

The Fort Ord Rec Trail and Greenway (FORTAG)

Slides relating to FORTAG's
habitat impact and mitigation

Fred Watson, Scott Waltz, et al.

This version: 7 Dec 2014

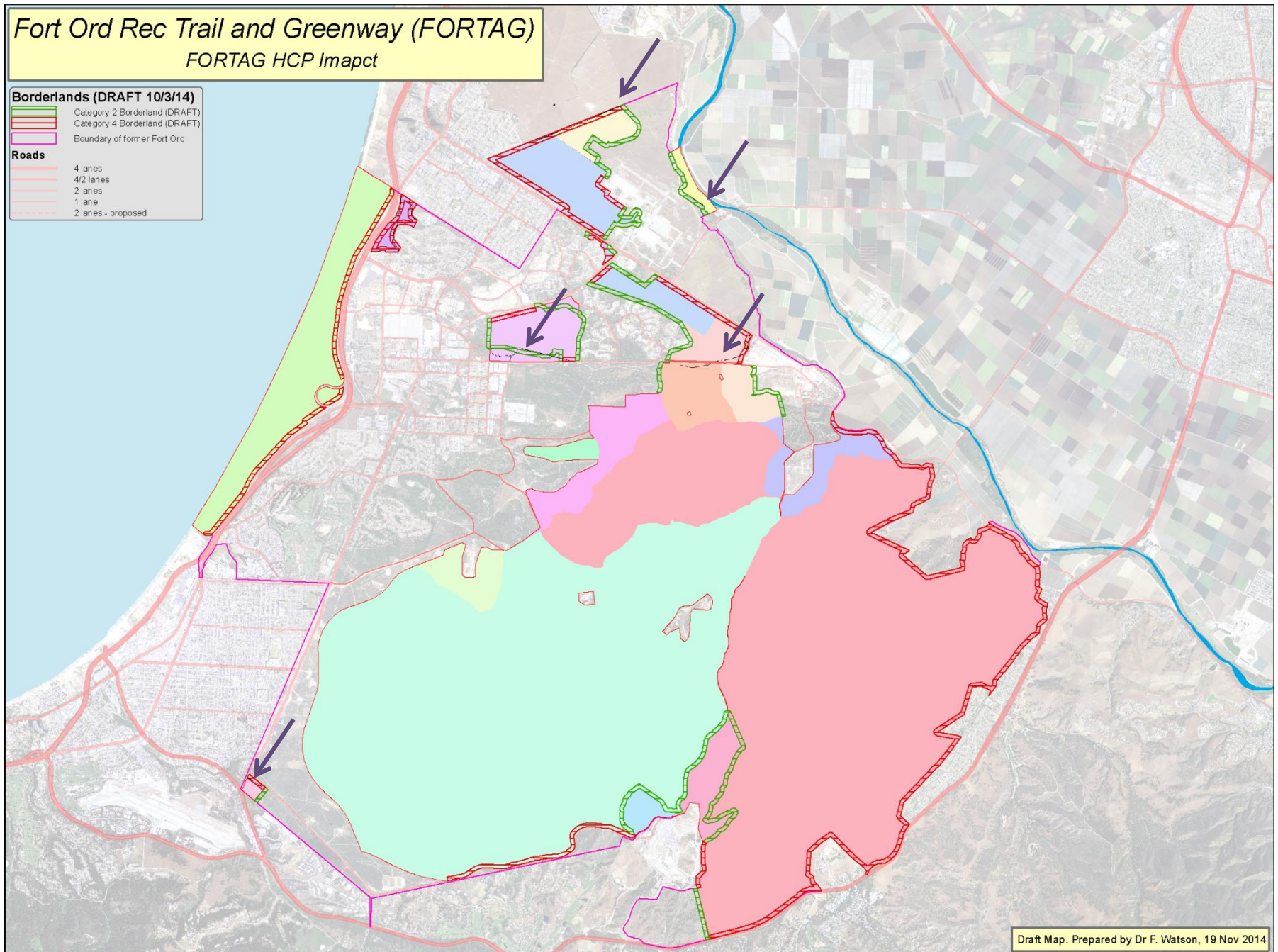
Background

- FORTAG includes a 12-ft paved bike trail that runs through Habitat Management Areas.
- Paving a bike trail constitutes an “impact” on habitat, under the Habitat Conservation Plan (in development).
- The HCP must include a plan for mitigating habitat impacts.
Such plans typically involve setting aside additional habitat in conservation easements.
- It has been proposed that FORTAG’s impact acreage be mitigated at a 1:1.25 ratio.
- The computation of FORTAG’s impact acreage depends heavily on the assumed maximum width of impact incurred during construction of the trail.
- FORTAG proponents have determined that in relatively flat areas, the trail can be constructed entirely within a 20-ft-wide construction limit i.e. within orange plastic fencing designating a 20-ft-wide corridor. This determination was based on communications with:
 - John Hasdovac and Reiner Maschmeyer, Project Managers from Graniterock Construction (formerly Pavex), with specific experience building paved trails on the Central Coast
 - Geoff Smith, President of GraniteCrete - a natural paving material from which FORTAG may be constructed. GraniteCrete paved trails have been constructed in the Bay Area within 20-ft construction limits.
 - Dennis Smith, owner/operator at Northwest Woodland Services, a firm that specializes in paved and unpaved trail construction within narrow constraints
 - The "SEZ Bike Trail Construction Assessment“, a report by Northwest Hydraulic Consultants that states paved trails can be constructed within their own footprint
 - Tim Jensen, Planning & Conservation Manager at Monterey Peninsula Regional Parks District, with direct experience in planning and executing paved trail construction projects
 - Hank Meyers (Staff engineer) & Ariana Green (Transportation planner), TAMC

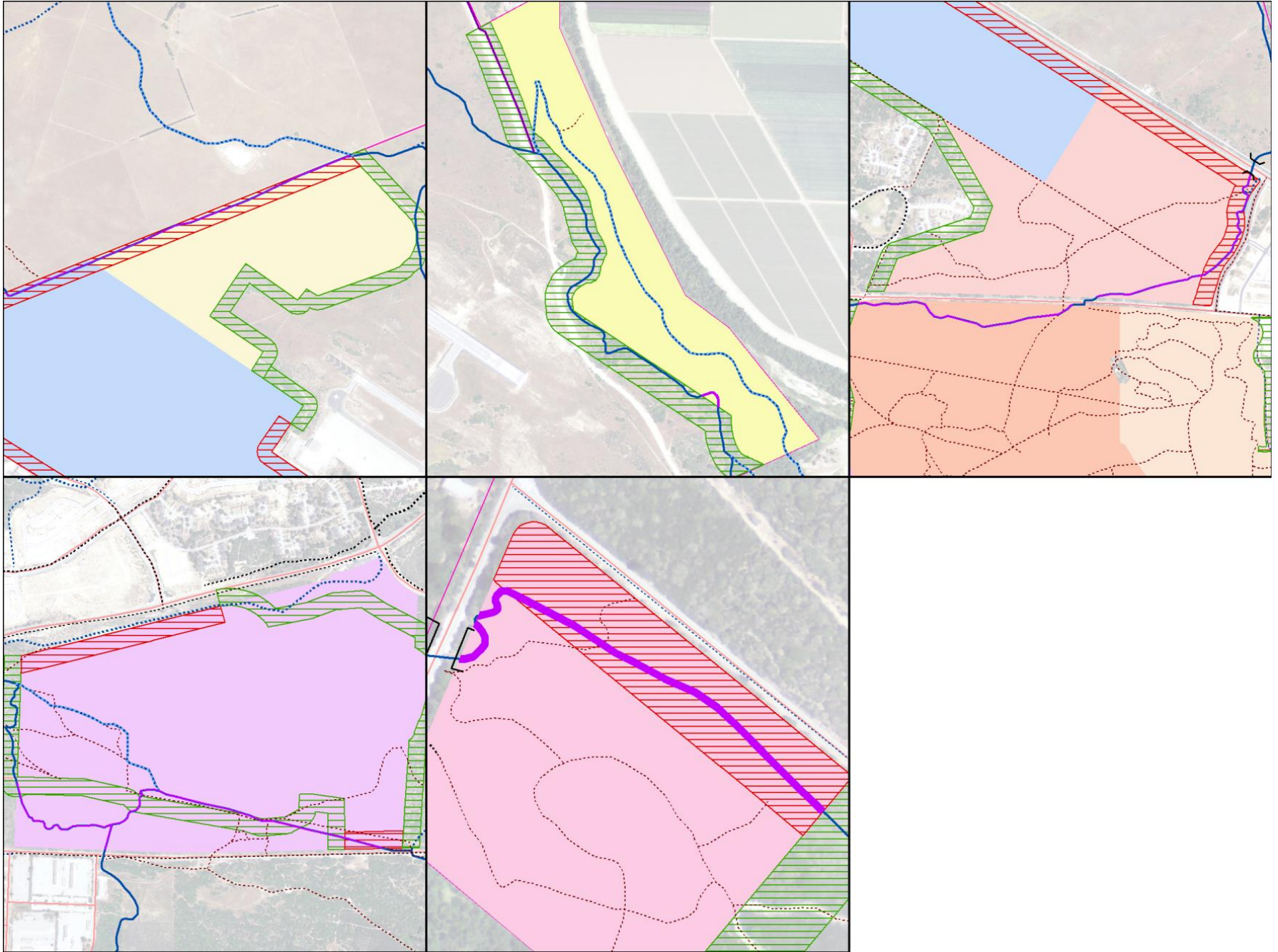
Impact analysis

- Assuming a 20-ft construction limit, FORTAG's base-wide impact on HMAs is approximately **8.26** acres. 32% of this area is within the Marina city limits. 78% of this area is in Marina's Sphere of Influence. **93% of this area is within the colored areas on Marina's General Plan map.**
- FORTAG proponents are seeking to mitigate the 8.26 acre impact entirely within a narrow greenway extending across the back of Marina Airport. This greenway would be the only planned way to maintain functional multi-species habitat connectivity between the FONR reserve system and the Salinas River corridor. As well as meeting FORTAG's core greenway goals, the approach of mitigating entirely within Marina Airport is also the most practical approach, because it can be bundled within an existing mitigation process being undertaken by City of Marina in relation to airport runway expansion.
- The runway expansion and associated road improvements involve **26** acres of impact on HMAs
- A total of **47.32** acres of mitigation is required to offset the runway and road's 26 acres, and FORTAG's 8.26 acres
- In these slides, FORTAG proponents are proposing a specific mitigation layout at the airport that achieves **49.09** acres of mitigation, a little more than is understood to be required.

FORTAG's habitat impacts are barely visible at the base-wide scale (thin black lines)



FORTAG's habitat impacts – zoomed in a bit – purple lines



49 acres of proposed mitigation at the airport:

Achieves greenway connectivity, and substantial remaining acreage for “aviation development” and other “revenue support”

