maintenance have caused unnecessary widening.

Trail System Criteria

Due to the fact that the land has not been formally managed since the closure of Fort Ord, the trail network has an overabundance of connections. ¹Many trails run parallel to each other and offer the same user experience and destination. It was necessary to recommend that some of these trails be closed, both from a maintenance and an environmental perspective, while still maintaining an adequate and varied trail network. See Appendix J for ²Trail closure locations. The following evaluation criteria were used to ³determine which existing trails should be kept and which should be closed. The chosen trails must also meet Master Plan objectives.

- **Proximity to access points:** Priority should be given to those alignments which directly connect to staging areas or proposed road crossings, to allow the network to function most efficiently
- **Ability to provide diverse user experience:** Trails that provide an interesting path of travel through tree canopies and open fields, or that provide vistas or topographic variance were preferred; those that are under power lines or traverse less than interesting terrain, were less preferred. Bicyclists' preferences for some challenging trails with steeper terrain were taken into account.
- **Ability to provide connected networks:** Although trails are of several types, trails should provide an interconnected network through the various County-owned parcels, as well as opportunities for connections to regional trails. The plan provides an opportunity for discussion with adjacent property owners for future trail connections.
- **Compliance with ⁴HCP:** Trail alignments ⁵must be confined to existing corridors to eliminate any unnecessary take of sensitive species. Of the 19 species covered in the HCP, 13 are known or have the potential to occur within the HMA parcels. Known and potential breeding and upland aestivation habitat for the California tiger salamander, a Federal and State listed threatened species, as well as potential upland aestivation habitat for the California red-legged frog, a Federally threatened species, occur within the HMA parcels. Three listed plant species are also known to occur: Monterey spineflower, a Federally endangered species; sand gilia, a Federally endangered and State threatened species; and Seaside bird's beak, a State endangered species. Six plant species designated as rare, endangered, or of limited distribution on the California Native Plant Society List are also known to occur, including: Toro manzanita, Hooker's manzanita, sandmat manzanita, Eastwood's ericameria, coast wallflower, and Monterey ceanothus. Potential habitat for two State Species of Special Concern, the Black legless lizard and Monterey ornate shrew, is also found within the HMA parcels.
- ⁶**Redundancy with other trails:** Where multiple trails exist that are in the same trail corridor and have the same user experience, the less preferred extraneous segments, based upon community input, are recommended for closure.
- **Sustainability of site conditions:** Field visits were conducted to evaluate existing trail corridors regarding long-term usefulness. In cases where trails are excessively steep or incised due to erosion, trail segments are recommended for closure. Some steeper segments are retained for their recreational challenge and will require additional maintenance

 Number: 1 Author: Fred Watson Subject: Highlight Date: 4/27/2015 10:01:07 AM

This is not necessarily a bad thing. Text should be added in parenthesis here stating:

"(note that such apparent redundancy can be valuable in several ways, such as: (a) facilitating a sense of adventure by giving users a choice of two ways to achieve ostensibly the same destination; (b) promoting flexibility in managing for potentially conflicting uses through a signage system that **suggests** that certain trails are preferable for certain types of user, and other, parallel trails are preferable for other types of user.

This is a really important point. "Happy trails" are happy in many ways because of the sense of there being so many choices and opportunities to explore and discover. They'll only remain "happy" if we build-in flexibility to spread the load over multiple routes that at first glance may seem redundant.

 Number: 2 Author: Fred Watson Subject: Highlight Date: 5/8/2015 6:54:08 AM


Replace with:

"See Appendix J for **suggested** trail closure locations, subject to **refinement** through detailing planning potentially subsequent to the adoption of this **interim** master plan, conditional on the constraints of the HCP."

 Number: 3 Author: Fred Watson Subject: Highlight Date: 4/27/2015 10:02:20 AM

replace with "suggest" or

"determine an initial conceptual plan for"

 Number: 4 Author: Fred Watson Subject: Highlight Date: 5/8/2015 6:11:44 AM

add "(currently in draft form)"

 Number: 5 Author: Fred Watson Subject: Highlight Date: 5/8/2015 6:54:33 AM

This is mis-stated

The draft HCP allows "re-alignment", and that the HCP could also potentially be modified to allow construction of new trails. Note that this can sometimes be of **benefit** to HCP species, if accompanied by closure of more impactful trails. BLM has done this on FONM - a win-win for trail users and special-status species. The FORHA plan and the HCP should not inadvertently close the door to this opportunity.

 Number: 6 Author: Fred Watson Subject: Highlight Date: 4/27/2015 10:06:47 AM

This over-simplifies the trail user experience. It should be modified as per my comments above on **choices being part of the value** of a trail system, especially close to trailheads where the most frequent visitation occurs by virtue of the short distances involved.

over time. ¹Wherever segments are closed, an alternative path of travel should exist, in order to maintain a sufficiently complex network.

- **Coordination with BLM trail system:** Major corridors between BLM land and County-owned land should be kept intact. In cases where the existing trails no longer continue as BLM trails, trail segments should be rerouted or closed.
- **Coordination with Event routes:** Selected trail alignments should continue to support community events.

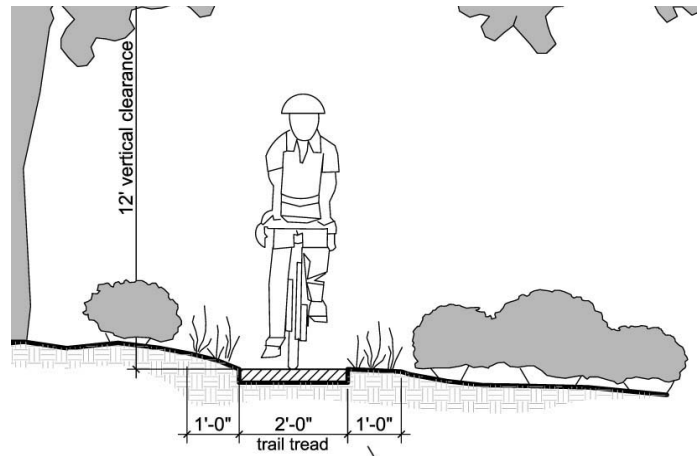
Trail Design Guidelines

The trail design recommendations are consistent with existing trails on BLM lands and Monterey Regional Park District lands. They are to be used as guidelines, rather than established standards, as trails and trail maintenance are constantly changing. The trails should be built in accordance with the established standards in the *State of California Trail Handbook, 1994*.

Existing 2' Trail Condition



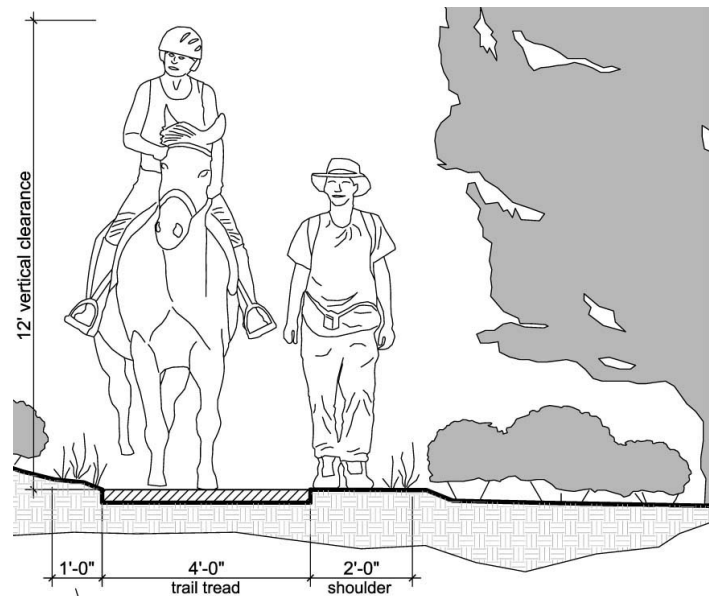
2' Trail Section



Existing 4' Trail Condition



4' Trail Section with Vegetated Shoulder



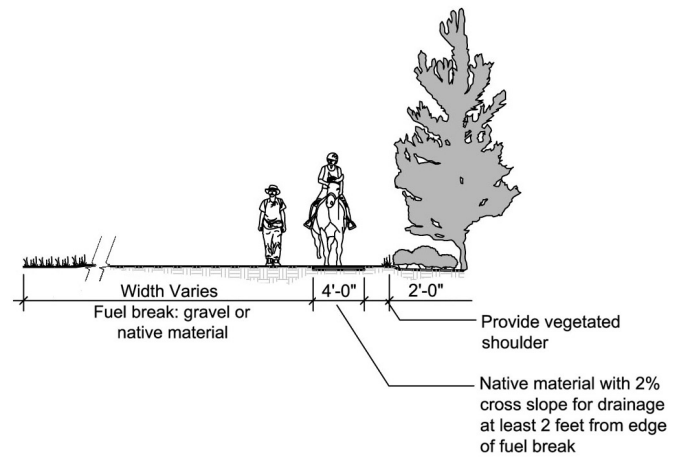


This is good. But some of the earlier text tends to preclude it; i.e. the text contradicts itself, to an extent.

Existing Fuelbreak Condition



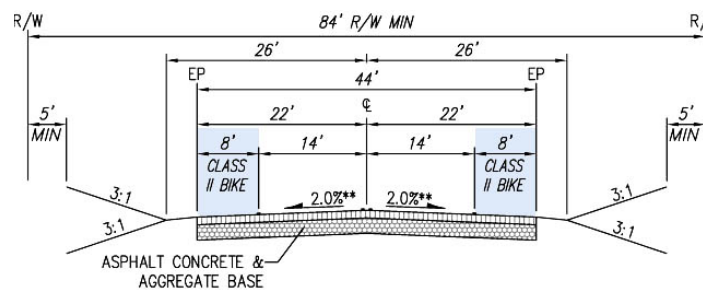
Trail Section on Fuelbreak



Typical Class II Bike Lane



Future Eastside Parkway Section: 2 Lane with Class II Bike Lanes Both Sides

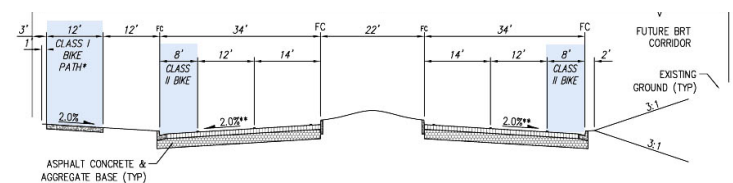


For reference only: Drawing by Whitson Engineers.
Eastside Parkway not within scope of Master Plan

1 Typical Class I Bike Lane



Future Intergarrison Road Section: 4 Lanes with Class II Bike Lanes Both Sides and Class I Bike Lane One Side



For reference only: Drawing by Whitson Engineers.
Intergarrison Road not within scope of Master Plan



A new designation needs to be added to this list, with appropriate photograph and cross-sectional illustration.

FORTAG refers to it as a "Class 0" trail - i.e. like a Class 1, but with open-space on either side. This concept has also appeared draft reporting from the FORA Regional Urban Design Guidelines team.

I would be happy to provide the photo and cross-section diagram.

Trail Construction


Trail construction should follow the guidelines established in ¹this Master Plan as well as recommendations set forth by BLM and the State of California. As ²alignments are existing, much of the work will be reducing trail widths and fixing erosion problems. This may require regrading with a trail tractor or hand-grading. Spreading weed-free seed and covering the area with rye straw to allow native groundcover to establish may be necessary to reduce erosion in the future. An average width of four feet was used to estimate reseeding costs. In some locations rolling dips may be needed to allow trail-eroding surface water to move off the trail quickly. Rolling dips are long, low sections of trail that drain water without becoming a noticeable bump or hazard to users. In cases where a culvert is required, or other larger trail issues have to be addressed, larger machinery may be required. The costs associated with narrowing of trails are included in the Costs table in Appendix A. Much of this work could be accomplished by existing volunteer user groups and done by ³land. Where trails are to be closed, signage and fencing should be placed at all trail entrances to block access.


⁴Trail Crossings


To meet the objective of providing users with safe connections into County HMA parcels and open space lands, the Master Plan identifies types of required road crossings. In general, all crossings should meet Federal Highway Administration road crossings standards and should include the elements required in Table 3. Many of the crossings may be required implementation features of future roads, but some will need to be added to existing roads, and some will need to be upgraded from current crossing conditions. Road crossings are divided into three categories, based upon whether (1) the crossing is required mid-block or at an intersection, (2) whether the intersection has or will have a traffic signal, and (3) how wide and busy the road and the trail will be. In one case an undercrossing is recommended, because the current alignment of a high volume trail will cross the proposed Eastside Parkway—a 2 lane, 35-45 mph road—between intersections. The proposed undercrossing is located where grading under the road would be the least costly. It should be designed to provide 12' of vertical clearance and 10' horizontal clearance, to allow all users easy passage as well as ⁵junction as a wildlife corridor. Estimated costs associated with these crossings can be found in Appendix A. Future trailhead locations will be located to minimize the need for road crossings, while still providing adequate trail access.

TABLE 3: TRAIL CROSSINGS


Type of Crossing	Where Used	Elements Suggested
Major	Intersections with traffic signals	Signage, sidewalk striping, lighting, detectable warning surfaces, push button actuator, coordination with traffic signal
Minor	At/between intersections on lower volume roads and lower volume trails	⁶ Signage, sidewalk striping, lighting, detectable warning surfaces
Undercrossing	Between intersections on high volume roads where crossing ⁷ pedestrian, equestrian, and bicyclists is required	Signage, lighting, grading, adequate vertical and horizontal clearances


 Number: 1 Author: Fred Watson Subject: Highlight Date: 5/8/2015 6:55:27 AM
"... in this **Interim** Master Plan or any subsequent more-specific plans"

 Number: 2 Author: Fred Watson Subject: Highlight Date: 4/27/2015 10:12:23 AM
change to "all or most"

 Number: 3 Author: Fred Watson Subject: Highlight Date: 4/27/2015 10:15:45 AM
Insert a sentence in here saying:

"FORTAG paved trail segments will require the use of a paver (a machine used to create pavement). Paving of a 12-ft trail can be accomplished within a 20' construction limit. The pavement material is not limited to asphalt; a more-natural and permeable material could be used, such as decomposed granite mixed with a bonding agent (commercial forms of this pavement type exist)."


 Number: 4 Author: Fred Watson Subject: Highlight Date: 5/4/2015 12:34:32 PM
This heading is a bit ambiguous; it almost implies trails crossing each other (i.e. not roads). Perhaps replace with "Road crossings".?

 Number: 5 Author: Fred Watson Subject: Highlight Date: 5/4/2015 12:45:33 PM
Good. But reference should also be made to applicable *standards* relating to wildlife underpasses.


Perhaps replace "10' of horizontal..." with:

"at least 10' of horizontal clearance... depending on applicable standards for wildlife underpasses that should be reviewed at the appropriate time."

Also, add a reference to the Fort Ord Reuse Plan here, specifically County Biological Resources Policy B-2 relating to "connecting" areas for "oak woodland conservation" in an identified area that contains the alignment of the proposed Eastside Road.

 Number: 6 Author: Fred Watson Subject: Highlight Date: 5/4/2015 12:41:38 PM
What about crosswalk striping / "zebra stripes" across the road?

Like we already have at Intergarrison Rd, where the Alan Macdonald corridor crosses.

 Number: 7 Author: Fred Watson Subject: Highlight Date: 5/4/2015 12:42:09 PM
add "and wildlife"

Signage

Trail signage is an important early implementation feature of the Trail Master Plan. In order to achieve consistency between the project area and the adjacent BLM trail system, the current BLM trail signage standards should be adopted. Regulatory and directional signage should include: Trail name, allowed user types, shared trail use yield signs, and hours the trail is open. Signs should be mounted on weather-resistant posts, and installed at approximately 42" in height above finish grade. Signs should be made of exterior grade materials that will reduce fading over time. Directional signs should be installed at all trailheads and all trail and road intersections. Signs should be easily visible from both directions, and should not create any hazard or interfere with users on the trail. In general, sign extents should be kept at least twelve inches from the edge of the trail. Interpretive signs are also an important part of providing educational information to trail users. At least one interpretive sign should be a part of every staging area, and others should be sited at major trail entrances or points of interest.



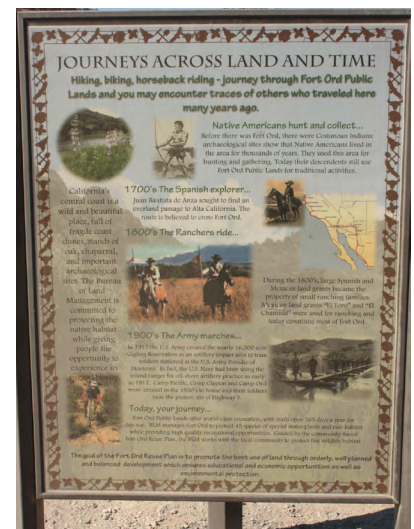
Directional Signage Example



Directional Signage Example



Interpretive Signage Example



Directional Signage Detail



This page contains no comments

Staging Areas

One of the objectives of the Trail Master Plan is to identify adequate access to HMA lands and other open space parcels from the surrounding communities. Providing parking (staging) areas for vehicles and equestrian trailers is a key feature of this objective. Access should be provided from both the west and east sides of the project area and from Intergarrison Road, in the closest proximity to trails possible. ¹ Staging areas need to be located either on adjacent non-HMA parcels at key points off public roads or within development parcels. Future staging areas will be located to minimize the need for road crossings, while still providing adequate trail access.

Potential development stakeholders have coordinated with this plan to integrate, fund and construct parking and trails for regional connectivity on adjacent parcels. The staging areas should be sized appropriately depending on the level of use and type of user—typical staging areas hold between 16 and 50 cars and several trailers. Photos of the nearby Creekside Trail access point are included below as a typical example of a parking/staging area, and a prototypical plan and perspective are provided below.

Due to development planning in progress, final sites for trail head parking are not yet determined. Continued reliance on temporary parking is required.



Parking at existing staging area



Restroom at existing staging area



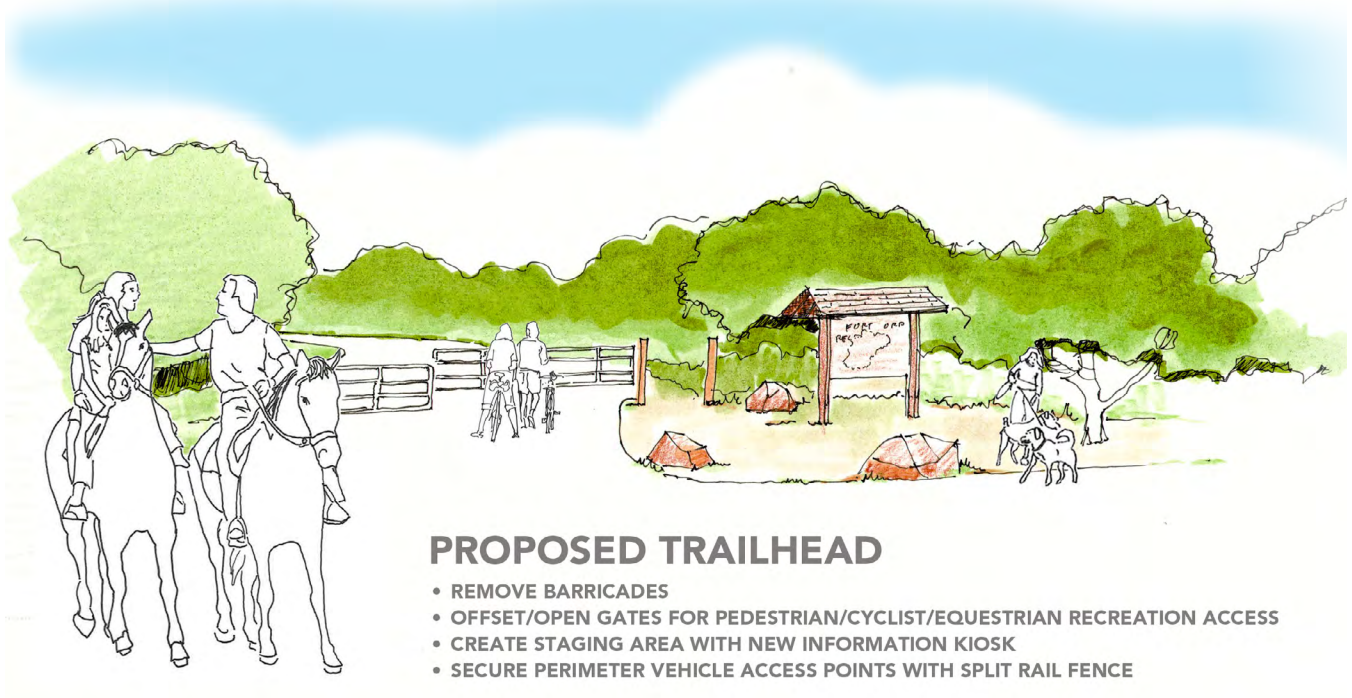
Number: 1 Author: Fred Watson Subject: Highlight Date: 5/4/2015 1:05:23 PM

This is not 100% accurate. The statement implies that the HCP is final, and that the final HCP will preclude staging areas in HMAs; but the reality is that the HCP is not yet final.

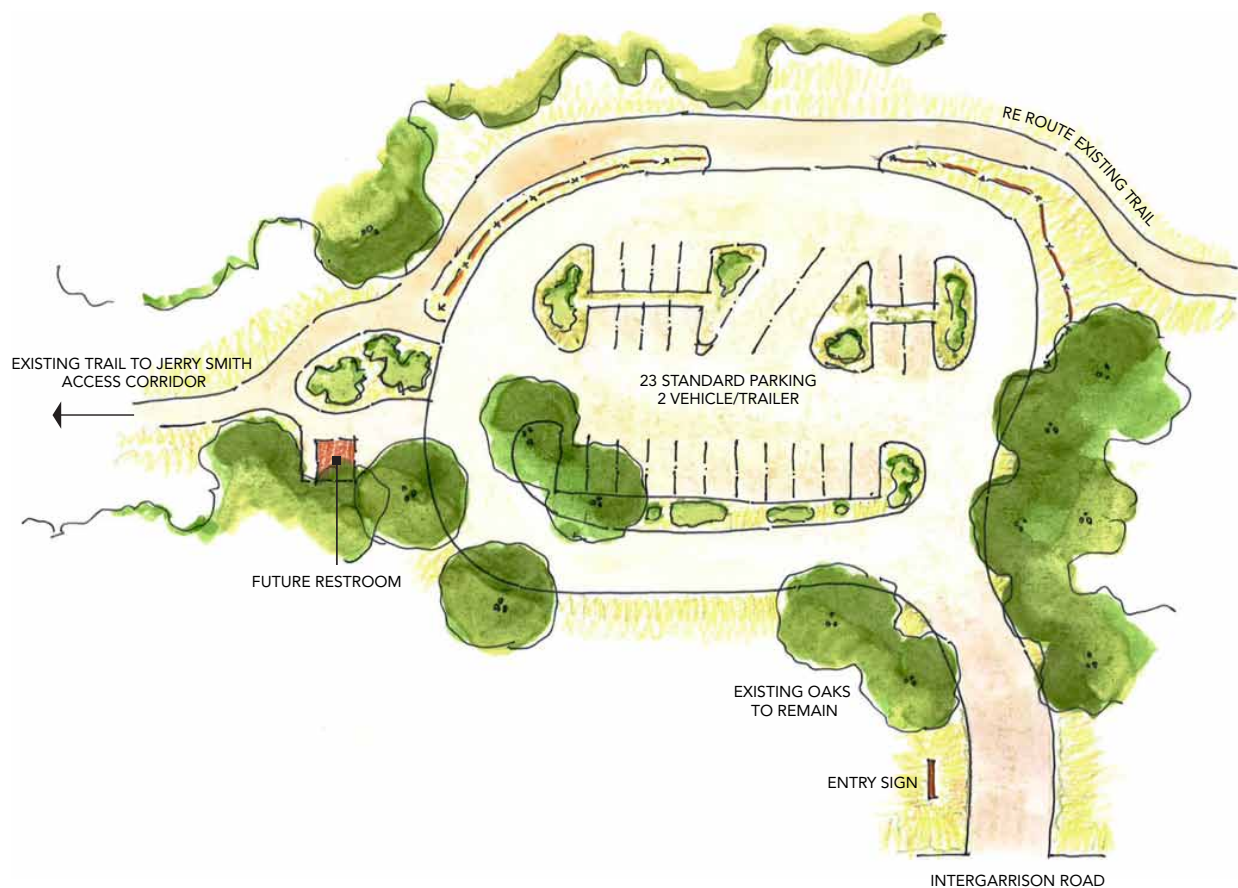
A staging area could be located on a HMA parcel, provided that this area is identified within the HCP as an allowable use. If the draft HCP does not already allow it, the draft HCP could be modified, potentially by adding words to incorporate existing staging areas into existing allowable uses, or by outlining a way in which the staging areas could be created given appropriate mitigation (The details of any required mitigation would not need to be in the HCP; rather, all that is required is identification of the criteria that would need to be met in order to allow a staging area to be added.)

That said, if a proposed development is adjacent to the HMA, then it would be preferable to locate staging areas on the development side of the boundary.

Proposed Staging Area Elements



Proposed Staging Area Typical Plan



This page contains no comments

Trail System Management Guidelines

As the trails become more popular, trail management should continue to adapt to increased use. Trails will need to be closed for repair, events will need to be coordinated, and user conflicts will need to be addressed. The following is an initial discussion of ¹potential policies. Trail access should provide for a range of user capabilities and needs, including persons with physical limitations in a manner consistent with state and federal regulations. Trails should offer a variety of user experiences and connect between other open space lands, transit facilities, neighborhoods, and other non-motorized routes.

- Trails should be managed and adapted to existing site conditions to reduce impact on sensitive species and HMA natural resources, as well as to provide a diversity of trail experiences.
- Trail policies should be evaluated periodically and updated if necessary to accommodate the widest range of trail users and trail use events. Trail alignments should also be evaluated periodically to maximize connectivity with future regional trail efforts without impacting development plans.
- Work with interested groups including affected landowners, trail groups, and other agencies in the management of trail system. Management recommendations should be consistent with County, State, and Federal policies, environmental and safety constraints, and community and user group needs.
- Monitor proposed development on adjacent lands and coordinate with private/public developers to provide connectivity and consistency with the Trails Master Plan.
- Establish an evenly balanced trail ²review group reasonably representative of the cultural diversity of the surrounding communities, land managers, trail interests and property owners to provide periodic ³review and recommendations to the County (or others) as to modification and maintenance, user fees, support facility enhancement, and community outreach for volunteer and funding support. The ⁴Fort Friends, a non-profit advocate for public access in the former Fort Ord, could be a potential center of such a network. Activities could include: coordinating with the County on educational programs, coordinating with the various trail users and community groups, coordinating volunteers for patrol, monitoring and maintenance, and fund-raising where appropriate
- The County should adopt a trail event policy that establishes procedures for using public trails as part of managed events. Existing and future events should maximize public access throughout the trail system.
- Explore options for funding of the maintenance and management of the HMA trail system. Levels of use and types of use on trails should be controlled to avoid unsafe trail use conditions or environmental degradation. Access may be restricted where appropriate if adequate funding for maintenance for the trail system is not available.
- Develop a monitoring program to regularly evaluate conditions and determine if trail use, maintenance, and management are effective in addressing user conflicts, safety issues, and environmental protection and recommend changes as appropriate.
- Volunteers and other groups should be encouraged to provide trail support services, including “trail watch”, clean up, and annual maintenance.
- Based on trail monitoring, develop procedures to temporarily close trails and implement steps to correct problems.
- Clearly sign trails and provide users with information about appropriate trail use, directions, and restrictions.

 Number: 1 Author: Fred Watson Subject: Highlight Date: 5/4/2015 1:29:51 PM

I suggest adding an item to do with open information sharing. Draft and final GIS data used in trails planning should be shareable between user groups, county (or other owner/manager), and any consultants hired to facilitate planning. Conditions to this effect should be included in agreements with consultants i.e. that draft GIS data shall not be proprietary.

 Number: 2 Author: Fred Watson Subject: Highlight Date: 5/4/2015 1:11:03 PM

Replace with "planning and review".

Stakeholder involvement should be encourage at the "planning" stage, not just the "review" stage.

 Number: 3 Author: Fred Watson Subject: Highlight Date: 5/4/2015 1:12:20 PM

"as well as the opportunity to participate in planning at a more creative / initiative stage i.e. not just review"

 Number: 4 Author: Fred Watson Subject: Highlight Date: 5/4/2015 1:22:13 PM

capitals "FORT"

(It's an acronym for "Fort Ord Recreational Trails")

Trail Master Plan

The trail system defined in this Master Plan is based on existing trails, but routes are refined and organized to make them compliant with the environmental goals of the area and to provide support for the most enjoyable, interesting, and popular routes through the land, and for the use by the widest number of people. It is important to note that trails shown in this master plan represent **1 preferred trail corridors**—precise trail alignments may need to be modified over time in order to meet user needs, reduce erosion, and enhance the habitat quality.

In this chapter, a more detailed description of each parcel is given, as well as photos, for use in trail implementation and maintenance. **2 Existing trails outside the project area are also shown for reference, and are labeled “Existing Trails by Others” in the legend of the maps.** Enhancement of the trail network is a long-term comprehensive project. As such, it will be phased in over time as available funding allows.



 Number: 1 Author: Fred Watson Subject: Highlight Date: 5/8/2015 6:57:12 AM
Add:

"(to the extent that these were able to be identified during the 2011 or 2012 stakeholder meetings, which occurred at a time when the majority of the FORHA lands were closed to public access")

 Number: 2 Author: Fred Watson Subject: Highlight Date: 5/7/2015 1:29:06 PM

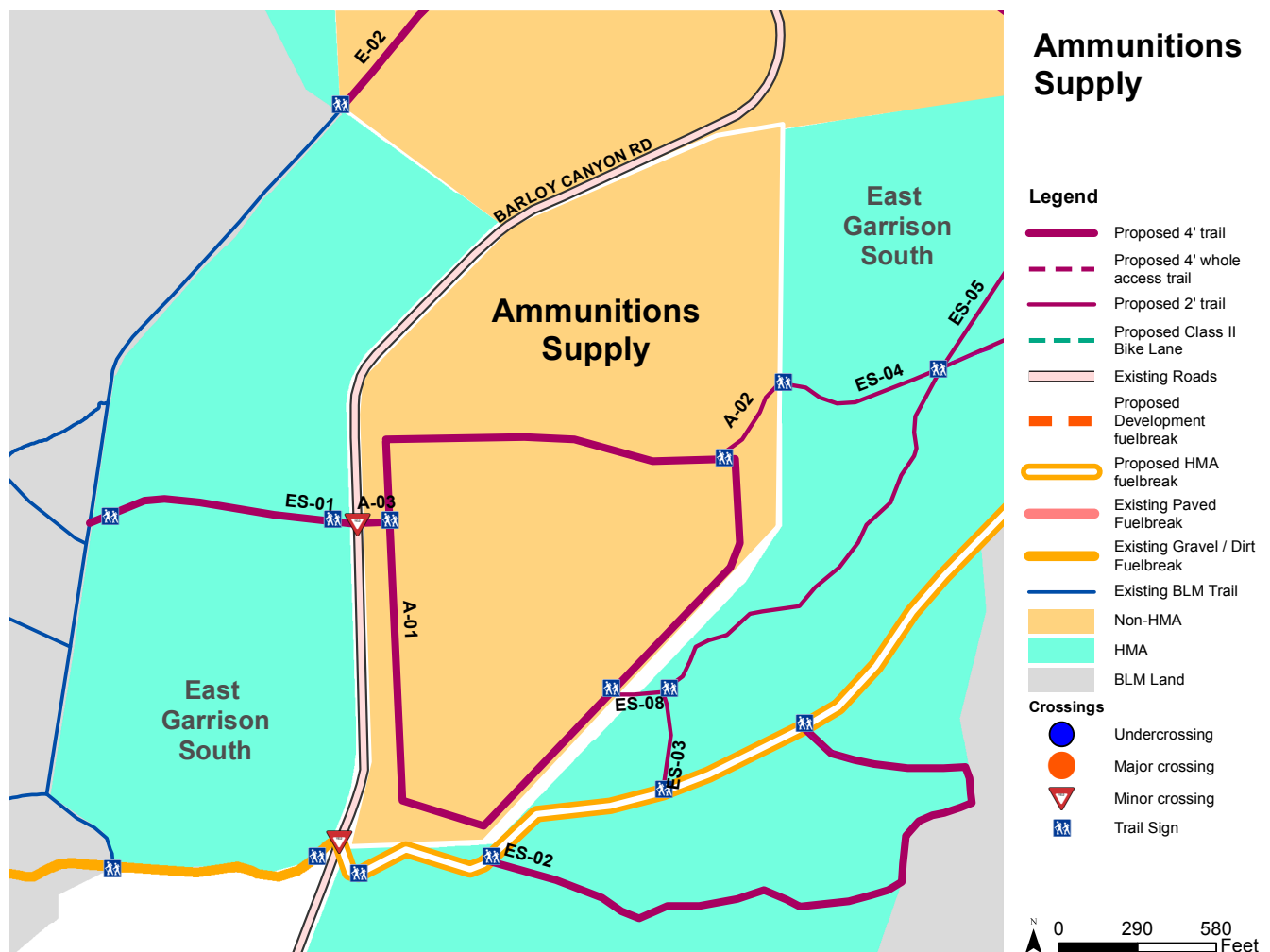
This text should be changed to reflect the fact that may of the "Trails by others" have now been removed from the map. Only the BLM ones remain. The previous draft (Jan 2015) showed "Trails by others" in UC land, CSUMB land, and East Garrison II land.

It would be more accurate to simply insert "within BLM land" after "project area", and to change the legend to say "Existing Trails by BLM".

Overview by Parcel

Ammunitions Supply

The property is designated “Planned Development Mixed Use” per the County General Plan and the FORA Base Reuse Plan. The property is presently owned by the Fort Ord Reuse Authority, and is undergoing remediation of unexploded ordnance (UXO) and munitions and explosives of concern (MEC) prior to transfer to the County of Monterey in approximately 2019. The trail corridor shown here follows the existing road through the property. Additional analysis and funding may be required to assess public safety before allowing public access, due to the presence of existing large bunkers on the site.



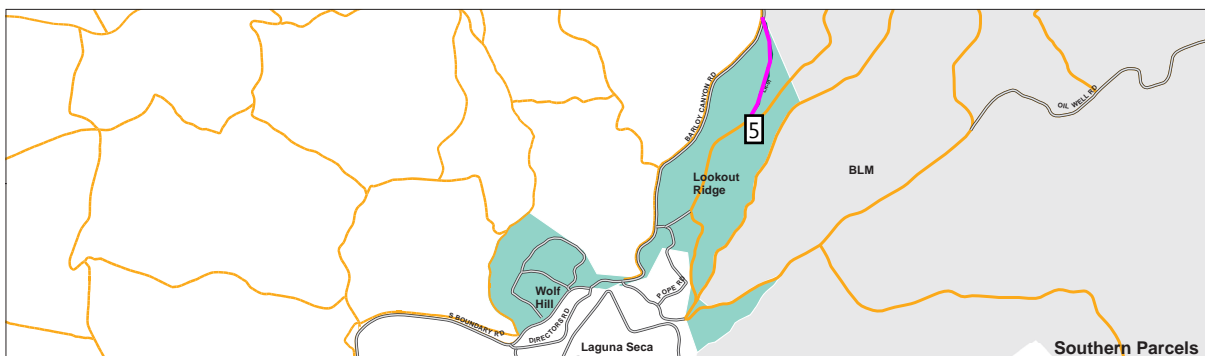
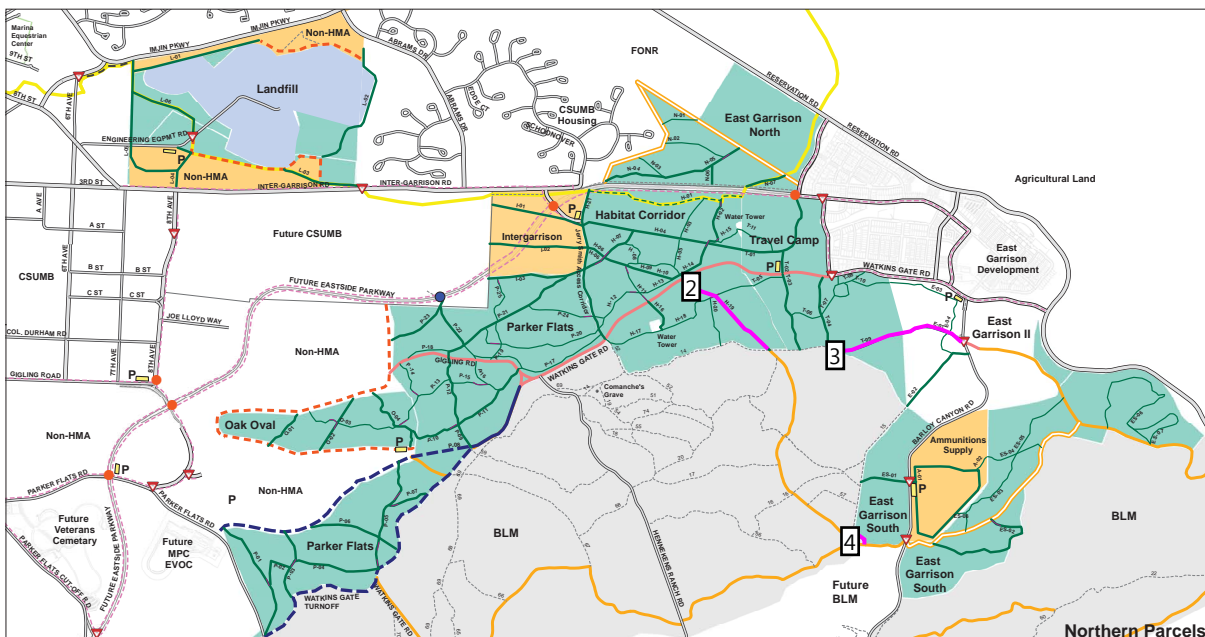
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Trail Master Plan

April 2, 2015

Legend

- 4' trail
- 4' whole access trail
- 2' trail
- 8' Paved Option
- 8' Paved
- Proposed Trails Outside Project Area
- Existing Trails Outside Project Area
- Class II Bike Lane by Others
- Proposed FORTAG Trail
- Existing Roads
- Development fuelbreak
- HMA fuelbreak
- Ammunitions Supply
- Existing Gravel / Dirt Fuelbreak
- Parking / Staging Areas
- HMA: Landfill
- HMA
- BLM Land
- Crossings
 - Undercrossing
 - Major crossing
 - Minor crossing




Map prepared by:
BFS Landscape Architects
for
Monterey County Resource Management Agency


0 350 700 1,400 2,100 2,800 3,500 feet





Page: 19


	Number: 1	Author: Fred Watson	Subject: Highlight	Date: 5/7/2015 1:24:37 PM
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The pink lines are not explained in the legend.

	Number: 2	Author: joy	Subject: PolyLine	Date: 4/13/2015 8:55:49 AM
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	Number: 3	Author: joy	Subject: PolyLine	Date: 4/13/2015 8:55:49 AM
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	Number: 4	Author: joy	Subject: PolyLine	Date: 4/13/2015 8:55:49 AM
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	Number: 5	Author: joy	Subject: PolyLine	Date: 4/13/2015 8:55:49 AM
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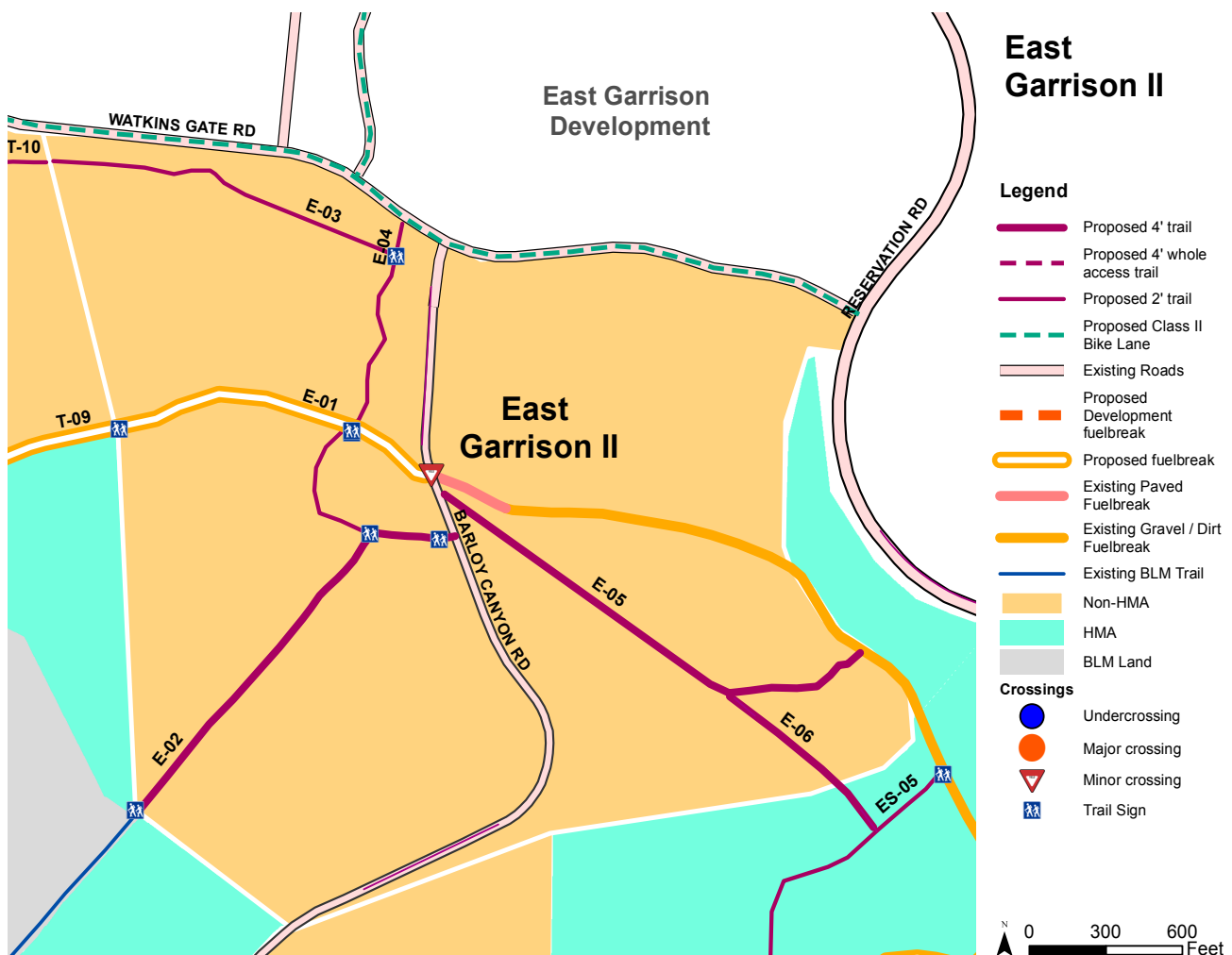
INSERT 11X17 TRAIL MASTER PLAN HERE

This page contains no comments

East Garrison II

The property is designated “Planned Development Mixed Use” per the County General Plan and the FORA Base Reuse Plan. The property was accepted for ownership by the Redevelopment Agency of the County of Monterey on May 4, 2010. In 2012 the Redevelopment Agency, along with all other redevelopment agencies in the State, was dissolved pursuant to Assembly Bill 1x26. On January 10, 2012 the County Board of Supervisors elected to serve as the Successor Agency to the Redevelopment Agency. Recognizing that the potential for future development on this property is severely constrained by the lack of water availability and residential unit allocation, as well as other limitations related to the Base Reuse Plan, the adopted HMP, and the draft HCP, on April 8, 2014 the Board of Supervisors acting as the Board of Directors of the Successor Agency recommended, and on April 17, 2014 the Successor Agency Oversight Board approved, the submittal to the State Department of Finance a Long Range Property Management Plan recommending that ownership of this property be transferred to the County of Monterey for management as “open space”. As of this writing (March 2015) the Department of Finance has not responded to this recommendation.

The ¹proposed trail corridors would provide an east-west connection between the two portions of the East Garrison South properties and to the Travel Camp parcel.



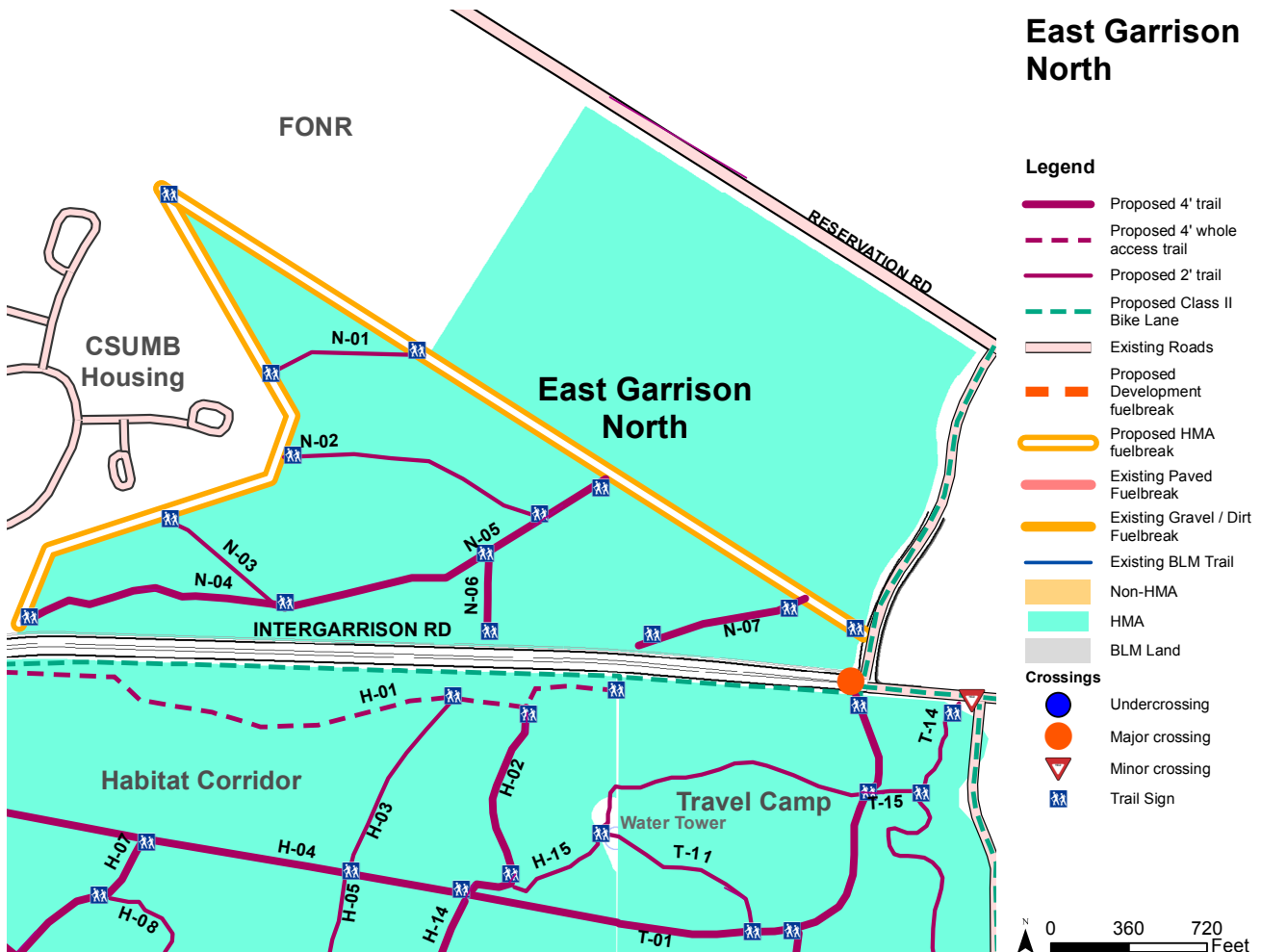
 Number: 1 Author: Fred Watson Subject: Highlight Date: 5/7/2015 1:37:15 PM
See my attached map.

Some of the planned trails here are good, but there are some high quality existing trails that should also be included in the plan.

Some of the planned trails here are not particularly good and could potentially be closed.

1 East Garrison North

This northeastern-most HMA provides several trail opportunities: one is to provide access from the CSUMB residential neighborhood to the future Class I bikeway on the north side of the widened Intergarrison Road; another is to provide fuelbreaks (useful for both fire management and for their trail corridor opportunities) between developed land and undeveloped land; and a third is to provide a variety of user experiences with both 2 foot and 4 foot trail loop options. The plan does not include trails north of the proposed fuelbreak in order to improve species and habitat protection, especially for Sand gilia. A major crossing is located at the southeastern corner of the parcel, where a **2** **Signalized intersection** is proposed in the East Garrison development plan. This crossing will enable trail users to safely cross Intergarrison Road.




 Number: 1 Author: Fred Watson Subject: Highlight Date: 5/7/2015 1:41:05 PM

This map should include the 12-ft paved trail component of FORTAG, and the FORTAG underpass beneath Reservation Rd.

Essentially all the good trails are included in the plan (good).

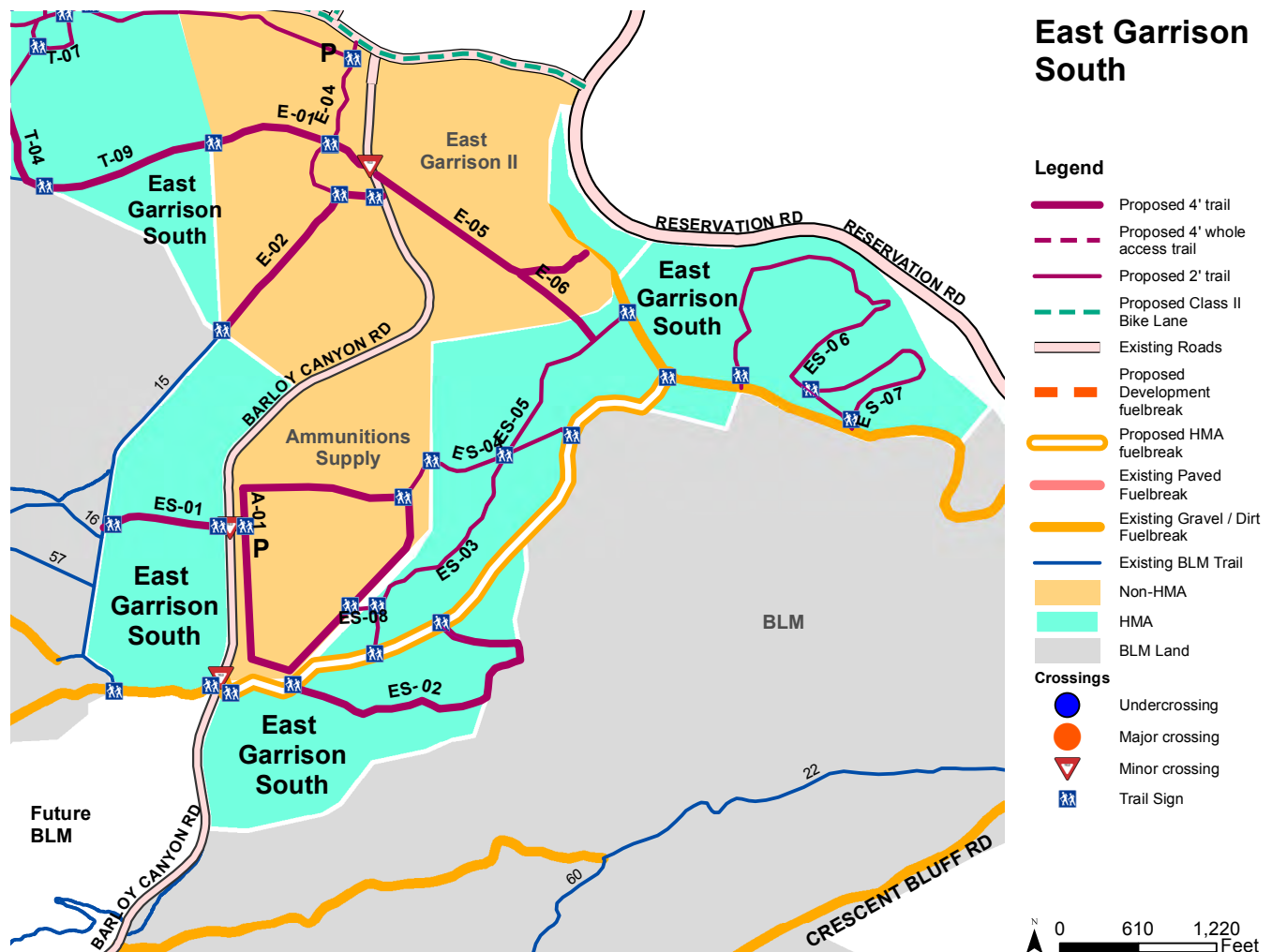
There's one that's included that could potentially be closed.

 Number: 2 Author: Fred Watson Subject: Highlight Date: 5/7/2015 1:42:07 PM

Note: This is going to require some careful planning taking into account some steep slopes, and good connectivity between FORTAG and East Garrison and the proposed trailhead in the Youth Camp.

1 East Garrison South

This HMA is bordered by Reservation Road, BLM land and non-HMA parcels. On the east side, several trails wind near the bluff overlooking the Salinas Valley agricultural landscape. ES-03 and ES-05 run through a long valley, while the parallel fuelbreak runs along the ridge and provides additional views of the lower valleys and farmland. ES-01 provides an important connection between BLM land. Trail crossings are recommended at Barloy Canyon Road to provide safety for trail users crossing the road.



 Number: 1 Author: Fred Watson Subject: Highlight Date: 5/7/2015 1:47:06 PM
See my attached map.

This is generally ok, but there's plenty of room for improvement.

ES-01 could be realigned to be more sinuous and less sandy.

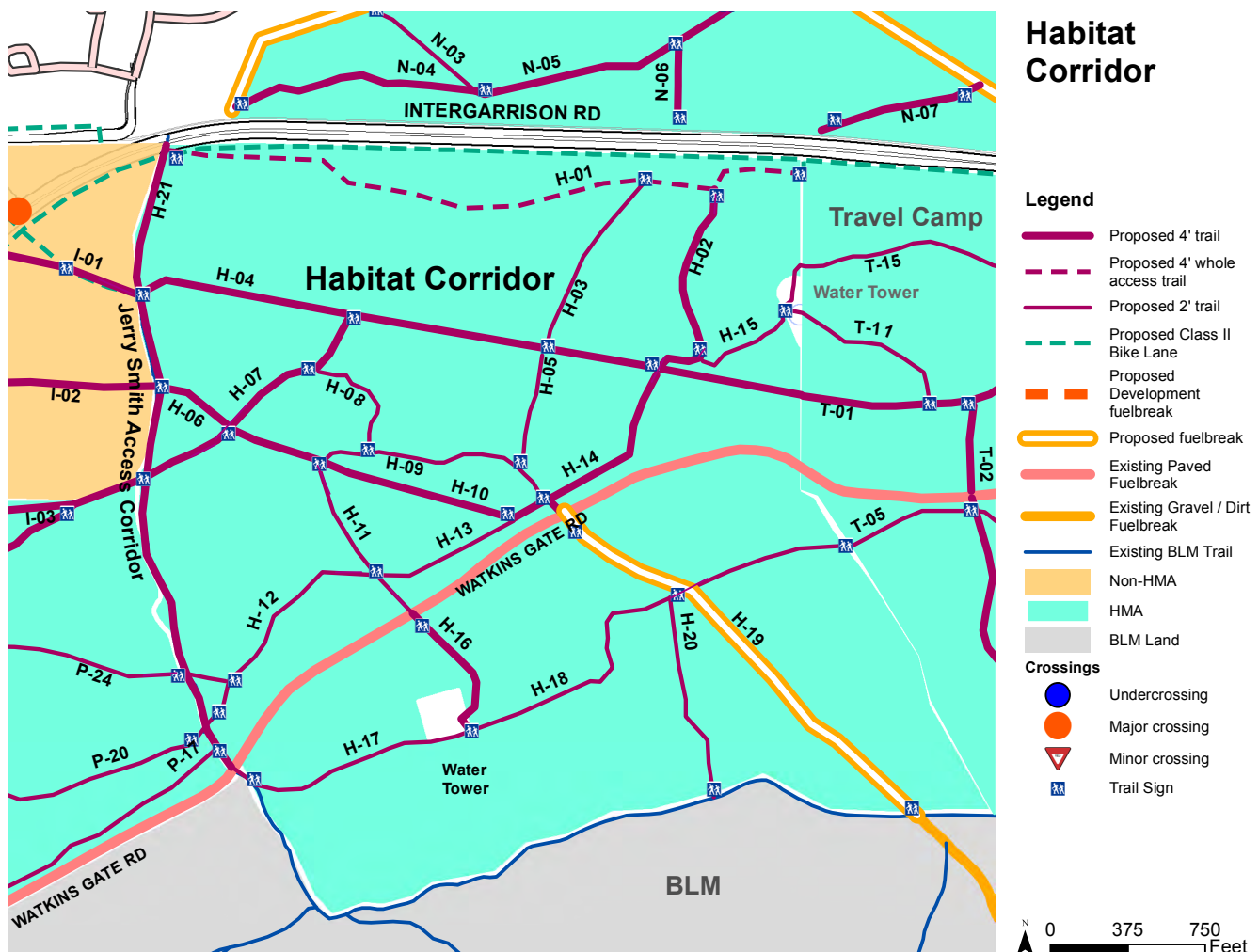
The lower part of ES-02 doesn't make much sense. Perhaps it could be closed. It's a very erodible and sandy area. BLM has already closed trails that would have connected from the east.

ES-05 is not much good for mountain biking, but could form part of an Equestrian route.

Habitat Corridor

1his parcel is one of the most popular with all recreational users.

Anticipating the heavy use and diversity of needs, the trail network provides a variety of user experiences and vital connections from the popular Jerry Smith Access Corridor and Travel Camp parcel to the east, Parker Flats to the west, and BLM to the south. In addition to the wider four foot trails which **2**an accommodate all users, a number of two foot wide trails will provide users with other interesting and challenging routes. Watkins Gate Road, which is closed to vehicular traffic west of the East Garrison development, provides a paved trail alternative which connects to BLM roads for longer looped routes. A whole access trail running parallel to Intergarrison Road is proposed, which would meet ADA recommendations for outdoor trails. This is also a proposed location **3**or the FORTAG trail. Because of the high number of trails in this area, clear signage at all entrances and intersections is vital.



 Number: 1 Author: Fred Watson Subject: Highlight Date: 5/7/2015 1:57:10 PM
Yes, very much so.

See my attached map for attempts to capture the key routes through this area - not just the individual segments, but the way in which certain ones can form part of some of the most enjoyable experiences on the former Fort.

Given my map, and this plan, we can refine the plan in a way that benefits both habitat and recreational experience. Some missing segments need to be added (two of these missing trails are crucial elements of the "Happy Trails" experience); some planned segments could perhaps be closed. Some attention could be given to directing different user types voluntarily along different routes.

 Number: 2 Author: Fred Watson Subject: Highlight Date: 5/7/2015 1:52:46 PM

To a point. In certain soil types, and once a certain level of use has been reached, equestrian use can render some trails completely un-bikeable. We can work out ways to avoid this, and provide for everyone and everything.

 Number: 3 Author: Fred Watson Subject: Highlight Date: 5/7/2015 1:54:25 PM

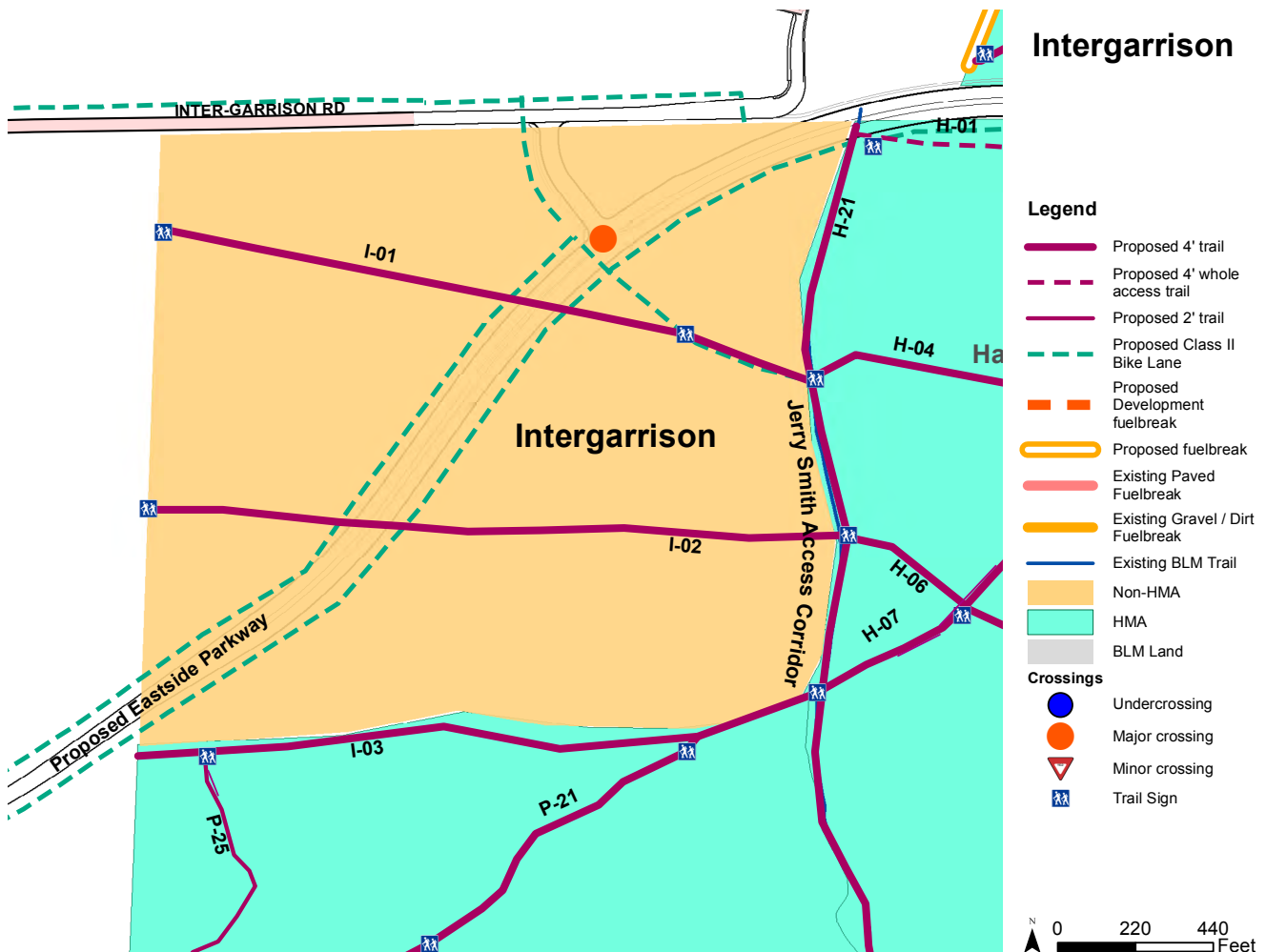
Good. Thanks for including this.

Can you draw it on the map too?

Note that FORTAG is also anticipated to be ADA compliant in areas like this.

Intergarrison

The property is designated “Planned Development Mixed Use” per the County General Plan and the FORA Base Reuse Plan. The property was accepted for ownership by the County of Monterey on September 9, 2014 as part of the “County North” deed. The Board of Supervisors presently intends to retain this parcel as “open space”. Proposed trail corridors would provide user access from the Jerry Smith Access Corridor to the future CSUMB parcel, which will likely have a trail system as well. Future access across the proposed Eastside Parkway is planned to occur at a controlled intersection.





Number: 1 Author: Fred Watson Subject: Highlight Date: 5/7/2015 2:08:11 PM

See my attached map for details.

There's at least two key things that could be added to this map to substantially improve the trail experience.

One is to add a sinuous trail under the powerline descending from I-02 northward down to where the Jerry Smith Trailhead is now. This would provide a more enjoyable way to burn off the last elevation drop of the day than zooming straight down the old road. Such a trail used to exist in some sense, but it grew over.

Another is to add a small cutoff north of where it says "Parkway" to make it easier to get from I-02 across west to a ridge-top trail that I think will be the best trail in the CSUMB parcel.

These are details that underscore the need for this whole plan to be entitled "Interim".

I-01 should be labeled SGT Alan Macdonald.

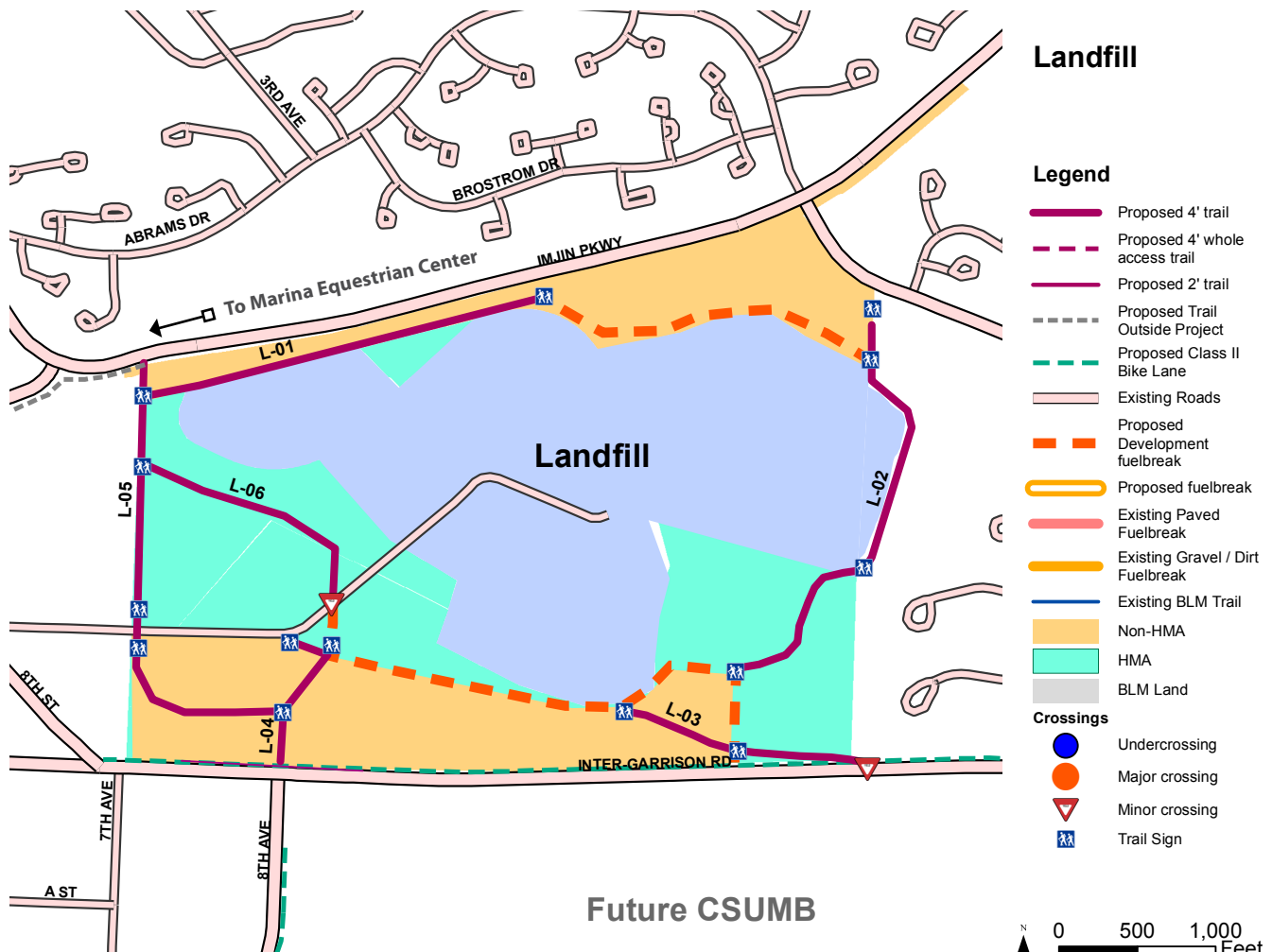
FORTAG should be included on this map. It would be ok to add a note saying that if Eastside Parkway went ahead, the FORTAG alignment would need to be moved to compatible with ESP.

Note that continued trail connectivity between H-21 and N-04 needs to be considered when considering ESP.

1 Landfill

The County landfill is subdivided into three categories: (1) the fenced area where the US Army landfill is now capped, (2) Habitat Management Area (HMA), and (3) Non-HMA Area. The trails running east/west and the minor crossings at Engineering Equipment Road and Intergarrison Road provide part of an equestrian link from the Marina Equestrian Center to the lands south of Intergarrison Road. This corridor is also part of the

2 proposed route for the FORTAG trail. The other trails loop around the parcel by linking several sections of fuelbreak, which will also be used as a trail. The trail running parallel to Imjin Parkway may need to be improved, as some chaparral has grown over the area (See photo). Links to trails outside the project area will also provide connections to the Marina Heights residential development, Imjin Parkway on the northern side, and to CSUMB neighborhoods to the east.



 Number: 1 Author: Fred Watson Subject: Highlight Date: 5/7/2015 2:15:33 PM
See my attached map.

The plan should not omit the high-use equestrian connector that exists in the non-HMA land directly south of the center of the Landfill, cutting from the fuelbreak to Intergarrison Rd. This is part of the "Stickler Cutoff" proposed by the equestrian community.

Note that the trail drawn in the UCMBEST parcel west of the Landfill is too close to the road. FORTAG reached an informal verbal agreement with UC staff for a conceptual alignment (as shown in current FORTAG maps) that is close to the periphery of the parcel, but not quite as close to the road as it is drawn in the this FORHA plan. If you draw it where FORTAG has drawn it, our understanding is that this would be fine with UC (unlike what you had in the original FORHA plans, which had trails cutting right across the middle of UC land).

 Number: 2 Author: Fred Watson Subject: Highlight Date: 5/7/2015 4:08:17 PM
Thanks for including this.

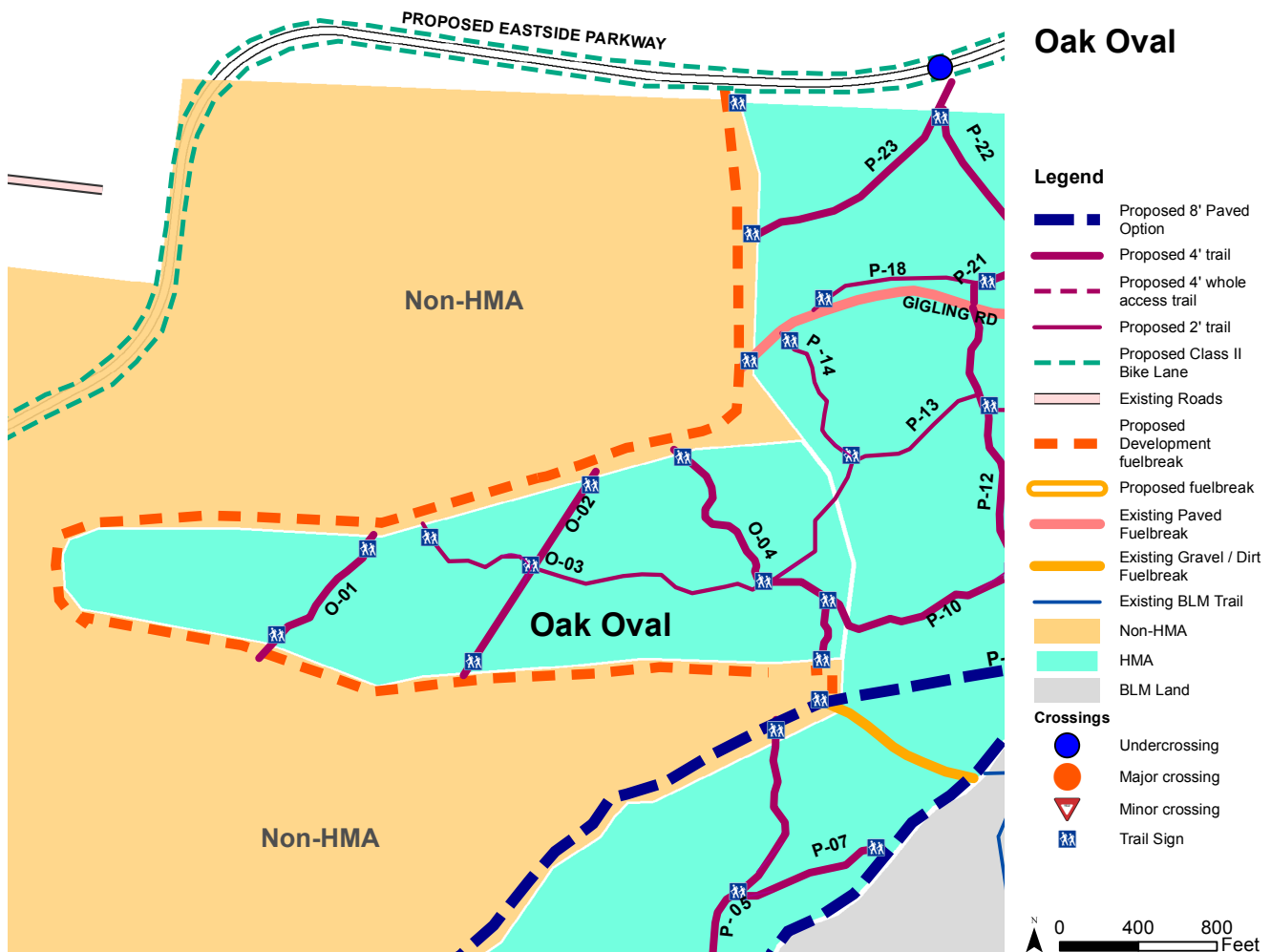
Can you add it to the map too?


Also, please add a "spur" of FORTAG along the south side of Imjin Parkway. See FORTAG maps for this. This connects kids in Preston and Abrams Parks safely down toward the coast.

1 Oak Oval

The Oak Oval is an existing oak woodland on a ridge running east / west that provides views looking both north and south. Several challenging trails run up and over this ridge, and another trail provides a gentler grade change as it follows the contours of the hillside. The 2 CP allows up to 3 acres of equestrian cross-country use in this parcel. Future trail and event course alignments will require review by County for consistency with HMA policies.

New fuelbreaks, funded by any future development project, will also be required by the HCP on any parcels adjacent to an HMA. The fuelbreak around the adjacent non-HMA parcel would provide a northern connection to bike lanes along the proposed Eastside Parkway, as well as a trail corridor around the Oak Oval. A trail section should be integrated with the design of this fuelbreak as shown in the Design Guidelines section of this report. The Master Plan recommends that any future development be required to fund and construct trails, staging areas and access to open space lands to the satisfaction of the County.



 Number: 1 Author: Fred Watson Subject: Highlight Date: 5/7/2015 2:27:58 PM
See my attached map for details.

Some key trails are missing; and maybe or or two not-so-great trails could be excluded.


Regardless of what happens with Monterey Downs, there is an existing very high quality trail running east-west through the Oak Oval that should be retained. The FORHA plan includes part of it as O-03 ("Andy's Trail"), but it excludes the western part known by some as "Charlie". West of the FORHA area, this trail connects to either:

1. The 8th & Gigling trailhead, as it does now.
2. Or, the westernmost of two "Staging Areas" identified in the Monterey Downs Specific Plan, if the current Monterey Downs specific plan is approved.

Charlie connects to Andy's, which then runs east as sustained high quality route for 2-3 miles all the way to East Garrison.

"Habitat Trail" is also missing; that's another high-quality trail that connects into Andy's from the west.

There's more to it than what I've said here. But hopefully my comments provide the essence.

 Number: 2 Author: Fred Watson Subject: Highlight Date: 5/7/2015 2:28:24 PM
"draft HCP"

It's not final; and this document should not imply that it is final.

 Number: 3 Author: Fred Watson Subject: Highlight Date: 5/7/2015 2:44:42 PM

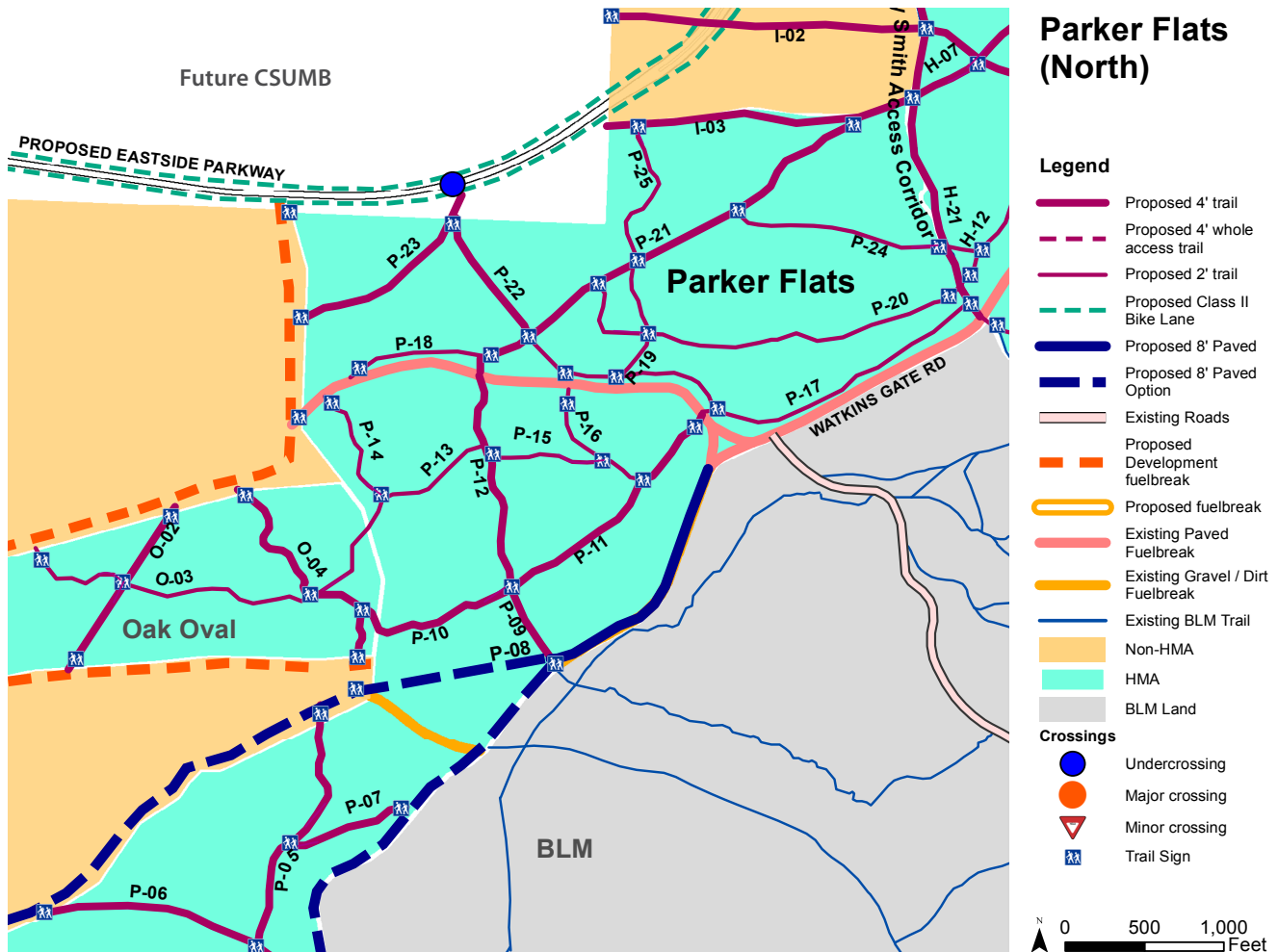
This is ambiguous. The implication could be that the 3 acres of equestrian use are the *only* thing relevant to FORHA that is allowed in the Oak Oval, but my understanding is that the draft HCP (Table 3-9) also allows other activities, including "Roads and trail maintenance" i.e. maintenance of the existing trails that are there. Given this, it's perhaps important to include *all* the existing trails in the Oak Oval, so as to establish a basis for maintaining them. See my attached map for an attempt to map all the existing trails.

The text should be appended with something like "...as well as other activities such as maintenance of existing trails, beyond any trails that would be considered part of the 3-acre allowable development in the form of an equestrian trail."

MHP stated in a public meeting that the equestrian trail must be accessible by ambulance, which almost certainly requires at least a decomposed-granite surface adjacent to the actual cross-county course. This should be clarified with MHP and stated in the FORHA plan.

Parker Flats – North

The northern part of Parker Flats is ¹key to the connectivity of all of the northern parcels and is a very popular area with all types of trail users. An interconnected system of both four foot and two foot trails will link all desired access points, winding through varied topography of both oak woodland and grassland landscapes. Gigling Road, which may be rerouted by future development, will remain as a paved access road and trail, connecting the non-HMA parcel with Watkins Gate Road. If the proposed Eastside Parkway is developed, a ²north/south connection may be facilitated with a crossing under the Parkway, connecting future CSUMB land to the north with BLM land to the south. This undercrossing is proposed in a location where the roadway is elevated so minimal additional grading will be required.



 Number: 1 Author: Fred Watson Subject: Highlight Date: 5/7/2015 3:06:18 PM
Well stated.

But the devil is in the details. At least two crucial segments of the highest quality routes are missing from this map, and some trail segments are included that may have little value to any user, compared to other segments.


It's the difference between this map and my attached map that really underscores why this FORHA plan should be entitled an "Interim Trail Master Plan".

If this specific set of trails is the only thing retained, then some of the best existing experiences in the FORHA lands would be substantially impaired.

This risk is easily avoided by using the word "Interim" - i.e. enough to form the basis for action (like starting a signage program), and to be true to the stakeholder input process that has already occurred, but not so firm as to lock-in some of the closures in this version of the plan, or to forever exclude some existing segments of very high quality that for some reason have not made it onto the maps in this plan.

Note that there are a few trails that *are* included in the plan that could potentially be closed, perhaps balancing out any concerns about adding segments.

These, generally, are indicated as having consistently poor or very poor mountain bike quality on my attached map; although note also that some of them may be part of important equestrian or hiking routes that I have not yet mapped in sufficient detail.

 Number: 2 Author: Fred Watson Subject: Highlight Date: 5/7/2015 2:53:37 PM

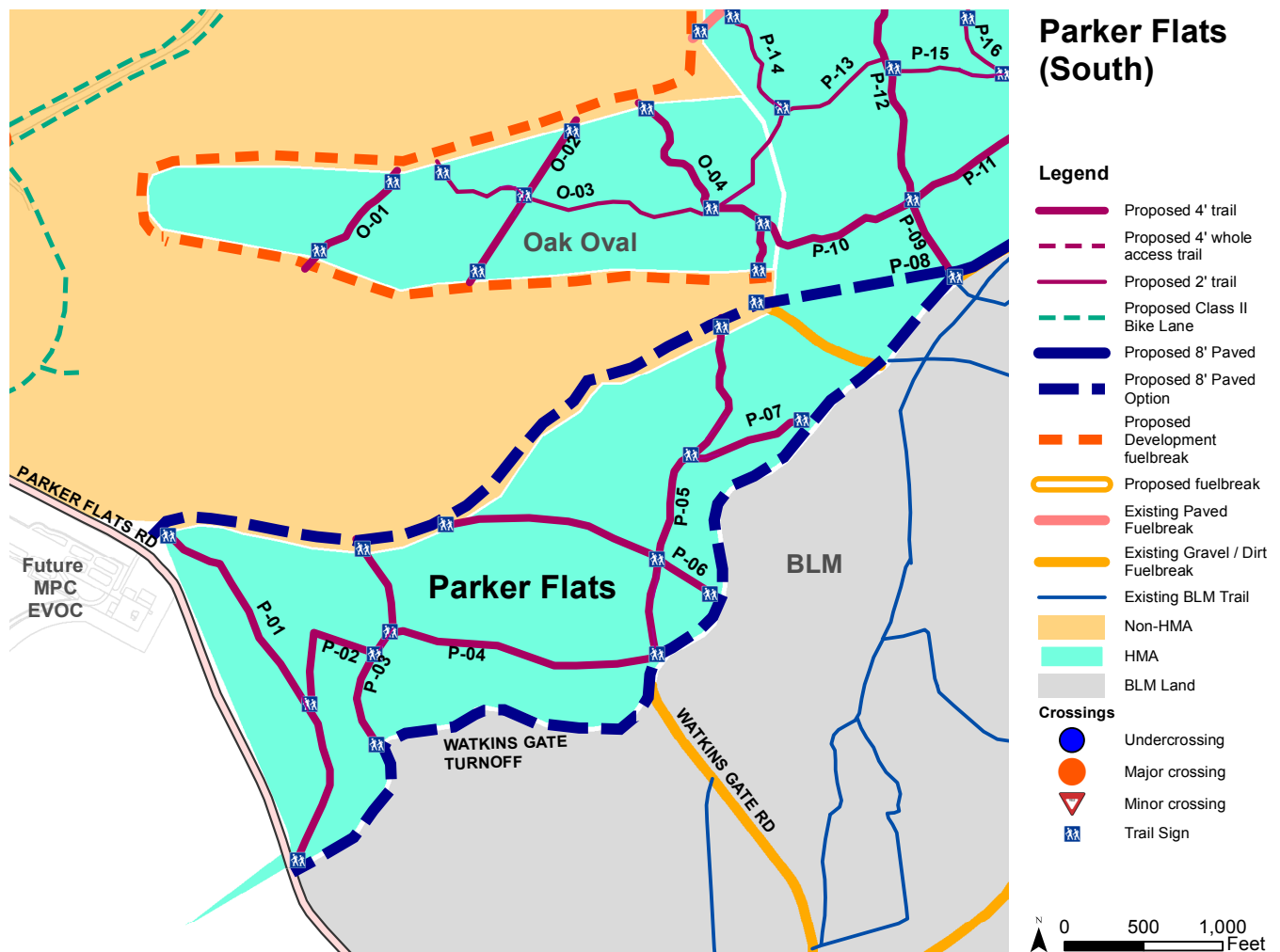
The text here implies that we're only talking about trail connectivity; but we're also talking about habitat connectivity. I have two key points on that issue:


1. It should also be stated that such an under-crossing, or an additional under-crossing would also be intended to fulfil a key habitat connectivity policy of the Fort Ord Reuse Plan, namely County Biological Resources Policy B-2, which directly addresses habitat connectivity in this specific area.
2. The optimal location for habitat connectivity under or over roads would need to be addressed. For example, deer generally do not travel across open grasslands such as occur at the proposed undercrossing location. Instead, they prefer to move through woodlands, or their early successional counterpart, coyote brush. Optimal connectivity for other species may be different. The point is, if we're not careful, we could build an under-crossing for a purpose that ends up not being met.

If Eastside Parkway happens, multiple underpasses or overpasses should be considered, and weighed against the impacts of additional construction footprint associated with such infrastructure.

1 Parker Flats – South

The southern part of Parker Flats rises to several high points, with more challenging trails and opportunities for views and interpretive signage. The Sea Otter Classic bike race utilizes Gigling Road and Watkins Gate Road as part of their event routes, so these will remain paved. To provide additional bike race alignment options, an 8' wide paved trail is proposed to extend Hay Rake Road (P-08). Optional paved race corridors may also be possible along the rest of Hay Rake Road or Watkins Gate Turnoff. (Optional paved lengths costs are provided in the Offsite Trails section of Appendix A.) Access to the new paved road would be controlled and opened only for events. Four foot wide trails are proposed both on existing fuelbreaks and crossing the parcel. Any future development on the adjacent non-HMA parcel should fund and construct trails and parking staging areas with direct trail connections to Parker Flats. For planning purposes the potential development cost of the staging area is included in Appendix A.

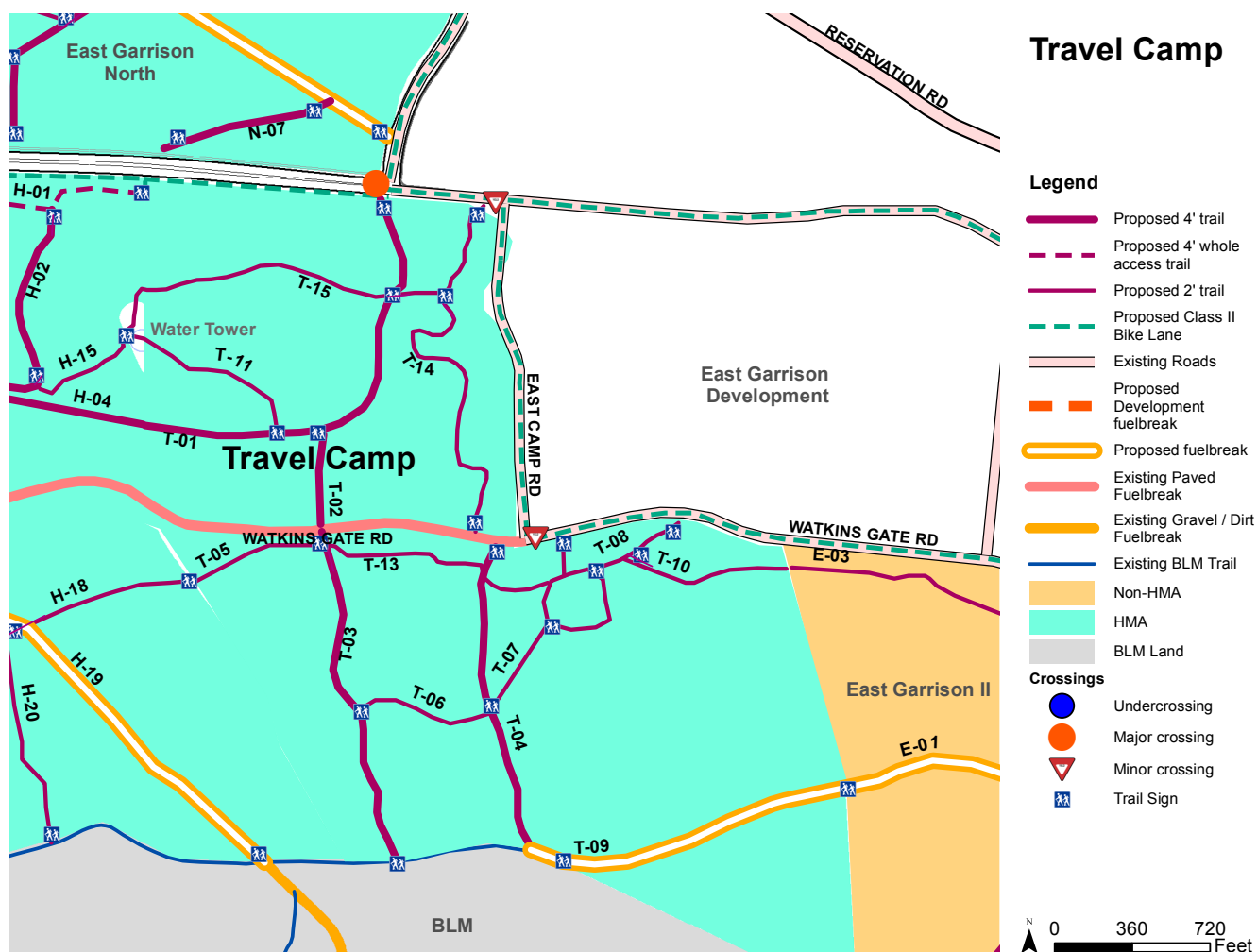


 Number: 1 Author: Fred Watson Subject: Highlight Date: 5/7/2015 3:10:20 PM
See comments for PF North.

1 Travel Camp

The property is designated “development with restrictions” per the County General Plan and FORA Base Reuse Plan. Under the HMP and draft HCP, up to 50 acres of development may be allowed, with 95 acres designated to remain as “Habitat Management Area” to be managed by the HCP “implementing entity”. The property was accepted for ownership by the County of Monterey on December 4, 2012. The County Parks Department manages the property, including issuance of permits for low impact use (e.g. hiking, bicycling, horse-back riding), and event staging. The Parks Department demolished and remediated pre-existing buildings and structures in 2012.

The trail corridors shown below utilize existing popular alignments, and utilize major corridors between Intergarrison Road, the Habitat Corridor parcel to the west and BLM to the south. Any future staging areas would be located where informal parking already occurs.




 Number: 1 Author: Fred Watson Subject: Highlight Date: 5/7/2015 3:14:53 PM

This is ambiguous. The text seems to imply that many more trails could occur than are listed on the map; but the map excludes several existing high-quality trails, leaving us to wonder if it really is the intent that more trails could be remain here.

I suggest:

1. Add text that says "More trails exist than are shown here, and these could be retained, subject to the 50-acre limit, and any other uses intended for the parcel
2. Adding in all the existing trails (see my attached map), and noting that these are not necessarily final, given that other uses need to be factored in; but that they are shown to give an indication of the level of anticipated trail use in the area.

 Number: 2 Author: Fred Watson Subject: Highlight Date: 5/7/2015 3:15:52 PM

Could add a brief note here that:

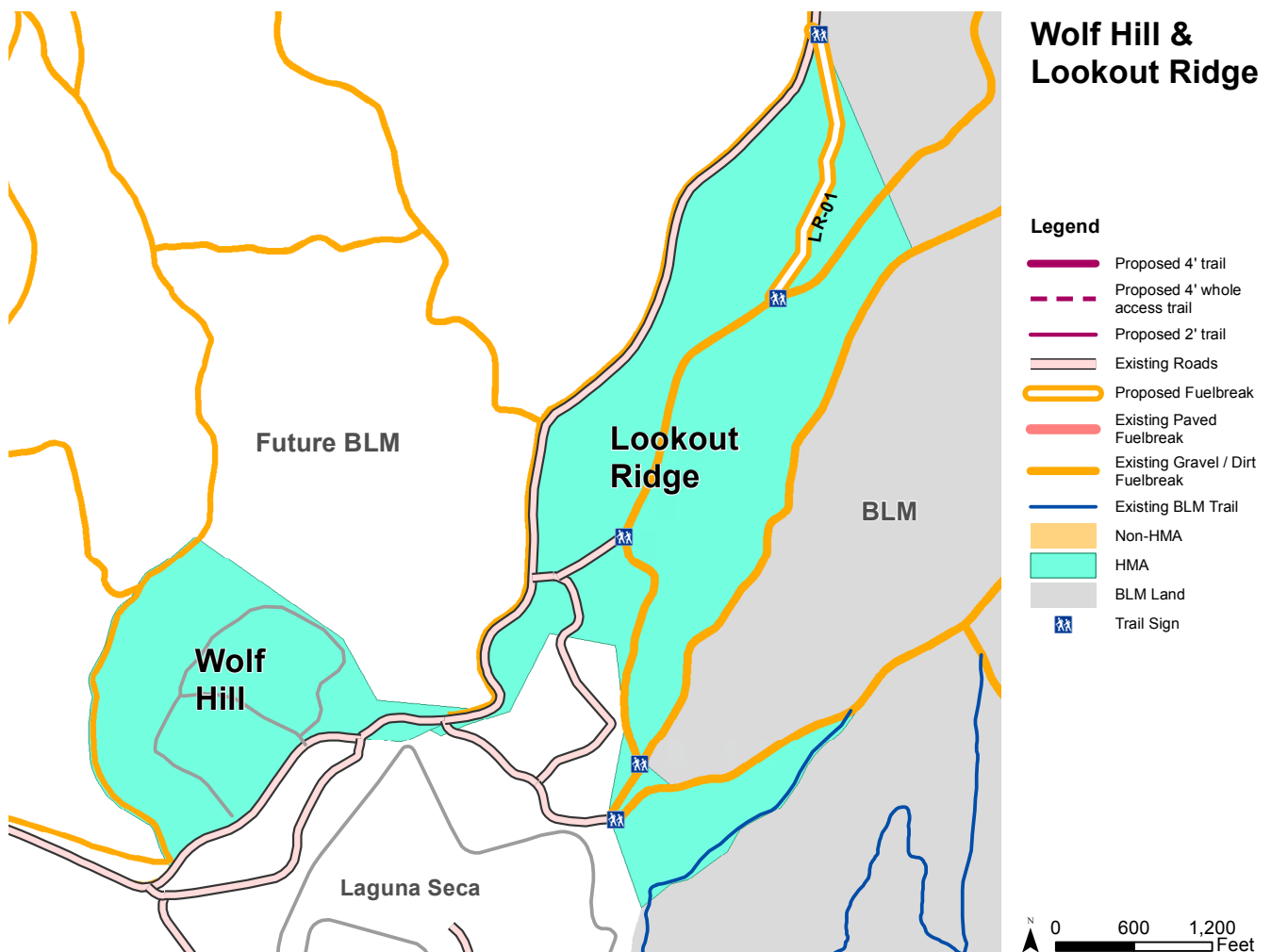
"This area is already very popular for a variety of organized trail-based events."

 Number: 3 Author: Fred Watson Subject: Highlight Date: 5/7/2015 3:18:23 PM

Text should be added to indicate that this area could provide a location for a trailhead for general access to FORHA and FONM trails, as well as paved connections to the FORTAG trail (that may or may not go through East Garrison, given that East Garrison only has Class 2 trails planned in this area, and FORTAG requires connectors to be at least Class 1 in order to be safe for kids.)

Wolf Hill and Lookout Ridge

These HMAs will continue to be used for interim event parking at Laguna Seca Raceway. There is **only one** proposed trail corridor associated with either parcel. It is on an existing trail connecting Lookout Ridge Road to Barloy Canyon Road, which will be used for race events, and may also be developed as a fuelbreak.



 Number: 1 Author: Fred Watson Subject: Highlight Date: 5/7/2015 3:27:31 PM

There's another small one that is a really handy (but steep) connector from the western tip of Pilarcitos Cyn Rd up south to the top of the ridge above BLM Trail 47.

I'm pretty sure I even remember it being part of the Sea Otter CLassic MTB XC course one year.

This page contains no comments

Costs and Funding

Costs

The proposed FORHA recreational area consists of 2,158 acres and would feature approximately ¹16 miles of trails, most of which would be natural surface. Annual costs were broken down into Administrative and Support Services, and Site Operations and Management. Administrative costs were gathered from FORA and from the Monterey County Resource Management Agency, and are summarized in Table 7. Site Operations and Management costs were broken down into three categories - Trail Maintenance, General Maintenance or Open Space Management, and Signage Upkeep. Signage upkeep costs per acre were based upon existing FORA budgets. Further detail on Trail Maintenance and General Maintenance are outlined below.

Trail Maintenance Costs

Data on trail maintenance costs are not widely published, in part because many trail systems benefit from volunteer assistance which reduces the monetary outlays, and in part because maintenance is often underfunded when government budgets are tight. However, the Rails to Trails Conservancy in the Northeast United States conducted a survey of 100 trail systems across 14 states and developed the following general averages for trail maintenance costs:¹


- **Government-run trails:** \$2,000 per mile per year
- **Volunteer-run trails:** \$700 per mile per year
- **Overall average:** \$1,500 per mile per year

These 2005 figures compare to estimates of \$2,042 per mile for unpaved trails in Wisconsin in 2007 and an average of \$1,500 in Iowa in 2000. The East Bay Regional Parks District appears to spend about \$2,211 per mile per year on trail maintenance, although this figure is unconfirmed and may be subject to other adjustments. If the figures from the larger survey above are inflated to current dollars (2015), a figure of \$2,250 per mile per year for government-run trails is estimated for use in FORHA trail maintenance. High use in the FORHA project area by equestrian and mountain biking groups may increase trail maintenance costs. On the other hand, rainfall and potential erosion would be higher in the east and mid-west. This estimate can perhaps serve as an upper estimate, with potential savings from participation by volunteer user groups to help with some maintenance items. The FORHA plan includes ²6.4 miles of trail, not counting fuelbreaks. At \$2,250 per mile per year, the initial estimate of trail maintenance cost would be ³\$15,400 per year.


General Maintenance / Open Space Management Costs

To prepare an baseline open space management budget, recent Monterey County Parks, Santa Clara County Parks, and East Bay Regional Parks System budgets were used to establish a baseline for estimates. Overall, Monterey County Parks Department spends on average \$395 per acre per year on operations and maintenance for all parks. (Table 4).

¹ Rails to Trails Conservancy Northeast Regional Office, Rail-Trail Maintenance & Operation, Camp Hill, PA. 2005.

 Number: 1 Author: Fred Watson Subject: Highlight Date: 5/7/2015 3:29:23 PM
This is likely to be an under-estimate, because:

1. Many trails were mapped as being straighter than they actually are.
2. Some great trails were either omitted or indicated for closure, and should be re-included.

 Number: 2 Author: Fred Watson Subject: Highlight Date: 5/7/2015 3:30:47 PM
see above note


 Number: 3 Author: Fred Watson Subject: Highlight Date: 5/7/2015 3:30:51 PM
see above note

TABLE 4: COSTS OF SELECTED OPEN SPACE PARKS IN MONTEREY COUNTY

Name	Acres	Miles of Trails	Annual Cost	Average Cost per Acre	Notes
Jacks' Peak	525	8.5	\$25,817	\$49	
Toro	4,756	21	\$540,663	\$114	Includes play fields
<i>All Parks Operations</i>				\$395	<i>All park lands</i>

* Includes Laguna Seca and Manzanita but excludes historian, special events, marketing and South County lakes and resorts.
Source: ADE, Inc., based on 2011-2012 Monterey County Budget.

This is less than other major parks systems in the region. Santa Clara County is estimated to spend \$559.50 per acre per year and East Bay Regional Parks District spends \$561.30 per acre per year. These figures are based on published budget figures and primarily relate to maintenance activities, excluding interpretative programs and facilities, active recreation, and park planning and development costs to the extent feasible within the limitations of the data.

TABLE 5: COSTS IN SELECTED OPEN SPACE PARKS/EAST BAY REGIONAL PARKS DISTRICT

Name	Acres	Miles of Trails	Annual Cost	Cost per Acre	Notes
Briones	6,117		\$524,780	\$86	
Brushy Peak	1,833		\$116,890	\$64	
Dublin Hills	654		\$28,760	\$44	
Las Trampas Wilderness	5,342		\$442,710	\$83	
Mission Peak	2,999		\$125,840	\$42	
Morgan Territory	4,708		\$15,510	\$3	
Pleasanton Ridge	5,271		\$387,710	\$74	
Round Valley	1,911		\$117,000	\$61	
Sunol/Ohlone	6,859		\$523,480	\$76	including Visitor Center
Sycamore Valley	696		\$116,090	\$167	
Average (above parks only)	36,390		\$2,398,770	\$70	
Including Administration	6%	1,150	\$2,542,696	\$74	\$2,211 per mile of trail
<i>All District Parks Operations</i>	<i>102,197</i>	<i>1,150</i>	<i>\$57,363,490</i>	<i>\$561.30</i>	

Source: ADE, Inc, based on 2011-2012 EBRPD budget

Although Jack's Peak is the most similar to the type of use planned for FORHA, the average cost per acre of \$49 was determined to be a bit low compared to the regional average. The level of maintenance and use for the FORHA lands is anticipated to be higher than Jack's Peak, so the average cost per acre (Table 5) of \$70 was used as a baseline for Open Space costs, excluding administration and trail maintenance. This cost would only apply to the Open Space parcels, not to the HMA parcels, as those are funded separately. The cost totals can be found in Table 7.

This page contains no comments

These costs do not assume any contribution of in-kind labor from volunteer groups, although the construction cost estimates assume volunteers will help with trail demolition in the development of the initial park facilities. Often, volunteer groups can contribute significantly to operations such as trash pickup along trails (although not necessarily trash removal from the park), erosion repair and landscape maintenance.

Budgeting

County Parks ¹ will require a baseline level of funding to manage Fort Ord open space lands and trails, excluding habitat management areas (funded separately). User fees from events and day use parking ² will provide only a fraction of the revenue needed. The level of site management proposed for the first four years assumes a minimal level of maintenance. The focus should be on erosion control, signage repair, limited vegetation control, vandalism repair and litter removal. ³ Some trails will require drainage control, realignment or closure. Trailhead parking, bathrooms, tables, interpretive signage and fencing have been estimated but not included in the Transitional Program Budget (Table 4), which projects an annual cost summary for Years 1-5: Only basic trail signage is included in budget below.

The Parcel Cost Summary Table (Appendix A1) summarizes the costs referenced in Table 6 on a parcel by parcel basis. There are many ways to strategically increase or decrease implementation of the Trails Plan depending on partnerships and funding.

TABLE 6: TRANSITIONAL PROGRAM BUDGET

Tasks	Year 1	Year 2*	Year 3*	Year 4*	Year 5*
Administrative & Support Services	\$59,312	\$62,278	\$65,392	\$68,662	\$72,095
Site Operations & Management	\$45,276	\$53,335	\$81,252	\$85,315	\$89,580
Capital Improvements (trail signage only)	\$47,875	\$10,788	\$41,075	\$13,330	\$0
Total	\$152,642	\$126,401	\$187,719	\$167,306	\$161,675

*Budgets include a 5% annual cost adjustment beginning in Year 2.

Assumptions:


Year one: Administrative tasks begin immediately on all parcels excluding Army owned parcels. Capital improvements to begin with site signage on parcels identified as Phase one on Current Use and Ownership map. Site operations and management to begin with Phase one parcels.

Year 2: Site signage and site operations and management added for parcels north of Intergarrison Road (excluding army owned).


Year 3: Site signage and site operations and management added for all remaining parcels.

 Number: 1 Author: Fred Watson Subject: Highlight Date: 5/7/2015 3:32:12 PM
add:

"or whichever agency ultimately manages the FORHA lands"

 Number: 2 Author: Fred Watson Subject: Highlight Date: 5/7/2015 3:33:46 PM
Replace with "would"

It is not certain at this point that fees "will" be charged for these uses.


 Number: 3 Author: Fred Watson Subject: Highlight Date: 5/7/2015 3:35:39 PM
Split into two sentences.

"Closure" should be addressed separately in a second sentence e.g.

"Some trails may be closed, but this should be deferred until the land has been re-opened and signed for a year, and a new stakeholder input process has been completed."

TABLE 7: COST OVERVIEW

Items	Unit Cost	Qty / Unit	Total
ANNUAL COSTS			
Administrative and Support Services			
Property Tax Assessment	4.00	2158 acres	\$8632
Administrative Staff	2.95	2158 acres	\$6,366
Management Oversight	6.89	2158 acres	\$14,869
Sheriff Enforcement (contracted out)	3.35	2158 acres	\$7,229
Illegal dumping / Trash Cleanup	5.56	2158 acres	\$11,998
Subtotal			\$49,094
Site Operations and Management			
General Maintenance	\$70	417 acres	\$29,190
Signage Upkeep	\$3.33	2158 acres	\$7,186
Trail Maintenance	\$2,250	26.4 miles	\$59,400
Subtotal			\$95,776
ONE TIME COSTS			
Capital Improvements			
Initial Signage Investment	\$45.45	2158 acres	\$98,081
Closure fencing	\$45	1,140 LF	\$51,300
Trail Closure	\$2.10	196,140 SF	\$411,894
Trail Erosion & Grading (not all trails require)	\$2.10	167,533 SF	\$351,819
Trail Width Adjustments	\$1.35	220,663 SF	\$297,895
Crossings - minor	7	\$35,000	\$245,000
Staging Area Major	1	\$343,550	\$343,550
Staging Area Minor	8	\$59,820	\$478,560
Interpretive Signage	9	3,000	\$27,000
Bunker Closedown on Ammunition Supply	1	\$50,000	\$50,000
Subtotal			\$2,355,099
OTHER			
Habitat Cooperative (Not a County Cost)			
Habitat Management	\$180	1741 acres	\$313,380

 Number: 1 Author: Fred Watson Subject: Highlight Date: 5/7/2015 3:37:37 PM
The high cost of closing trails is another reason to defer this component of the plan (as per the steps noted above).

Potential Revenue Sources

¹ Events

Local cycling groups organize and sponsor events open to members and the public. These are typically advertised via word of mouth, email, the internet, and newsletters. These events provide great social and recreational value and promote environmental awareness and responsibility. Although these events currently provide no direct revenue opportunities for the County, event volunteers have been actively involved in as trail inventory, cleanup and maintenance, as well as providing shared trail use clinics and education. As such, it is in the County's interest to continue to support these events.

Central Coast ² Cyclo Cross (CCCX) has been organizing youth and adult cycling events for the past 20 years. Annually six to ten events attract up to 5000 visitors to the former Fort Ord lands. Event sponsors are required to cover all expenses and coordinate requirements for insurance, traffic control, security, site setup and site cleanup. Event management is typically by volunteers.



The County may consider requiring an event fee or surcharge per participant, a flat fee for each event, or even a parking fee to provide some revenue for trail maintenance, as some of the trails are on County land. ³ may also consider creating a policy limiting the number of events allowed per user per year on County land, both to minimize trail impact and to control overuse by a single entity. To help with obtaining funding, local trail user groups, when organized as a non-profit 501c3, can apply for public and private grant programs for trail landscape enhancement, cultural or environmental interpretation, accessibility improvement, and educational programs for environmental awareness for supplemental income.

Sea Otter Classic

Over the last 20 years, the Sea Otter Classic has grown from 350 athletes and 150 spectators to 10,000 athletes and about 60,000 spectators. Held annually, this event directly utilizes many local suppliers and businesses, and provides significant indirect benefits to the hospitality industry. Cultural and recreation experiences related to the Sea Otter bring repeat visitors back to the Monterey/Central Coast region every year. Event participants, whether rider, enthusiast, or vendor, cover event costs associated with security, traffic control, management, and event setup. Future agreements between the Sea Otter Classic and the County may include a use fee, as some of the event routes are on County land, and events ⁴ cause significant impacts to the trails. See Appendix K for Event Routes.

Camping


Camping is a potential revenue generator, and several options could be considered for hikers, cyclists and equestrians on or near the County lands:

- **Horse Camp:** For 10 riders and animals, a 1/2 acre site minimum could include a corral, water service, toilets, tent camp spaces, picnic tables and BBQ/campfire areas. If vehicle parking is needed at the campground location, a 1 acre site minimum would be required.

 Number: 1 Author: Fred Watson Subject: Highlight Date: 5/7/2015 3:45:00 PM

Add a note listing some of the other events that have used FORHA land, such as:

- CSUMB Cross-County Team (running training)
- Fort Ord Trail Run
- Fort Ord Foray (trail run)
- NorCal School MTB
- 24-hrs of Adrenalin (not for several years now)
- Desert Gold (equestrian, not for several years now)
- A road-racing (bike) series; I forget the name
- "and others..."

 Number: 2 Author: Fred Watson Subject: Highlight Date: 5/7/2015 3:38:39 PM

One word

 Number: 3 Author: Fred Watson Subject: Highlight Date: 5/7/2015 3:40:20 PM

add:

"..., although it is worth noting that events like CCCX trend to incentivize voluntary trail maintenance and construction, such that these events arguably put far more back in to the trail system than they take out."

 Number: 4 Author: Fred Watson Subject: Highlight Date: 5/7/2015 3:42:11 PM

again, add:

"..., which are arguably offset by they way in which these events incentivize beneficial activities such as trail maintenance and re-alignment."

- **Recreational Vehicle Tent Camping:** Traditional campsites are currently available at Laguna Seca and Toro Park. These areas have regular tourist visitors and are frequently filled to capacity during special events at Laguna Seca Park. A new campground could serve the HMAs for day use, overnight and event support. A 5 acre site would accommodate 20-30 campsites for tent, yurt or recreational vehicles.
- **Wilderness camping:** Due to ¹habitat protection goals, wilderness camping is not appropriate on HMA lands.



The County open space parcels, as well as the Travel Camp HMA, have development potential and a camping component could be located in one or more of these parcels.

Supplemental Funding

The HCP management endowment will provide funding for preservation and restoration of HMA parcels. Restoring abandoned trails back to habitat quality, drainage control and realignment tasks should also qualify under HMA funding for their contribution toward preserving overall habitat value.

If the County were to establish a similar endowment to provide the funds to support the nearly 100,000 dollars a year required for operations and maintenance of the trails system, it would need to accumulate a fund of about \$2.5 million, assuming a similar 4.5% rate of return as FORA is contemplating.

FORA had included \$12.2 million in its 2012 CIP budget for “Property Management and Caretaker Costs.” This amount includes \$20,000 contributed for the development of the FORHA master plan and the remainder is potentially available to jurisdictions such as the County who are assuming responsibility for former Fort Ord properties to defray costs of maintaining the property. This is subject to annual appropriation and many not be available.

The County could partner with user groups and organizations to mount special events at FORHA. The event revenues could be earmarked for ongoing maintenance costs.

Grant funding may be available from state and federal resource enhancement programs. Monterey Peninsula Regional Park District also funds a local grant program that serves existing parkland enhancement around the Peninsula.

Monterey County is evaluating county-wide parkland management obligations, responsibilities and current funding. The General Fund support will always be subject to fluctuation. New taxes and fees are a challenge for developers and for public support, but a new benefit assessment could be focused on new development owners within a defined project area. The up-front costs for a new district formation are not included in this report.



Number: 1
and fire!

Author: Fred Watson

Subject: Highlight Date: 5/7/2015 3:45:46 PM

Open Space Management Strategy

The next step in the Master Plan process was to address the question of land management for open space. The value of the land as open space and recreation is well-established, but a plan for oversight was needed. This chapter outlines the tasks associated with the management of the land. A discussion of how collaboration with other agencies might facilitate implementation of this plan is also included.

Baseline Management Tasks

Administrative Tasks

County Parks has already started to dedicate time to transition management responsibilities, including clarifying which duties will be kept with park staff, and which will be delegated to other County departments. Trail access changes will need attention as parcel access is increased. Outreach to the community of trail users can begin immediately to identify trails requiring maintenance or identify issues that need enforcement. Coordination with these community groups for events, improvements or maintenance will also require some logistics and materials scheduling.



This page contains no comments

In addition to day-to-day management responsibilities, long term budgeting and funding effort can begin shortly to implement trail head and other access improvements. Alignments need to be coordinated and trail names approved. Installing signage with trail names, distances and directions as outlined in Chapter 2 will support safe use of trails and improve compliance with trail limits.

Operations Tasks

Staff will need to allocate time to coordinate site facilities development, maintenance and repair. Vandalism and trespassing issues, as well as trash pickup, will need regular attention. Trail conditions will need to be monitored and maintained in a prompt manner in order to provide for public safety. Field staff will also be involved with managing staff and contractors and with organizing community group volunteer days. Staff costs for these tasks have been estimated based on current costs per acre from County Parks, FORA and BLM staff.

Property Transfer

County HMA and open space lands are comprised of nineteen non-contiguous parcels. As the Army and FORA complete ordnance and hazardous waste cleanup, title to the property is formally transferred to local agencies. Currently, the County holds title to 1,500 acres—all or parts of 16 parcels. These are at the heart of the County lands trails opportunities and provide links to BLM lands and trails. There are seven parcels formerly held by the County Redevelopment Agency, but currently under review by the State of California for final disposition. One parcel destined for the County is held by FORA, and two parcels at the Landfill are being retained indefinitely by the Army. County parks staff will not need to be involved with the transfer process, except to follow the schedule and prepare for County ownership and management.

Management Considerations

Collaboration

As this Plan is completed, trail access management responsibilities are shifting from FORA to Monterey County Parks. To prepare for this takeover, the County initiated discussions in 2014 with regional open space and trails managers to assess cooperative options for short and long-term management of County open space lands. Monterey County Parks, in consultation with other County staff, is open to transfer of land to other agencies or collaborations that will bring additional resources and funding to reduce the fiscal burden to the County. The Bureau of Land Management (BLM), Monterey Peninsula Regional Park District (MPRPD), and Big Sur Land Trust (BSLT) were contacted and discussions begun for addressing future land management roles on County Fort Ord lands.

Potential Partners

Monterey County Parks manages a wide variety of park land throughout the County, including nearby Toro Park, which includes 1,500 acres of recreation, trails and open space. However, much of the department funding is supported by user fees from Lake San Antonio, Lake Nacimiento and Laguna Seca Park; the County general fund supports the remainder of Parks Department management and operations costs. Overall, park funding is subject to significant annual fluctuation which creates uncertainty for the magnitude of managing more than 2,000 acres of new trails and open space. County Parks is not currently staffed for an active trails system and open space management that would be required for this property. Due to this limitation, a collaboration with one or more of the following partners will be the most likely way to achieve effective landscape management.

This page contains no comments

As steward of the Fort Ord National Monument, BLM is a particularly knowledgeable open space agency, as they understand habitat values, environmental conditions, and the regulatory processes involved with the Fort Ord Base reuse cleanup. While not formally under the Habitat Conservation Plan, BLM will be reporting to the Cooperative set up to monitor restoration efforts of the HCP. Local BLM staff are skilled in trail building, vegetation management, resource protection, and are familiar with organizing volunteer trail cleanup events. BLM is currently under contract with the Army for other land management activities elsewhere on the former Fort Ord and would be suited for contracting with Monterey County to manage HCP tasks funded by the HCP endowment. While BLM might be interested in overall management of County Fort Ord open space lands, other sources of funding would be needed beyond HCP sources. An ownership transfer is discussed, however, there may be a conflict between federal and state resource management priorities if federally owned.

MPRPD is the largest regional open space agency in Monterey County, and is actively involved with protecting natural resources, managing open space habitat restoration and public access. It manages several smaller parcels near Fort Ord as well as the Frog Pond expansion—part of former Fort Ord. MPRPD maintains a field staff trained in resource protection and restoration, trails management, enforcement, and community education and outreach. Local schools and community service groups assist MPRPD with repair and planting projects. It also has a history of working concurrently with BLM in the management of public lands. The District is funded from a special parcel tax that provides a stable funding source for District activities. Its boundaries encompass most of County open space lands and represent a great opportunity to support resource protection and public access for MPRPD constituents. MPRPD could build support for funding and managing the recreation trail system as well as manage funded HCP responsibilities. It may be open to ownership when the entitlement process is completed and management funding secure.

BSLT is a non-profit land trust involved with the conservation of natural resources and public education on natural landscape values. Historically, its focus was resource preservation and collaboration with other open space agencies. Today, the BSLT has expanded to advocate a “green infrastructure” perspective which focuses on the connection between land use decisions and environmental quality of life. BSLT has a strong public outreach and education program and continues to pursue resource preservation. BSLT does not commit long-term resources to operations and management, but rather relies on open space management partners.

Recommendations

A management strategy for County Fort Ord open space lands presents a unique challenge considering the uncertainties of leadership and funding. Collaboration between local agencies and Monterey County for shared management of this land is spurred by a mutual commitment to successful open space preservation and respectful recreation access. BLM and MPRPD recognize the fiscal dilemma facing Monterey County Parks and have expressed an interest in collaboration, as they understand the value of the land as well as the recreation expectations of surrounding communities. By sharing the management responsibilities and costs, the three agencies could jointly provide a cost-effective response to immediate management needs. BLM and MPRPD would each bring experience and resources to an immediate working relationship with the County. Monterey County could commit to solely managing the property while a long-term solution is negotiated.

This page contains no comments

Short Term Transition

In order to meet current public demand for access to open space and trails, the following recommendations are proposed for the County:

- Coordinate with FORA to identify typical property access and management tasks, and their associated frequency (daily, weekly, monthly).
- Identify a County Parks contact to serve as a community and agency liaison and as a project manager for transition. Set up the administrative process for internal accounting processes. ¹Public access will remain as currently authorized on trails and roadways unless modified for public safety.
- Coordinate with Resource Management Agency to provide continued updates to planning and entitlement (within current budget).
- Coordinate with County Sheriff on continued enforcement regarding trespassing and vandalism (within current budget).
- Coordinate with County Public Works for repair of access hazards and trash removal (within current budget).
- Implement a signage program for Phase One parcels to:
 - a) ²Identify any changes in trail access, including new signage or trail closure signs
 - b) ³Provide replacement or new signage where needed
- Coordinate with the Monterey Peninsula Regional Park District regarding interest in managing trails system and open space.
- Continue to use FORA committees as a vehicle to maintain contact with other public agencies, trails groups, and interested stakeholders.
- Pursue funding within County and outside sources for trails access improvements.
- Follow up with BLM regarding interest in HCP-related management tasks.

Future Ownership

Taking over ownership of Fort Ord open space lands is an option to be discussed between the County and the Monterey Peninsula Regional Park District. For MPRPD, these significant lands are already actively used by the District's recreation community. Staffing and funding would need to be assessed by MPRPD as well as their internal management work plan. The District is considering modifying their parcel tax assessment soon, so this possibility of property ownership should be discussed in the near future.

For BLM, the Fort Ord open space lands have significant habitat value, provide complimentary recreational opportunities, and create new access options for Fort Ord National Monument. However, if land is converted to Federal control, there could be a conflict between state protections mandated by the HCP and Federal habitat protection laws. Also, funding and budgeting for new lands management would take time to secure. This option for long-term ownership and management should remain a consideration only if other agency solutions are not achieved.

 Number: 1 Author: Fred Watson Subject: Highlight Date: 5/7/2015 3:52:53 PM

It is unclear what this means. Does it refer to ways of reaching the FORHA lands (i.e. trailheads etc.); or does it refer to the use of the trails themselves? I hope it's the former, because if it's the latter, then it doesn't sound like re-opening the ESCA-closed FORHA lands is a short-term priority.

 Number: 2 Author: Fred Watson Subject: Highlight Date: 5/7/2015 3:55:54 PM

Again, this is unclear. Are we basically talking about re-opening the existing trail network?

Perhaps a sentence or bullet needs to be added at the top of this section that states that:

"The overall intent of short-term actions is to re-open the existing trails network (after the 2007 ESCA closures), subject to any applicable habitat restrictions that are in place."

 Number: 3 Author: Fred Watson Subject: Highlight Date: 5/7/2015 3:56:17 PM

What about "Remove redundant ESCA-closure signage" ?

Appendices


This page contains no comments

Appendix A: Master Plan Cost¹ Summary

4/15/2015

Trail restoration costs²

Name	Parcel	Action Required	Constraint	Length (a)	Proposed Width	Existing Width	Width Change (b)	Cost per sf (c.)	Item Cost (a*b*c)
A-01	Ammunition Supply	narrow	none	4651	4	10	6	1.35	\$37,673
A-02	Ammunition Supply	narrow	none	318	2	4	3	1.35	\$1,288
A-03	Ammunition Supply	narrow	none	114	4	10	6	1.35	\$923
									\$39,884
E-01	East Garrison II	narrow	none	1342	4	8	4	1.35	\$7,247
E-02	East Garrison II	narrow	none	1729	4	8	4	1.35	\$9,337
E-03	East Garrison II	none	none	1405	2	2	0	1.35	\$0
E-04	East Garrison II	none	none	1297	2	2	0	1.35	\$0
E-05	East Garrison II	none	none	1913	4	4	0	1.35	\$0
E-06	East Garrison II	none	none	757	4	4	0	1.35	\$0
									\$16,583
N-01	East Garrison N	narrow	erosion	731	2	6	4	2.1	\$6,140
N-02	East Garrison N	none	none	1232	2	2	0	0	\$0
N-03	East Garrison N	none	none	626	2	2	0	0	\$0
N-04	East Garrison N	none	none	1197	4	4	0	0	\$0
N-05	East Garrison N	narrow	none	1671	4	6	2	1.35	\$4,512
N-06	East Garrison N	narrow	erosion	353	4	8	4	2.1	\$2,965
N-07	East Garrison N	narrow	none	803	4	8	4	1.35	\$4,336
									\$17,954
ES-01	East Garrison S	narrow ¹	none	1009	4	10	6	1.35	\$8,173
ES-02	East Garrison S	narrow	erosion ³	2836	4	6	2	2.1	\$11,911
ES-03	East Garrison S	none	none	2049	2	2	0	0	\$0
ES-04	East Garrison S	narrow	erosion	1198	2	6	4	2.1	\$10,063
ES-05	East Garrison S	narrow	erosion	1566	2	6	4	2.1	\$13,154
ES-06	East Garrison S	none	none	3888	2	2	0	0	\$0
ES-07	East Garrison S	none	none	1864	2	2	0	0	\$0
ES-08	East Garrison S	none	narrow	163	2	4	2	1.35	\$440
									\$43,742
H-01	Habitat Corridor	whole access ⁴	alignment ⁵	3206	4	4	0	2.1	\$0
H-02	Habitat Corridor	none	none	1062	4	4	0	0	\$0
H-03	Habitat Corridor	narrow	erosion	919	2	8	6	2.1	\$11,579
H-04	Habitat Corridor	narrow	none	3270	4	8	4	1.35	\$17,658
H-05	Habitat Corrido	narrow	erosion	543	2	8	6	2.1	\$6,842
H-06	Habitat Corridor	narrow	none	386	4	8	4	1.35	\$2,084
H-07	Habitat Corridor	narrow	none	1315	4	6	2	1.35	\$3,551
H-08	Habitat Corridor	none	none	583	2	2	0	0	\$0
H-09	Habitat Corridor	none	utility	1143	2	2	0	0	\$0
H-10	Habitat Corridor	narrow	corridor ⁶	1620	4	8	4	1.35	\$8,748

 Number: 1 Author: Fred Watson Subject: Highlight Date: 5/7/2015 3:59:13 PM

Add a footnote saying that these values would change if:

1. Trails turn out to be longer than as-mapped
2. New trails are added
3. Omitted existing trails are included
4. Trails indicated for closure are decided to be left open
5. Trails not indicated for closure are decided to be closed

H-11	Habitat Corridor	narrow	erosion	870	2	8	6	2.1	\$10,962
H-12	Habitat Corridor	narrow	erosion	1217	2	5	3	2.1	\$7,667
H-13	Habitat Corridor	narrow	none	730	2	3	1	1.35	\$986
H-14	Habitat Corridor	narrow	none	866	4	6	2	1.35	\$2,338
H-15	Habitat Corridor	none	none	504	2	2	0	0	\$0
H-16	Habitat Corridor	narrow	access road ⁷	728	4	10	6	1.35	\$5,897
H-17	Habitat Corridor	narrow	none utility	1232	2	4	2	1.35	\$3,326
H-18	Habitat Corridor	narrow	corridor ⁶	2227	2	4	2	1.35	\$6,013
H-19	Habitat Corridor	narrow	access road ⁷	2356	4	10	6	1.35	\$19,084
H-20	Habitat Corridor	none	none	1010	2	2	0	0	\$0
H-21	Habitat Corridor	none	none	3127	4	4	0	0	\$0
									\$106,735
I-01	Intergarrison	none	none	2005	4	4	0	2.1	\$0
I-02	Intergarrison	none	none	1987	4	4	0	2.1	\$0
I-03	Intergarrison	none	none	1955	4	4	0	2.1	\$0
									\$0
L-01	Landfill	none	alignment ⁵	2596	4	4	0	0.6	\$0
L-02	Landfill	narrow	none	2829	4	7	3	1.35	\$11,457
L-03	Landfill	narrow	none	1601	4	6	2	1.35	\$4,323
L-04	Landfill	none	none	309	4	0	4	1.35	\$1,669
L-05	Landfill	narrow	erosion	3755	4	0	4	1.35	\$20,277
L-06	Landfill	none	none	1684	4	0	4	1.35	\$9,094
									\$46,819
LR-01	Lookout Ridge	narrow	erosion	2162	4	10	6	2.1	\$27,241
									\$27,241
O-01	Oak Oval	narrow	none	881	4	6	2	1.35	\$2,379
O-02	Oak Oval	narrow	erosion	1235	4	10	6	2.1	\$15,561
O-03	Oak Oval	narrow	none	1989	2	6	4	1.35	\$10,741
O-04	Oak Oval	narrow	erosion	1602	4	10	6	2.1	\$20,185
									\$48,866
P-01	Parker Flats	narrow	erosion	2587	4	8	4	2.1	\$21,731
P-02	Parker Flats	narrow	erosion	876	4	10	6	2.1	\$11,038
P-03	Parker Flats	narrow	none	1475	4	10	6	1.35	\$11,948
P-04	Parker Flats	narrow	none	1739	4	8	4	1.35	\$9,391
P-05	Parker Flats	narrow	erosion	2350	4	10	6	2.1	\$29,610
P-06	Parker Flats	narrow	erosion	1827	4	8	4	2.1	\$15,347
P-07	Parker Flats	narrow	erosion	770	4	8	4	2.1	\$6,468
P-08	Parker Flats	base ⁹	cost	1224	8	12	8	0	\$0
P-09	Parker Flats	narrow	erosion	522	4	8	4	2.1	\$4,385
P-10	Parker Flats	narrow	none	1067	4	8	4	1.35	\$5,762
P-11	Parker Flats	narrow	none	1691	4	8	4	1.35	\$9,131
P-12	Parker Flats	narrow	none	1440	4	10	6	1.35	\$11,664
P-13	Parker Flats	narrow	none	1512	2	8	6	2.1	\$19,051
P-14	Parker Flats	narrow	none	816	2	8	6	1.35	\$6,610
P-15	Parker Flats	narrow	none	996	2	8	6	1.35	\$8,068
P-16	Parker Flats	narrow	none	555	2	4	2	1.35	\$1,499

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P-17	Parker Flats	none	none	3220	2	2	0	0	\$0
P-17a	Parker Flats	none	none	61	2	2	0	0	\$0
P-17b	Parker Flats	none	none	78	2	2	0	0	\$0
P-18	Parker Flats	none	none	889	2	2	0	0	\$0
P-19	Parker Flats	none	none	825	2	2	0	0	\$0
P-20	Parker Flats	narrow	none	2707	2	6	4	1.35	\$14,618
P-21	Parker Flats	narrow	erosion	2961	4	8	4	2.1	\$24,872
P-22	Parker Flats	narrow	none	917	4	10	6	1.35	\$7,428
P-23	Parker Flats	narrow	none	1366	4	8	4	1.35	\$7,376
P-24	Parker Flats	narrow	none	1535	2	4	2	1.35	\$4,145
P-25	Parker Flats	none	none	960	2	2	0	0	\$0
									\$230,139

T-01	Travel Camp	narrow	erosion	2076	4	12	8	2.1	\$34,877
T-02	Travel Camp	narrow	erosion	414	4	12	8	2.1	\$6,955
T-03	Travel Camp	narrow	erosion	1611	4	12	8	2.1	\$27,065
T-04	Travel Camp	narrow	erosion	1464	4	2	2	2.1	\$6,149
T-05	Travel Camp	none	erosion	634	2	2	0	2.1	\$0
T-06	Travel Camp	none	erosion	638	2	2	0	2.1	\$0
T-07	Travel Camp	none	erosion	1430	2	2	0	2.1	\$0
T-08	Travel Camp	none	erosion	453	2	2	0	2.1	\$0
T-09	Travel Camp	none	none	1512	4	6	2	1.35	\$4,082
T-10	Travel Camp	none	none	779	2	2	0	1.35	\$0
T-11	Travel Camp	none	none	895	2	2	0	1.35	\$0
T-12	Travel Camp	none	none	169	2	2	0	1.35	\$0
T-13	Travel Camp	none	none	1125	2	2	0	1.35	\$0
T-14	Travel Camp	none	none	2025	2	2	0	1.35	\$0
T-15	Travel Camp	none	none	1674	2	2	0	1.35	\$0
									\$79,128

1 Subtotal for Trail Restoration

\$657,091



Number: 1

Author: Fred Watson

Subject: Highlight

Date: 5/7/2015 4:00:02 PM

Can we also see a "Total square feet" ?

Offsite Trails¹⁰

N/A	Monterey Downs	by developer	none	5833	4	0	4	2.1	\$48,997
N/A	Monterey Downs	by developer	none	1224	4	0	4	2.1	\$10,282
N/A	Horse Park	whole access ⁴	none	698	4	0	4	2.1	\$5,863
N/A	Horse Park	whole access ⁴	none	1637	4	0	4	2.1	\$13,751
N/A	Horse Park	by developer	none	172	4	10	6	2.1	\$2,167
N/A	Horse Park	whole access ⁴	none	1204	4	0	4	2.1	\$10,114
N/A	Horse Park	AC pave with base ⁹	none	4192	8	0	8	3.5	\$117,376
N/A	Horse Park	whole access ⁴	none	2150	4	0	4	2.1	\$18,060
N/A	Horse Park	by developer	none	303	4	10	6	2.1	\$3,818
N/A	Watkins Gate	AC pave with base ⁹	none	6547	8	12	8	3.5	\$183,316
									\$413,743

Trail Closure Costs

All parcels	revegetation and regrading		49035	0	4 (avg)	4	2.1	\$411,894
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Other Construction Items

Item description	Quantity	Per	Unit cost (\$)	Item Cost
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Signage on Trails

Interpretive	9	EA	3000	\$27,000
Directional signage	2158	acres	\$45.45	\$98,081

Temporary Split Rail Fence, 42" high

10' wide, 114 locations	1140	LF	45	\$51,300
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Staging Area - small, up to 16 vehicle spaces

Storm Drainage	1	LS	3000	\$3,000
AC Paving w/ class II base	4500	SF	10	\$45,000
Fencing	264	LF	30	\$7,920
Trailhead signage	2	EA	200	\$400
Interpretive sign	1	EA	3000	\$3,000
Trash receptacle	1	EA	500	\$500
Subtotal				\$59,820
Total	8	EA		\$478,560

Staging Area - large, up to 24 vehicle spaces and 2 trailers

Storm Drainage	1	LS	10000	\$10,000
Clear and grub	30000	SF	0.25	\$7,500
Tree removal	3	EA	500	\$1,500
Rough Grading	1200	CY	7	\$8,400
Fine Grading	30000	SF	0.25	\$7,500
Aggregate Base - road	68100	SF	3	\$204,300
Aggregate Base - parking lot	9600	SF	3	\$28,800
Chip seal	26700	SF	2	\$53,400
Post and Cable Fencing	450	LF	15	\$6,750
Revegetation planting	10000	SF	2	\$20,000
Trailhead signage	3	EA	300	\$900
Interpretive sign	1	EA	3000	\$3,000

Confusing?

It looks like some (all?) of these were on previous maps, but are no longer on the maps in this draft?

Trash receptacle	1	EA	500	\$500
Pet litter station	1	EA	1000	\$1,000
Subtotal				\$343,550
Total	1	EA		\$343,550

Trail Crossings¹¹

Major street	5 on map - none associated with parcels			
Existing roads	0	LS	0	\$0
Minor street				
Existing roads	7	LS	35,000	\$245,000
1 Undercrossing ¹²	1	LS	1000000	\$1,000,000
Subtotal for trail crossings				\$1,245,000

Subtotal for Other Construction Items

\$2,243,491

Total (excluding Offsite costs)

\$3,312,476

Footnotes

- ¹ Trail width is wider than necessary; regrading and hydroseeding necessary to re-establish narrower corridor
- ² Costs based on \$35/hour laborer + \$55/hour supervisor + materials
- Trail restoration costs anticipated to be offset by community user groups
- ³ Additional trail grading required to address erosion problems -additional cost
- ⁴ Trail slopes must meet standards required for ADA trail access
- Adjustment of existing alignment may be necessary
- ⁶ Trails go through utility access corridor; utility access must be preserved
- ⁷ Section of trail is on existing paved road; paved access may be required
- ⁹ 8' wide section of asphalt paving; final costs to be determined
- All Construction staging would be confined to existing 12' corridor to maintain compliance with HCP
- ¹⁰ Offsite trails are those trails found outside HMA parcels, but which are integral to master plan connectivity.
All are on County development parcels; if parcels are not developed, utilize existing trails
Costs associated with Offsite trails are not included in total price for Master plan trails
- ¹¹ Only Trail crossings at existing streets are included in Master plan costs
- ¹² Cost estimate includes infrastructure and associated grading costs
Cost based on \$35/hour laborer + \$55/hour supervisor and materials
Trail restoration costs anticipated to be offset by community user groups

 Number: 1 Author: Fred Watson Subject: Highlight Date: 5/7/2015 4:02:17 PM
Can it be clarified who would pay for this?

FORA CIP?

Downs developer?

?

PARCEL COST SUMMARY TABLE
APPENDIX A1


April 2, 2015

Property Name/ Parcel Number	Current Ownership ²	Land Use Designations ¹	Total Area (acres) ²	YEAR ONE (2015-2016)			YEAR TWO (2016 - 2017)			YEAR THREE (2017-18)			YEAR FOUR (2018-19)			YEAR FIVE (2019-2020)		
				Administrative	Site Operations & Management	Capital Improvements	Administrative	Site Operations & Management	Capital Improvements	Administrative	Site Operations & Management	Capital Improvements	Administrative	Site Operations & Management	Capital Improvements	Administrative	Site Operations & Management	Capital Improvements
Ammunitions Supply E11b.8	FORA	Non HMA	67.68	\$2,496	\$0	\$0	\$2,620	\$0	\$0	\$2,751	\$2,813	\$3,863	\$2,889	\$2,953	\$0	\$3,033	\$3,101	\$0
East Garrison II I23.3.3.1, I23.3.2.2, I23.3.3.2	Successor Agency	Non HMA	152.92	\$4,175	\$0	\$0	\$4,383	\$0	\$0	\$4,602	\$4,288	\$8,688	\$4,833	\$4,502	\$0	\$5,074	\$4,727	\$0
East Garrison North E11a	County	HMA	148.37	\$4,076	\$0	\$0	\$4,279	\$0	\$0	\$4,493	\$4,275	\$8,413	\$4,718	\$4,489	\$5,730	\$4,954	\$4,713	\$0
East Garrison South E11b.6.1, E11b.6.2, E11b.6.3, E11b.7.1.1, E11b.7.1.2, E11b.7.2	County	HMA	274.66	\$6,586	\$0	\$0	\$6,915	\$0	\$0	\$7,261	\$8,738	\$15,625	\$7,624	\$9,174	\$5,340	\$8,005	\$9,633	\$0
Habitat Corridor – Phase One I20.2.1	County	HMA	252.66	\$6,153	\$13,386	\$13,225	\$6,460	\$14,055	\$0	\$6,783	\$14,758	\$0	\$7,122	\$15,496	\$2,260	\$7,478	\$16,271	\$0
Intergarrison – Phase One I5.7	County	Non HMA	73.44	\$2,593	\$8,671	\$3,818	\$2,723	\$9,105	\$0	\$2,859	\$9,560	\$0	\$3,002	\$10,038	\$0	\$3,152	\$10,540	\$0
Existing Landfill E8a.1.1.1	Army	HMA	143.00	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Landfill "carrot" E8a.2	Army	HMA	3.80	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Landfill "Shoe" E8a.1.2	Successor Agency	Non HMA	85.30	\$2,829	\$0	\$0	\$2,970	\$660	\$4,632	\$3,119	\$693	\$0	\$3,275	\$728	\$0	\$3,439	\$764	\$0
Landfill Border E8a.1.2	Successor Agency	Non HMA	21.22	\$1,564	\$0	\$0	\$1,642	\$0	\$1,200	\$1,724	\$2,875	\$0	\$1,811	\$3,019	\$0	\$1,901	\$3,170	\$0
Landfill Border E8a.1.3	Successor Agency	HMA	2.68	\$1,208	\$0	\$0	\$1,268	\$240	\$1,200	\$1,331	\$252	\$0	\$1,398	\$265	\$0	\$1,468	\$278	\$0
Landfill Border E8a.1.4	Successor Agency	HMA	30.32	\$1,748	\$0	\$0	\$1,835	\$960	\$1,656	\$1,927	\$1,008	\$0	\$2,024	\$1,058	\$0	\$2,125	\$1,111	\$0
Landfill Border E8a.1.5	Successor Agency	HMA	21.53	\$1,587	\$0	\$0	\$1,666	\$600	\$1,200	\$1,750	\$630	\$0	\$1,837	\$662	\$0	\$1,929	\$695	\$0
Landfill / Imjin corridor E4.6.2	Successor Agency	Non HMA	16.44	\$1,438	\$0	\$0	\$1,509	\$3,336	\$900	\$1,585	\$3,503	\$0	\$1,664	\$3,678	\$0	\$1,747	\$3,862	\$0
Oak Oval – Phase One E19a.2	County	HMA	72.54	\$2,599	\$3,128	\$3,818	\$2,729	\$3,284	\$0	\$2,865	\$3,449	\$0	\$3,009	\$3,621	\$0	\$3,159	\$3,802	\$0
Parker Flats – Phase One E19a.4	County	HMA	372.27	\$8,510	\$19,539	\$19,435	\$8,936	\$20,515	\$0	\$9,382	\$21,541	\$0	\$9,851	\$22,618	\$0	\$10,344	\$23,749	\$0
Lookout Ridge I20.5.1, I20.5.2, I20.5.3	FORA	HMA w/ Devel.	195.59	\$5,026	\$0	\$0	\$5,277	\$0	\$0	\$5,541	\$1,938	\$0	\$5,818	\$2,034	\$0	\$6,109	\$2,136	\$0
Travel Camp – Phase One I20.2.2, I20.2.3.1	County	HMA w/ Devel.	144.76	\$4,014	\$552	\$7,579	\$4,214	\$580	\$0	\$4,425	\$609	\$0	\$4,646	\$639	\$0	\$4,878	\$671	\$0
Wolf Hill I20.3.1, K20.3.2	FORA	HMA w/ Devel.	79.13	\$2,714	\$0	\$0	\$2,850	\$0	\$0	\$2,992	\$325	\$4,488	\$3,142	\$341	\$0	\$3,299	\$358	\$0
Subtotals			2,158.31	\$59,312	\$45,276	\$47,875	\$62,278	\$53,335	\$10,788	\$65,392	\$81,252	\$41,075	\$68,662	\$85,315	\$13,330	\$72,095	\$89,580	\$0
ANNUAL TOTAL						\$152,462			\$126,401			\$187,719			\$167,306			\$161,675

*Budgets include a 5% annual cost adjustment beginning in Year 2.

Assumptions:
Year one: Administrative tasks begin immediately on all parcels excluding Army owned parcels.
Capital improvements begin with site signage on parcels identified as Phase one on Current Use and Ownership map.
Site operations and management to begin with Phase one parcels.

Year 2 Site signage and site operations and management added for parcels north of Intergarrison Road (excluding army owned).
Year 3 Site signage and site operations and management added for all remaining parcels.

 Number: 1 Author: Fred Watson Subject: Highlight Date: 5/7/2015 4:05:45 PM
"Does not account for possible deference of trail closures (as outlined elsewhere in this report)."

1b rt Ord
**Recreational
Habitat
Area
Master Plan**

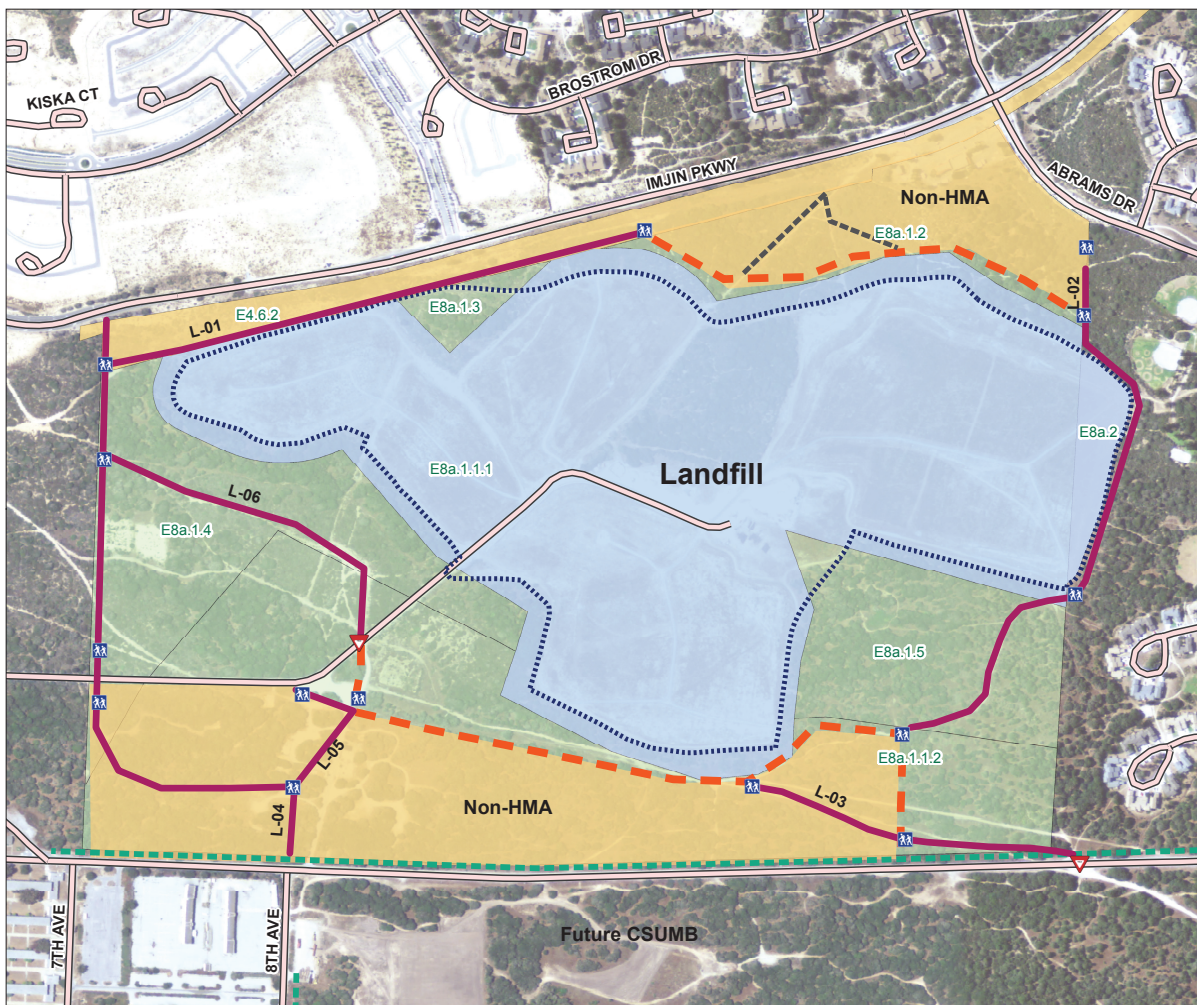
Appendix B:
Landfill


Legend

- Proposed 4' trail
- Proposed 4' whole access trail
- Proposed 2' trail
- Proposed Class II Bike Lane
- Existing Trail by Others
- Existing Fence line
- Proposed Development fuelbreak
- Proposed fuelbreak
- Existing Paved Fuelbreak
- Existing Gravel or Dirt Fuelbreak
- Existing BLM Trail
- Existing Roads
- Existing Landfill (HMA)
- HMA
- Non-HMA
- BLM Land
- Trail Sign
- Major crossing
- Minor crossing
- Under crossing

Map prepared by:
BFS Landscape Architects
for
Monterey County Resource Management Agency

0 80 160 320 480 640 800 Feet



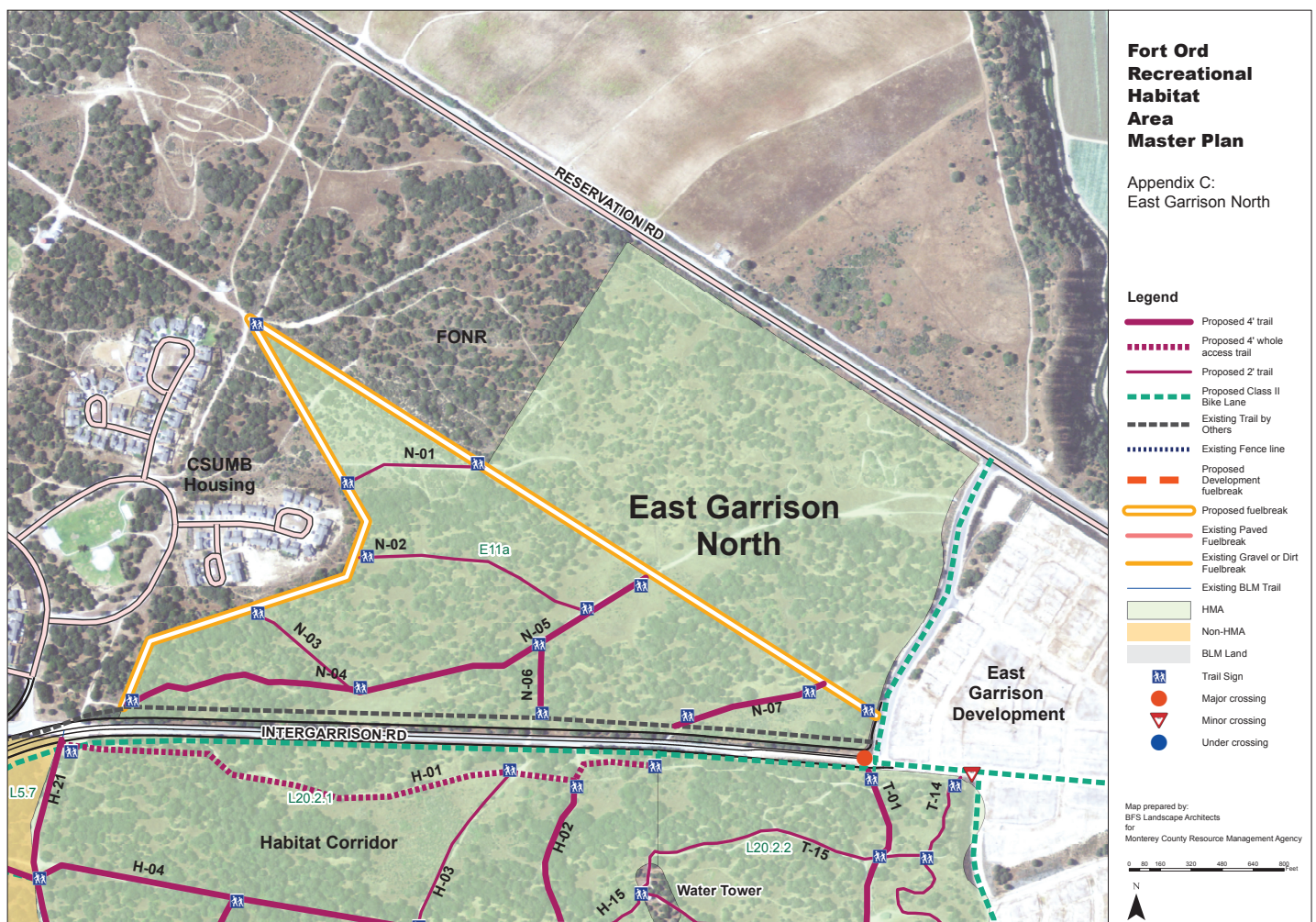
 Number: 1 Author: Fred Watson Subject: Highlight Date: 5/7/2015 4:10:58 PM
Please add FORTAG too all these maps, as applicable.

Also, see comments made on the versions of these maps that appeared in the main body of the report.

It would be helpful to also add contours - ideally based on LIDAR DEMs, with a contour interval of about 2' or 5', transparent and thin.

Fort Ord Recreational Habitat Area Master Plan

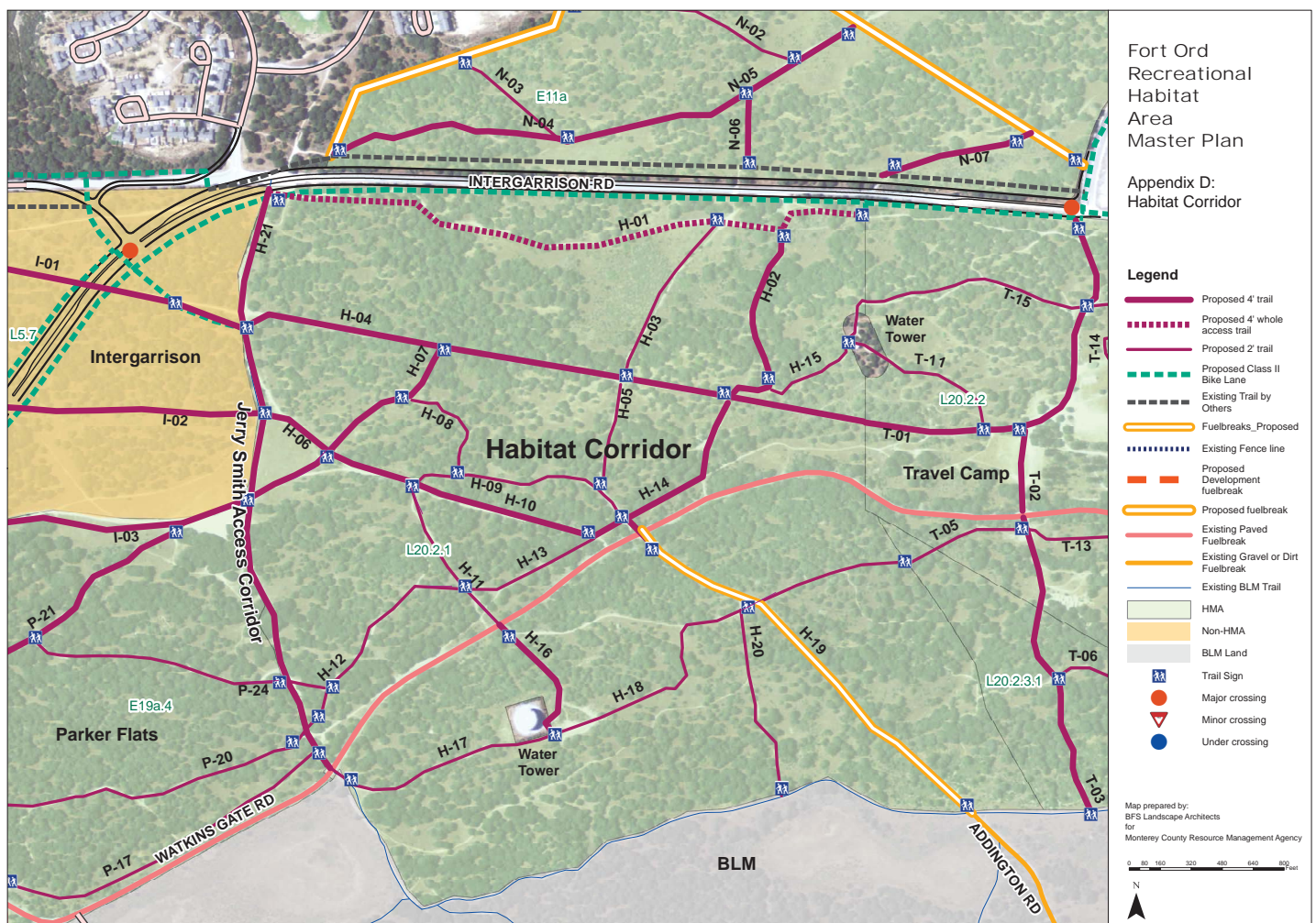
Appendix C:
East Garrison North



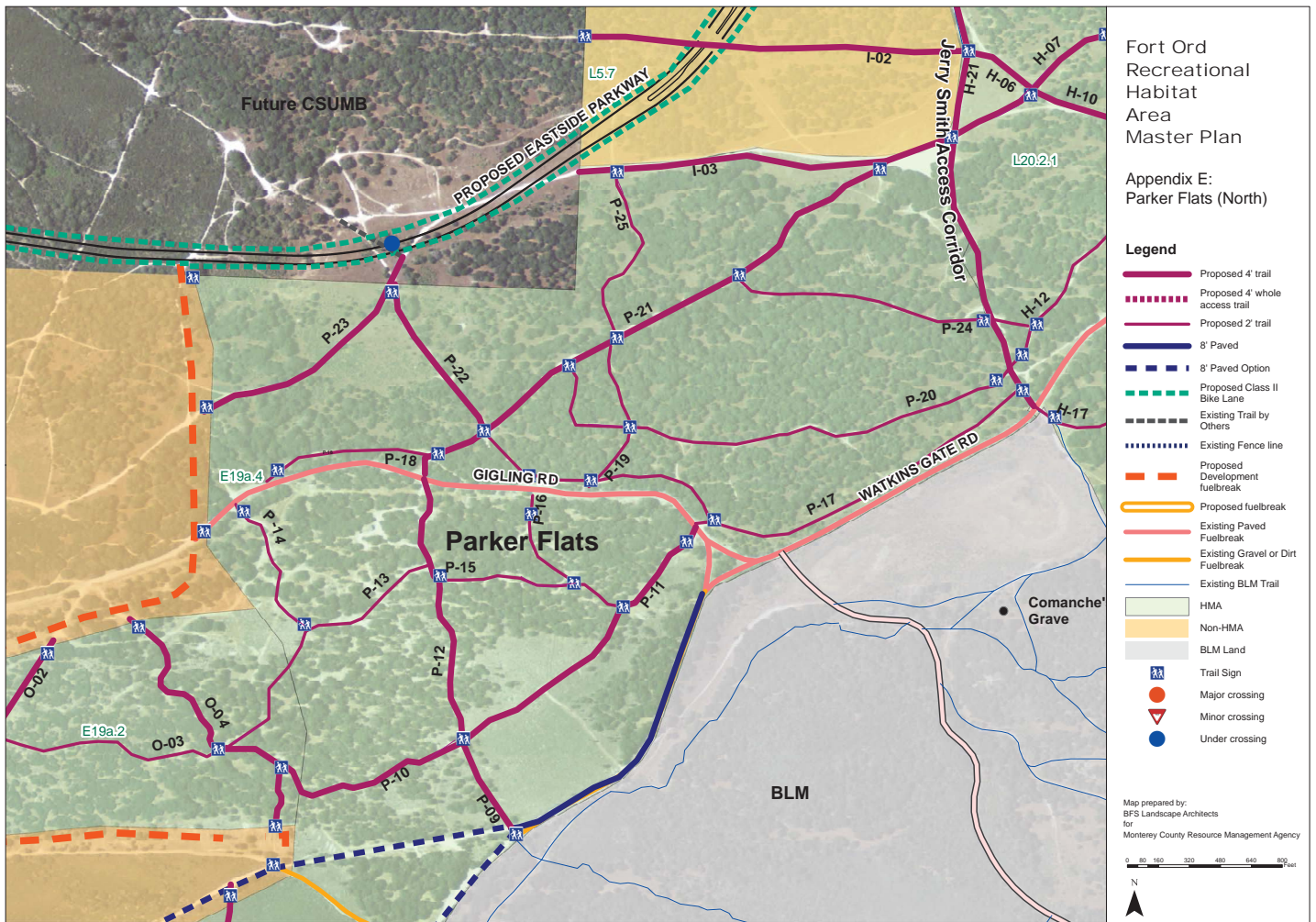
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Fort Ord
Recreational
Habitat
Area
Master Plan

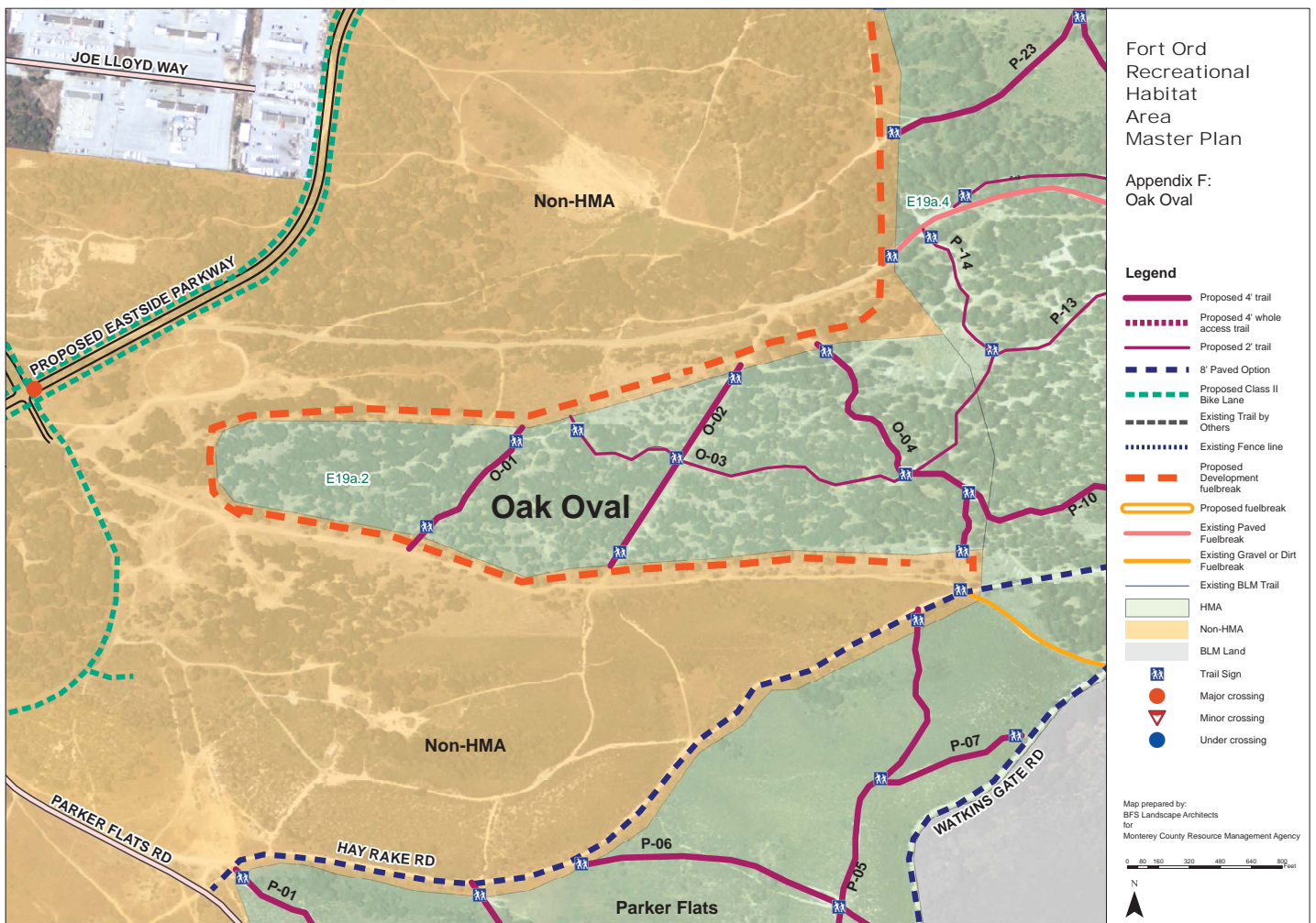
Appendix D:
Habitat Corridor



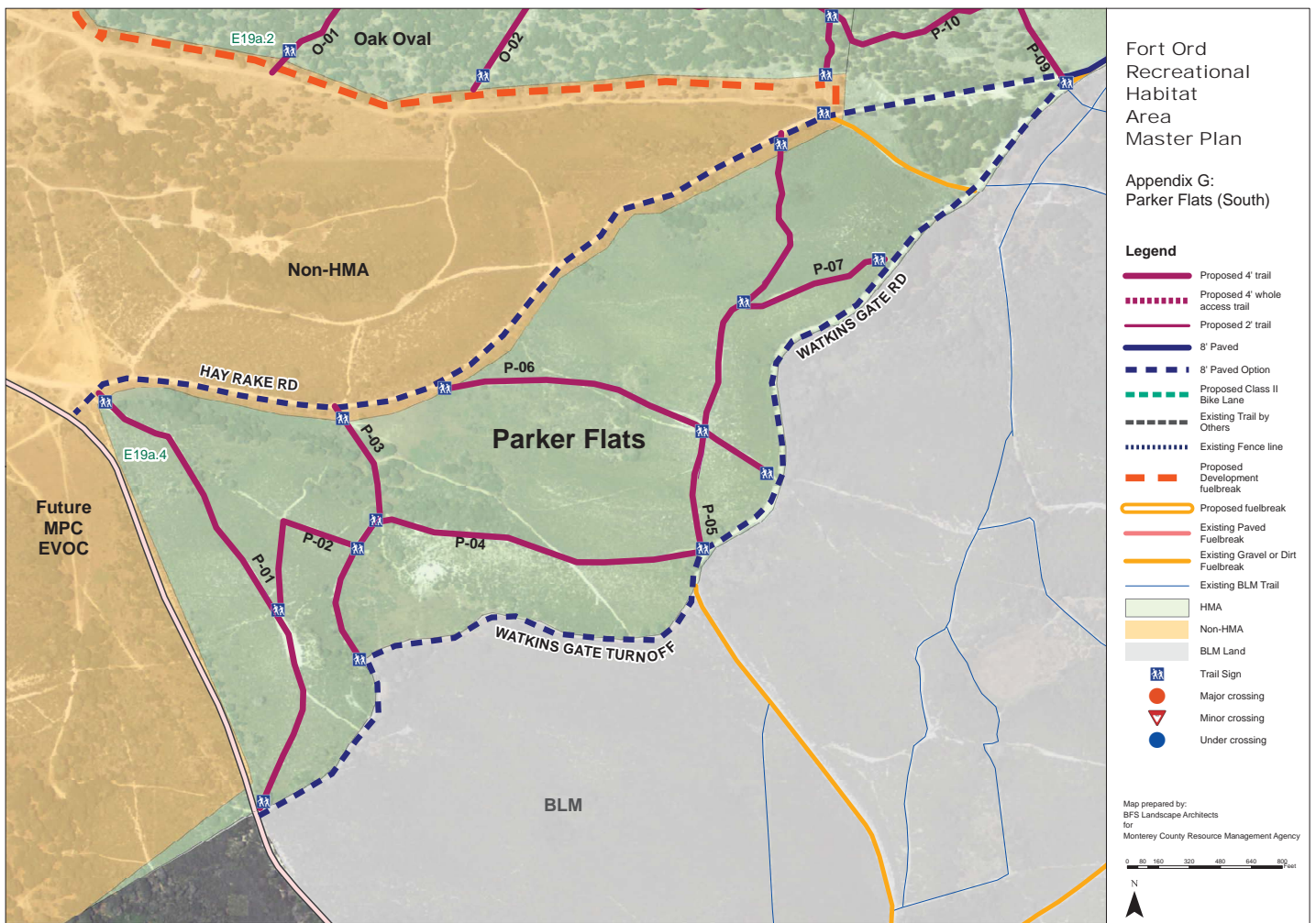
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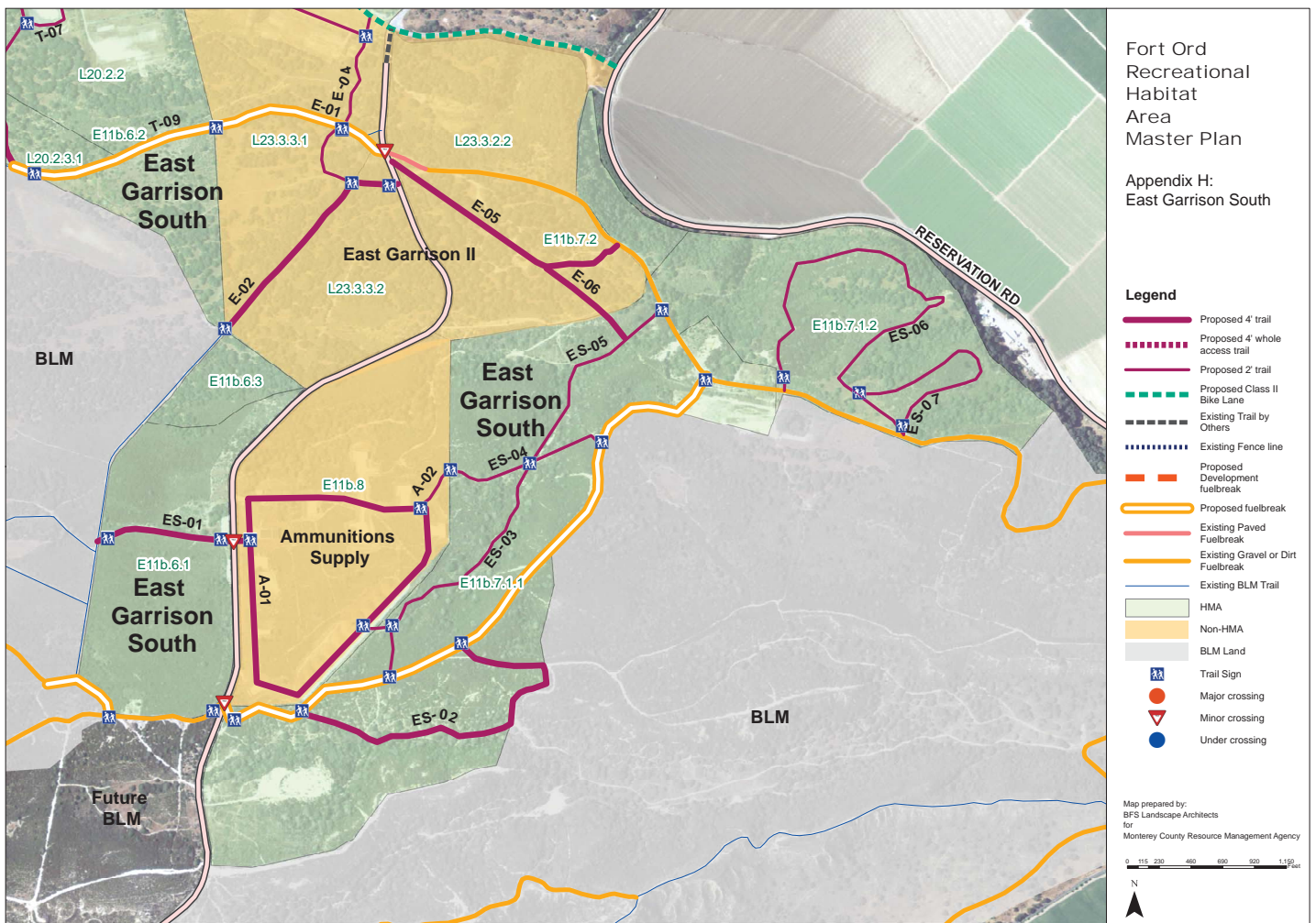
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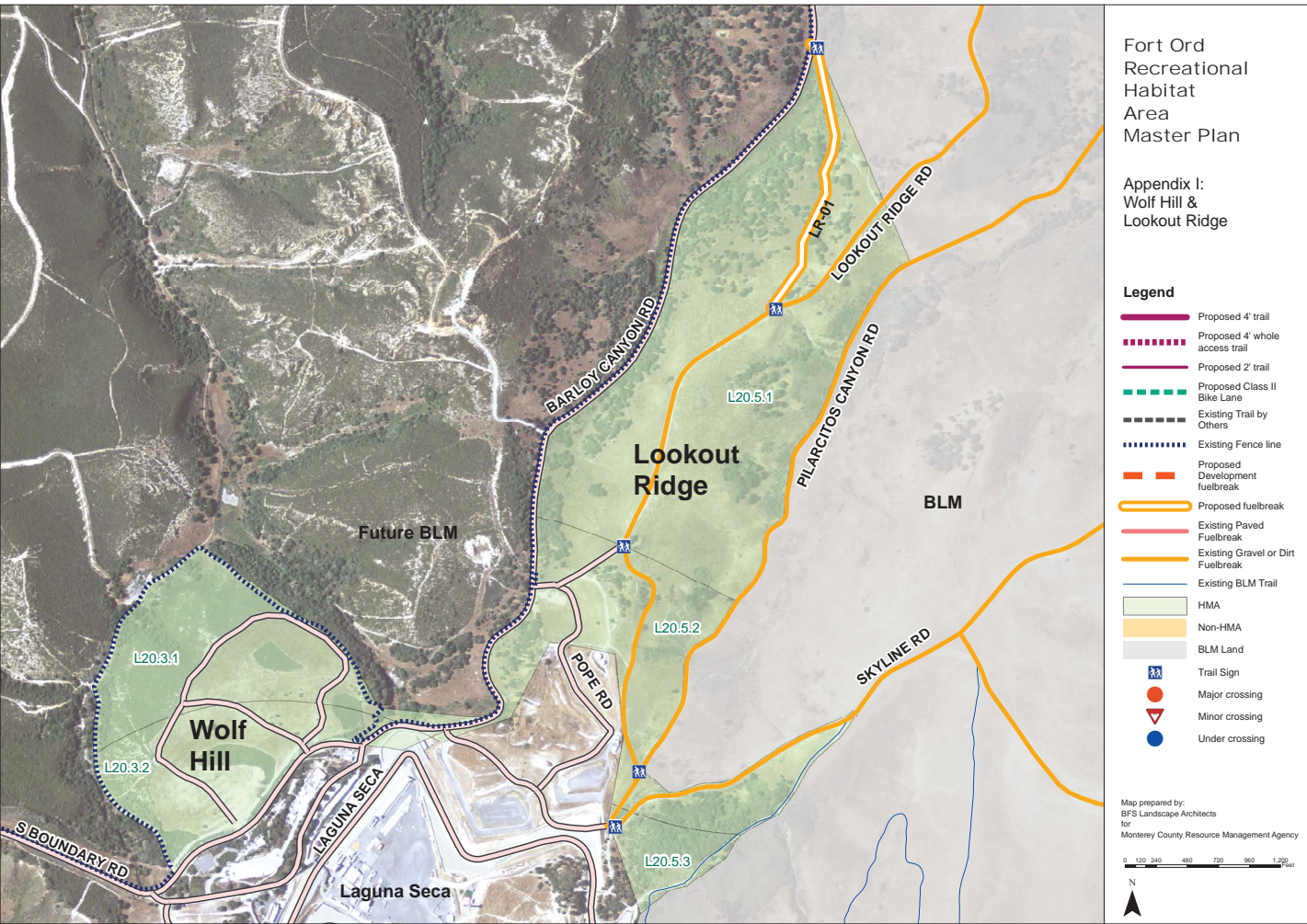
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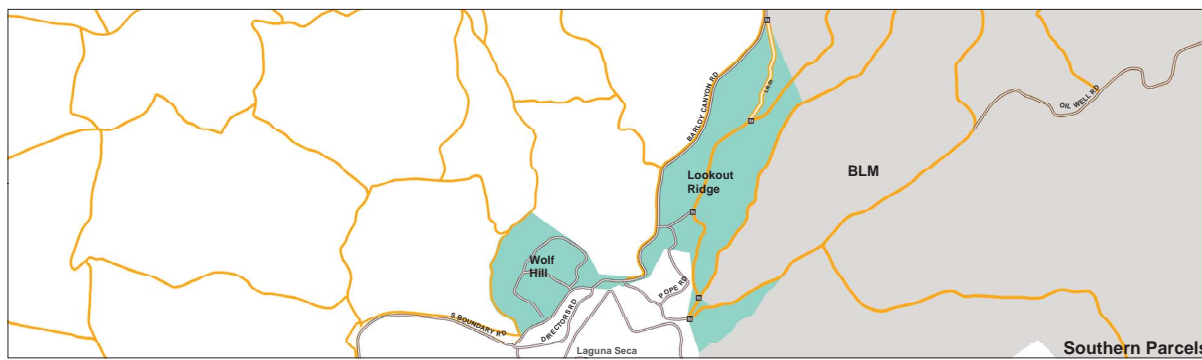
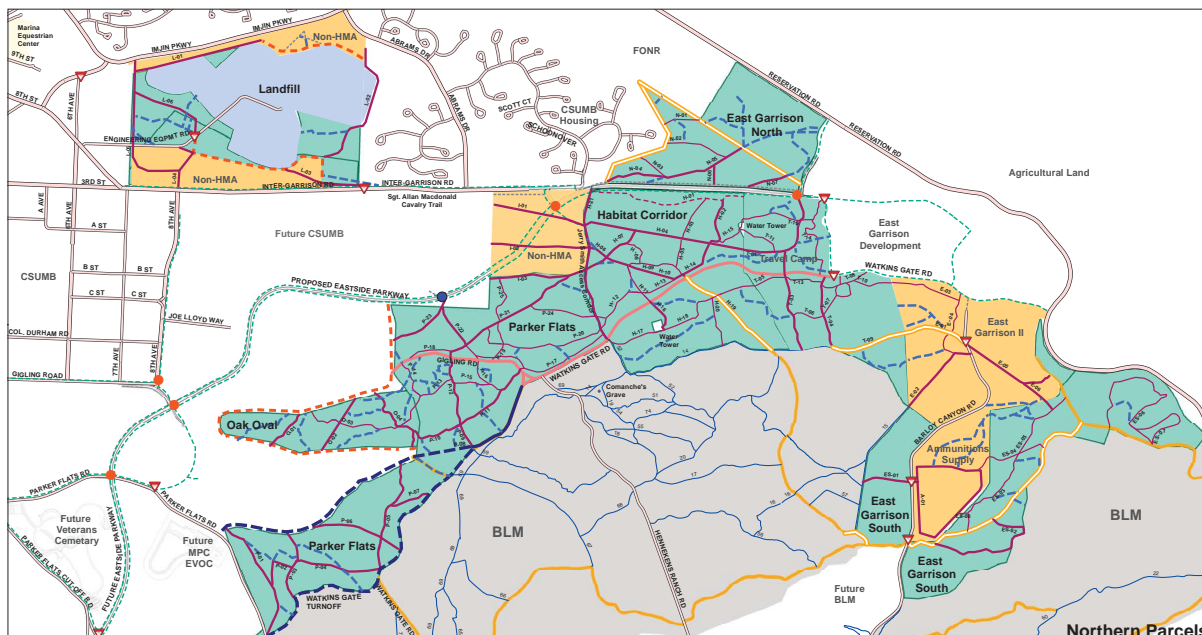
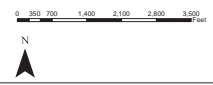
Fort Ord Recreational Habitat Area Master Plan

Appendix J: 1 Trails Closure

Legend

- Proposed Trail Closures
 - Proposed 4' trail
 - Proposed 4' whole access trail
 - Proposed 2' trail
 - Proposed 8' Paved Option
 - Proposed 8' Paved
 - Existing Trail by Others
 - Proposed Class II Bike Lane
 - Proposed Development fuelbreak
 - Proposed fuelbreak
 - Existing Paved Fuelbreak
 - Existing Gravel / Dirt Fuelbreak
 - Existing BLM Trail
 - HMA
 - Non-HMA
 - BLM Land
 - Existing Army
- Crossings**
- Undercrossing
 - Major crossing
 - Minor crossing

Map prepared by:
BFS Landscape Architects
for
Monterey County Resource Management Agency



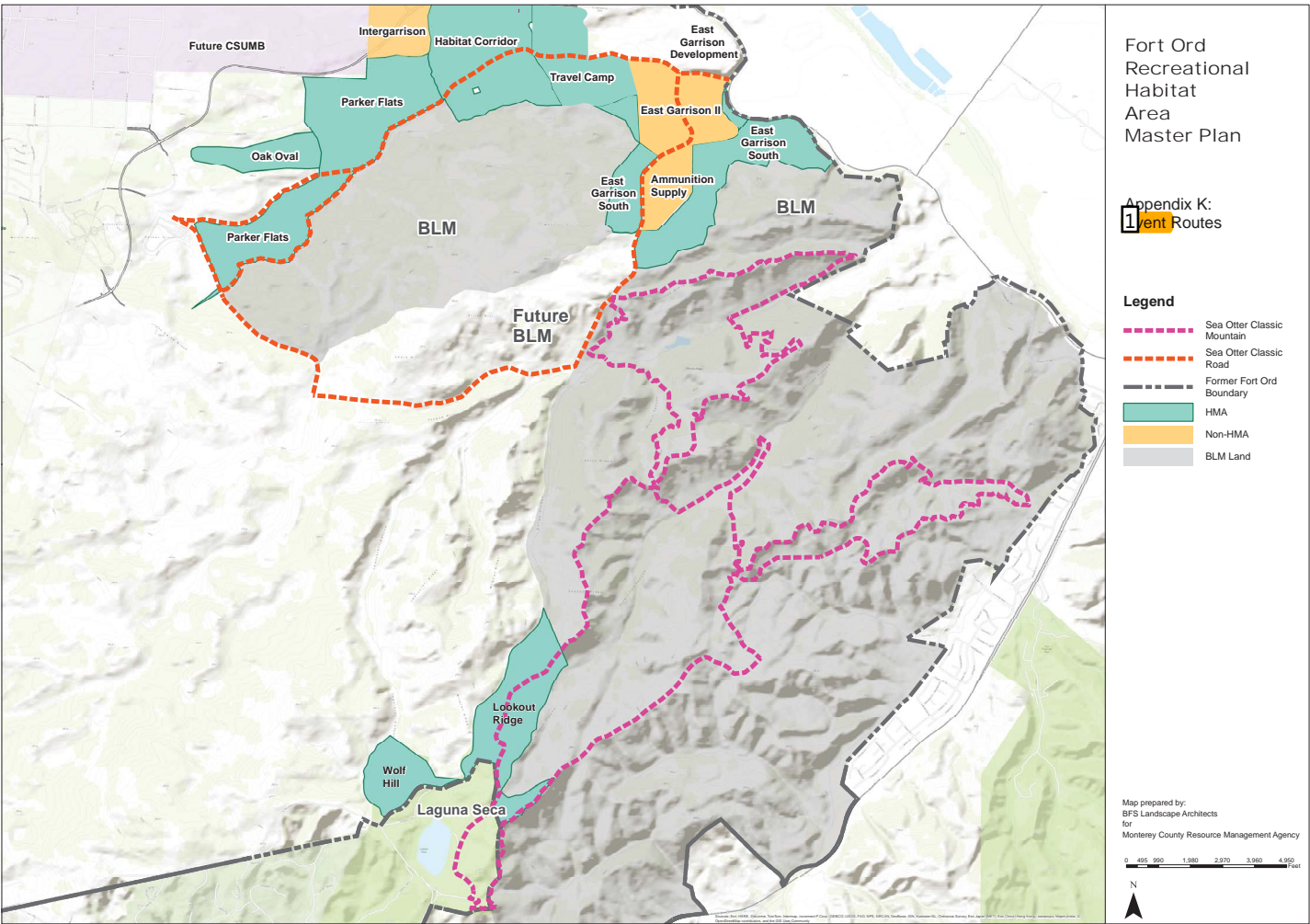
 Number: 1 Author: Fred Watson Subject: Highlight Date: 5/7/2015 4:15:18 PM

I have some real concerns here.

Some of these are ok, but many of them are not.

See my attached map for details. I've tried to indicate which trails "should not be closed".

I would be happy to explain my reasoning for the importance of each one.





Number: 1

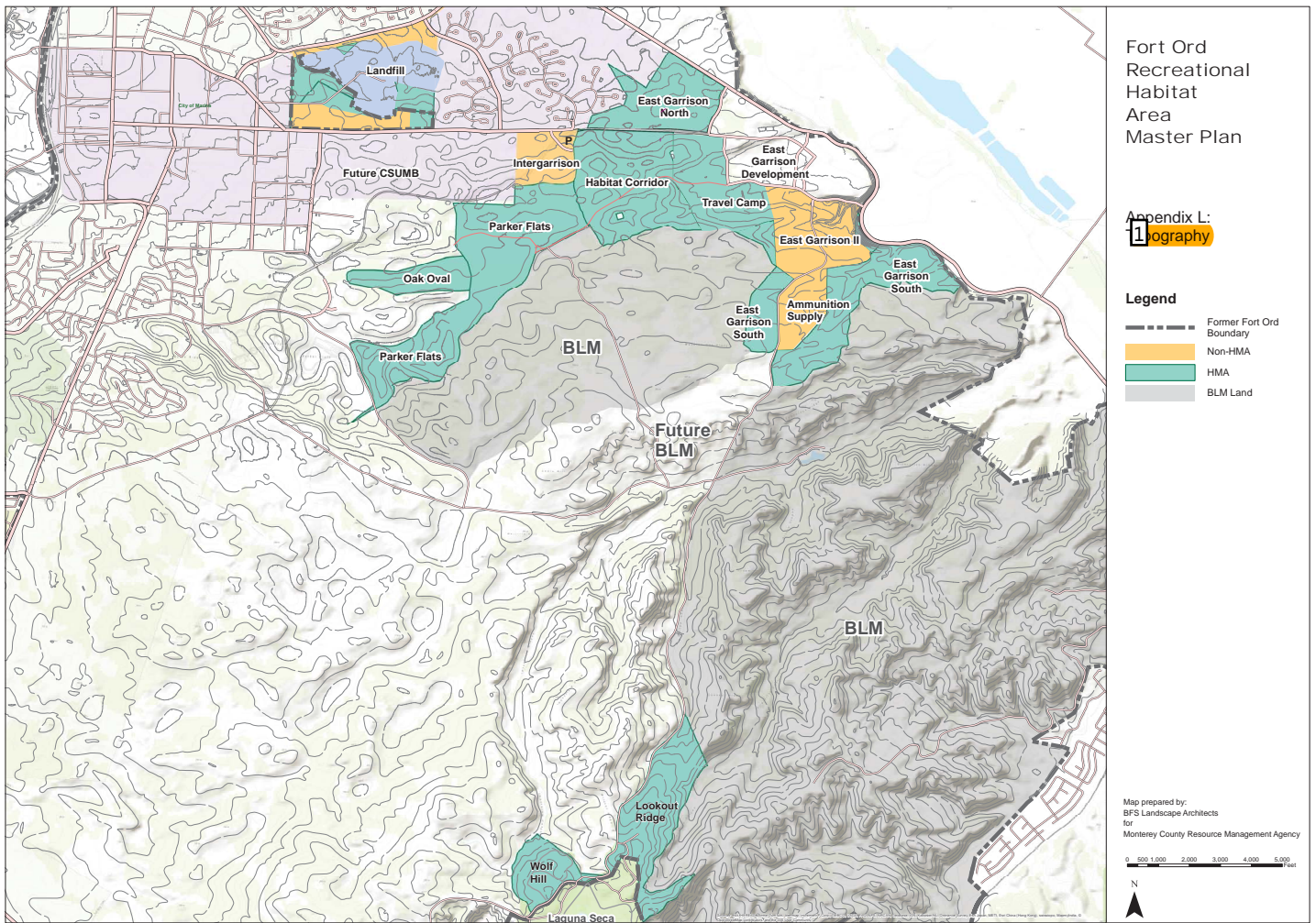
Author: Fred Watson

Subject: Highlight

Date: 5/7/2015 4:16:29 PM

"Selected Event Routes"

(there are more)

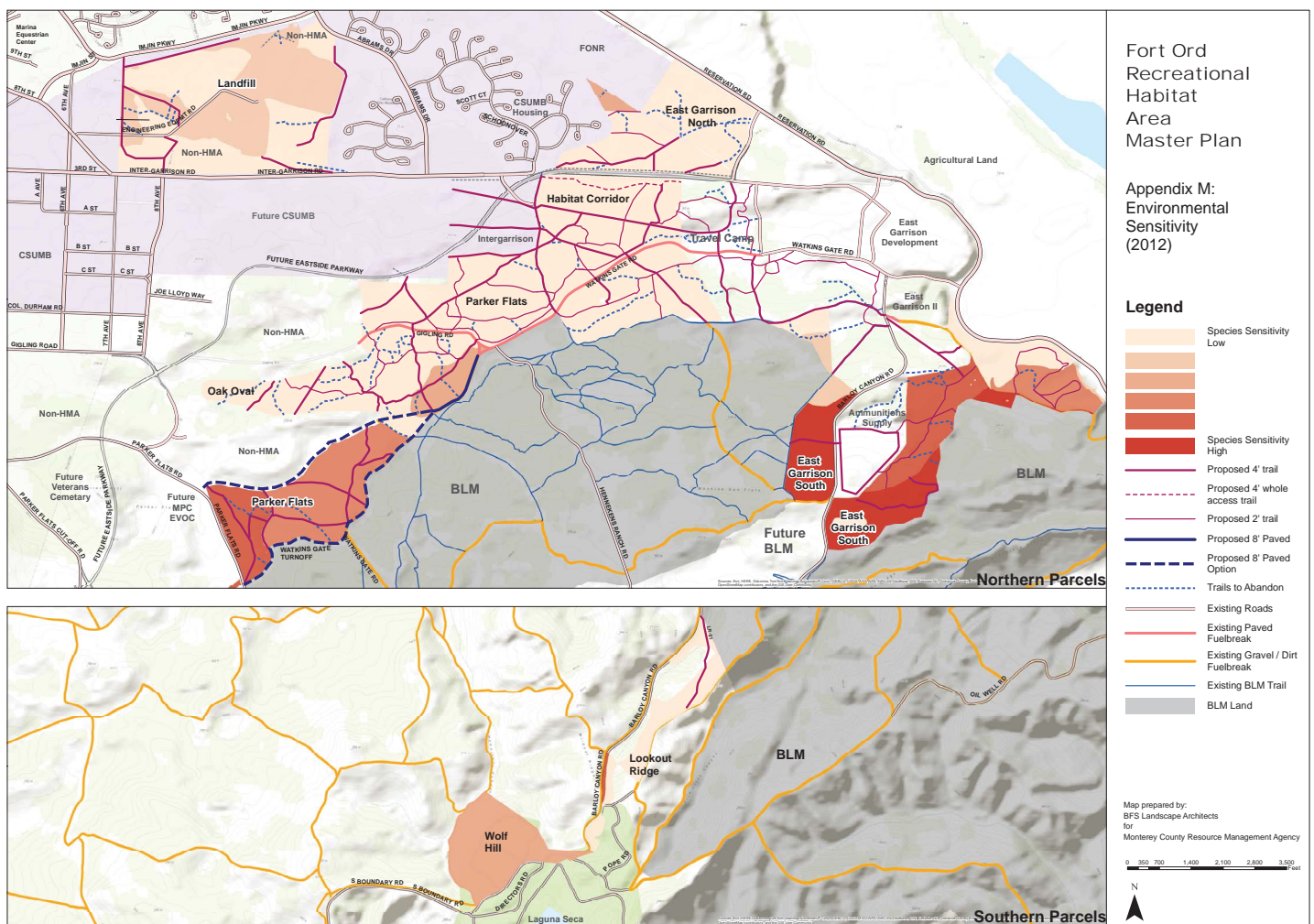


 Number: 1 Author: Fred Watson Subject: Highlight Date: 5/7/2015 4:17:03 PM
A nice gesture, but not very useful.

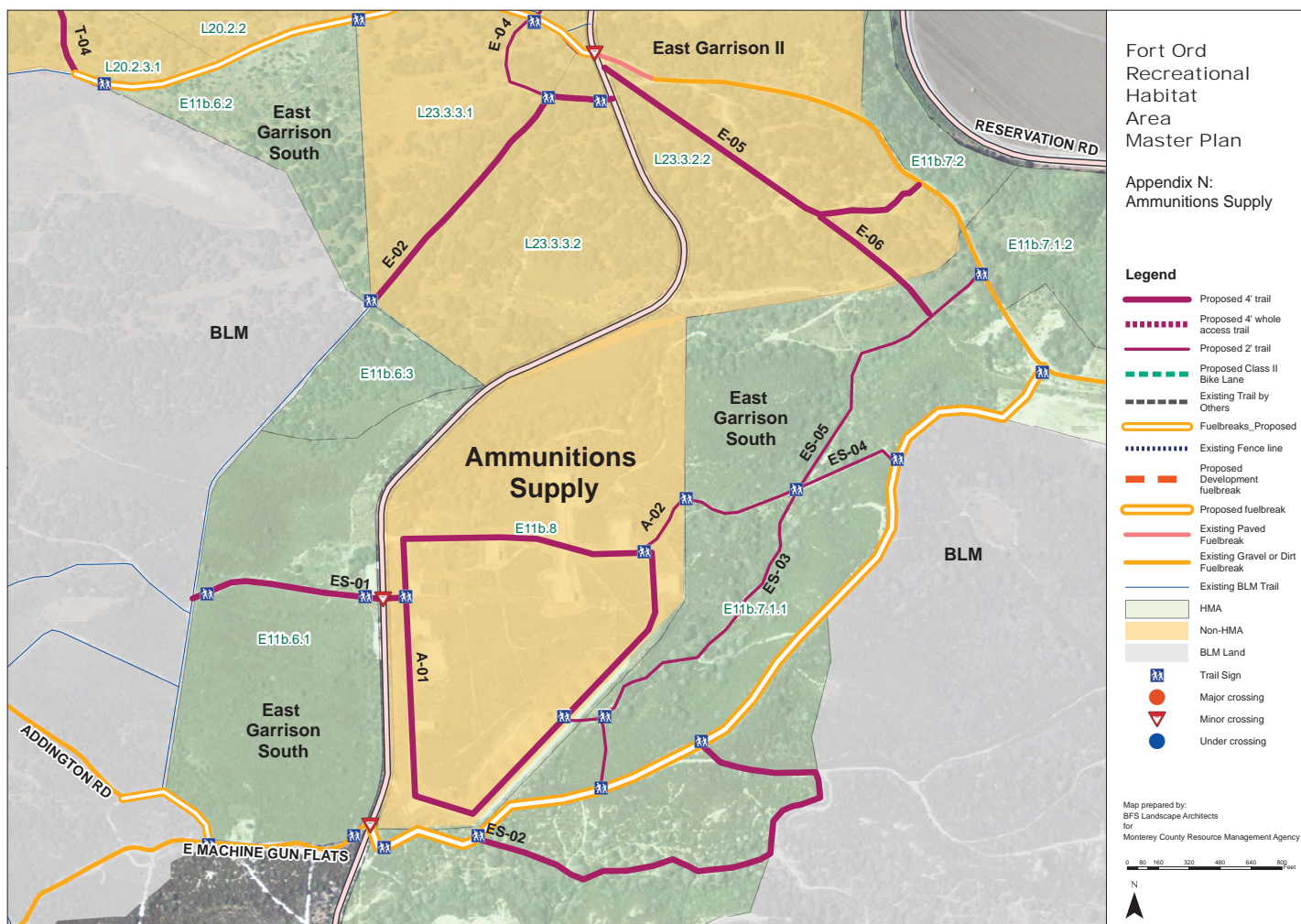
Far more useful would be contours on the earlier close-up maps in this appendix.

Fort Ord Recreational Habitat Area Master Plan

Appendix M: Environmental Sensitivity (2012)



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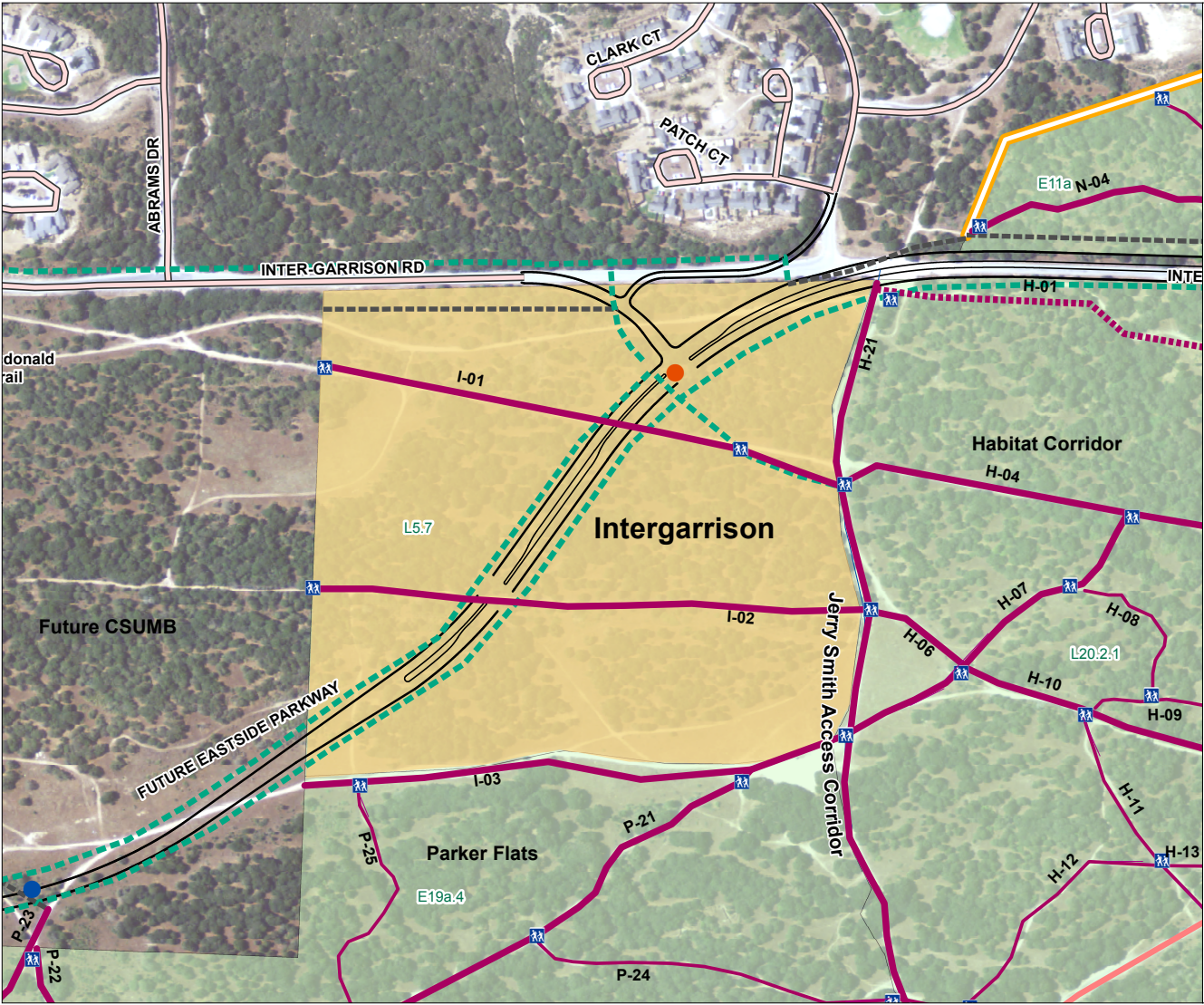
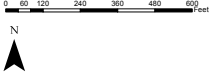
**Fort Ord
Recreational
Habitat
Area
Master Plan**

Appendix O:
Intergarrison

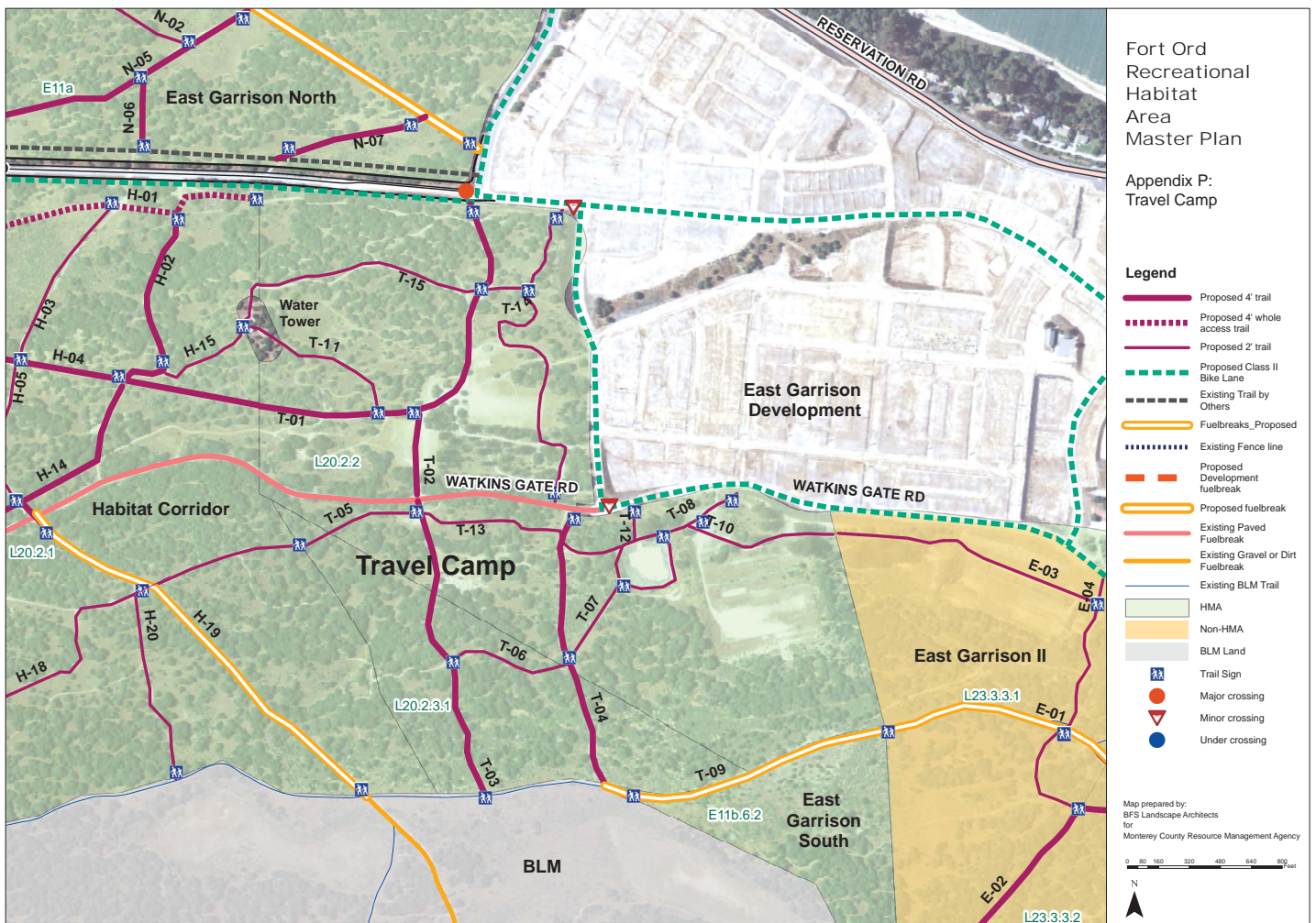
Legend

- Proposed 4' trail
- Proposed 4' whole access trail
- Proposed 2' trail
- Proposed Class II Bike Lane
- Existing Trail by Others
- Fuelbreaks_Proposed
- Existing Fence line
- Proposed Development fuelbreak
- Proposed fuelbreak
- Existing Paved Fuelbreak
- Existing Gravel or Dirt Fuelbreak
- Existing BLM Trail
- HMA
- Non-HMA
- BLM Land
- Trail Sign
- Major crossing
- Minor crossing
- Under crossing

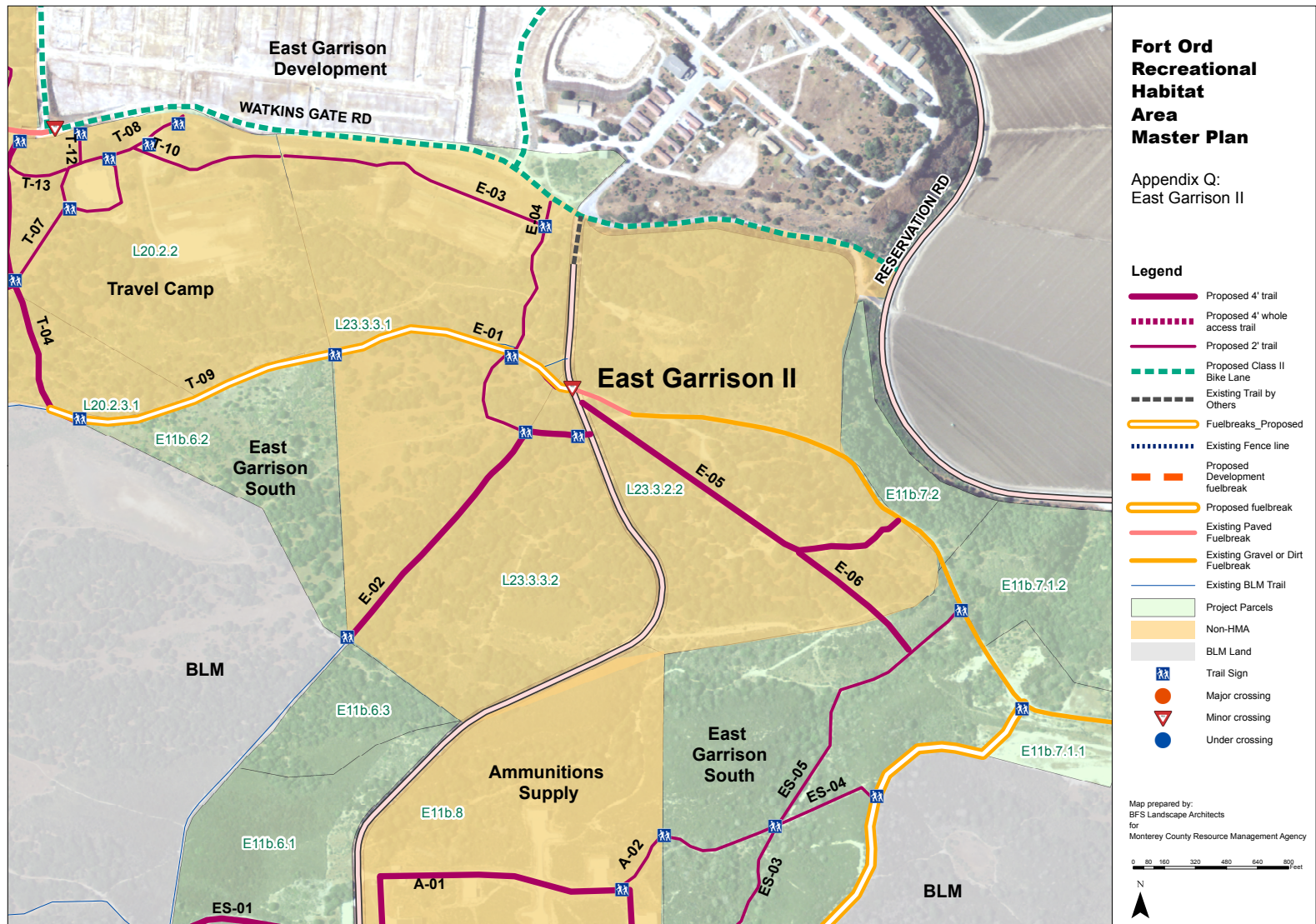
Map prepared by:
BFS Landscape Architects
for
Monterey County Resource Management Agency



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Appendix Q:
East Garrison II

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