

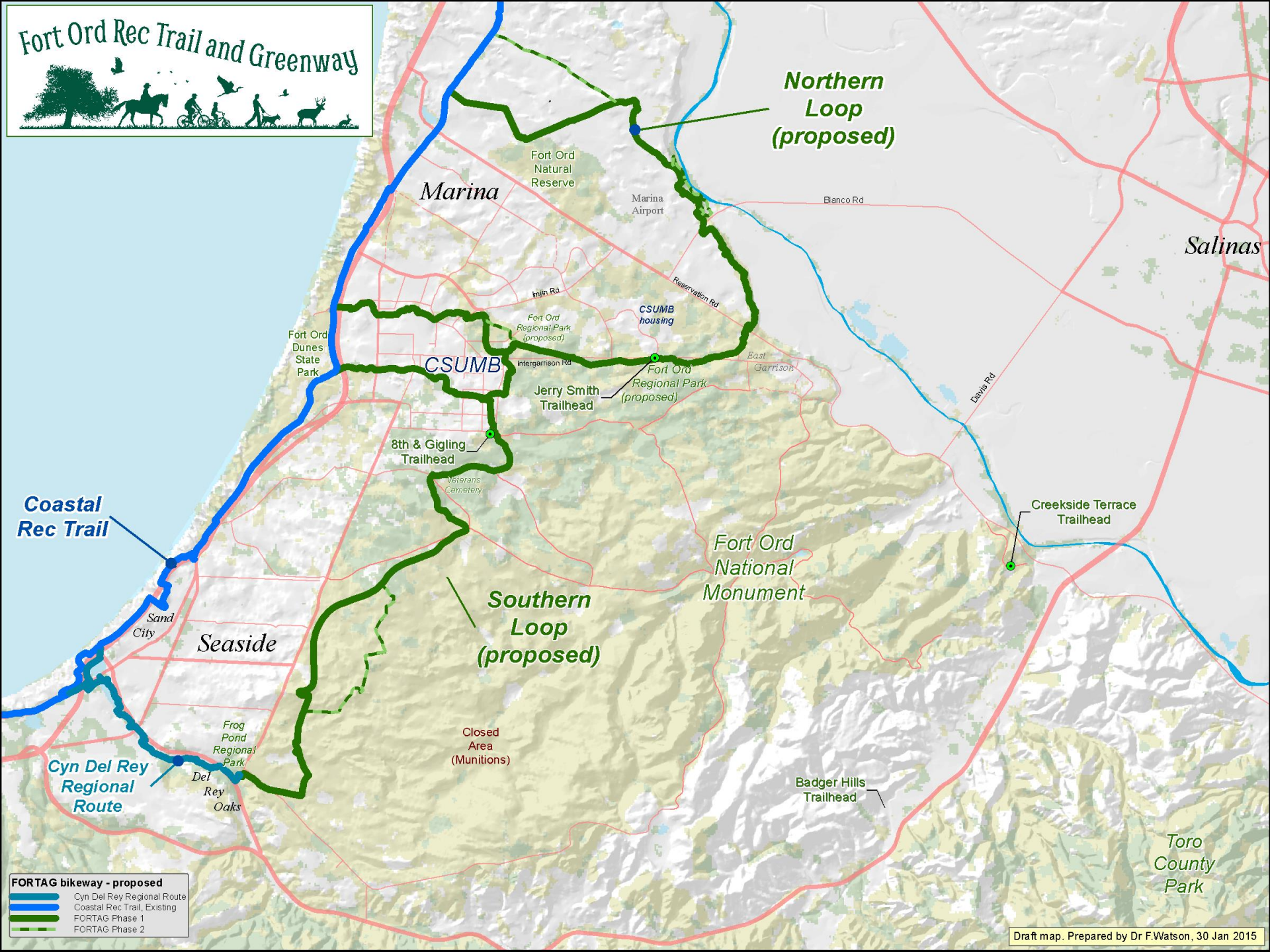


The Fort Ord Rec Trail and Greenway (FORTAG)

An open proposal

Fred Watson, Scott Waltz, et al.

This version: 11 Feb 2015



**Coastal
Rec Trail**

**Cyn Del Rey
Regional
Route**

FORTAG bikeway - proposed

- Cyn Del Rey Regional Route
- Coastal Rec Trail, Existing
- FORTAG Phase 1
- FORTAG Phase 2

**Northern
Loop
(proposed)**

**Southern
Loop
(proposed)**

What is the Trail & Greenway?

- The core of the Fort Ord Rec Trail and Greenway (FORTAG) is proposed as a continuous 12-ft wide paved or alt-paved* bikeway with an open-space buffer on either side incorporating parks, non-paved trails, habitat, developed outdoor recreation sites, and associated amenities. The open-space buffer should extend at least 150-ft on each side of the trail for the majority of its length.

The northern loop of FORTAG encircles Marina, following a 13 mile route that includes 3 miles of the existing “Coastal Rec Trail”. The southern loop of FORTAG encircles Seaside and bisects Del Rey Oaks, following a 15 mile route that includes 4 miles of the existing coastal trail system.

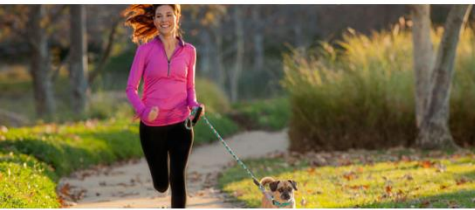
- The Trail includes spurs connecting with existing bike/pedestrian infrastructure and plans.
- Several sections of the paved* trail are accompanied by nearby unpaved trails running loosely parallel to the main paved trail. Many of these unpaved trails already exist.
- The Trail and Greenway implements several key concepts in the Fort Ord Reuse Plan, including the “Trail / Open-Space Link” (Fig 3.6-1) and “Hike/Biker” trails (Fig 3.6-3) (e.g. the planned trail along the top of the Salinas River Escarpment from East Garrison to Armstrong Ranch).
- The Trail and Greenway connects people to open-space, it connects together core habitat areas, and it facilitates interaction between Fort Ord, Monterey Peninsula, and the Salinas Valley.
- The Trail and Greenway will stimulate economic growth by attracting the highly-skilled workers and their capital to living and working in the Fort Ord region by virtue of easy access to nationally significant recreational assets a short distance from work and home (Luther Propst, Fort Ord Colloquium). It will attract the “creative classes” and reinforce the “emerging synergy between the Dunes At Monterey Bay project and the CSUMB campus” (FORP Reassessment Scoping Report).
- The Trail is **not** the same thing as bikeways that may be part of the planned Multimodal (transit) Corridor (except for about 1000 feet near 8th St Bridge). Bikeways that are part of the Multimodal Corridor are intended primarily as commuter routes. They would run close to car and bus traffic. They do not generally run through open-space, and are thus of limited recreational value.
- The Trail is intended to be a pleasant and visually obvious route that invites safe use by families with young children on bikes.
- The Trail is intended to be an artery from which to launch numerous other recreational activities.
- The Trail should complement and incidentally facilitate the regional network of bike and pedestrian routes for movement of people between developed areas (e.g. residential, retail, CSUMB, etc.)
- Development of the Trail and Greenway should be phased over 10 years, but planning for it should occur now.

*Alternatives to paving may be more appropriate in some segments of FORTAG. See separate slide on this topic.

What would the Trail look like? Some examples from around the nation

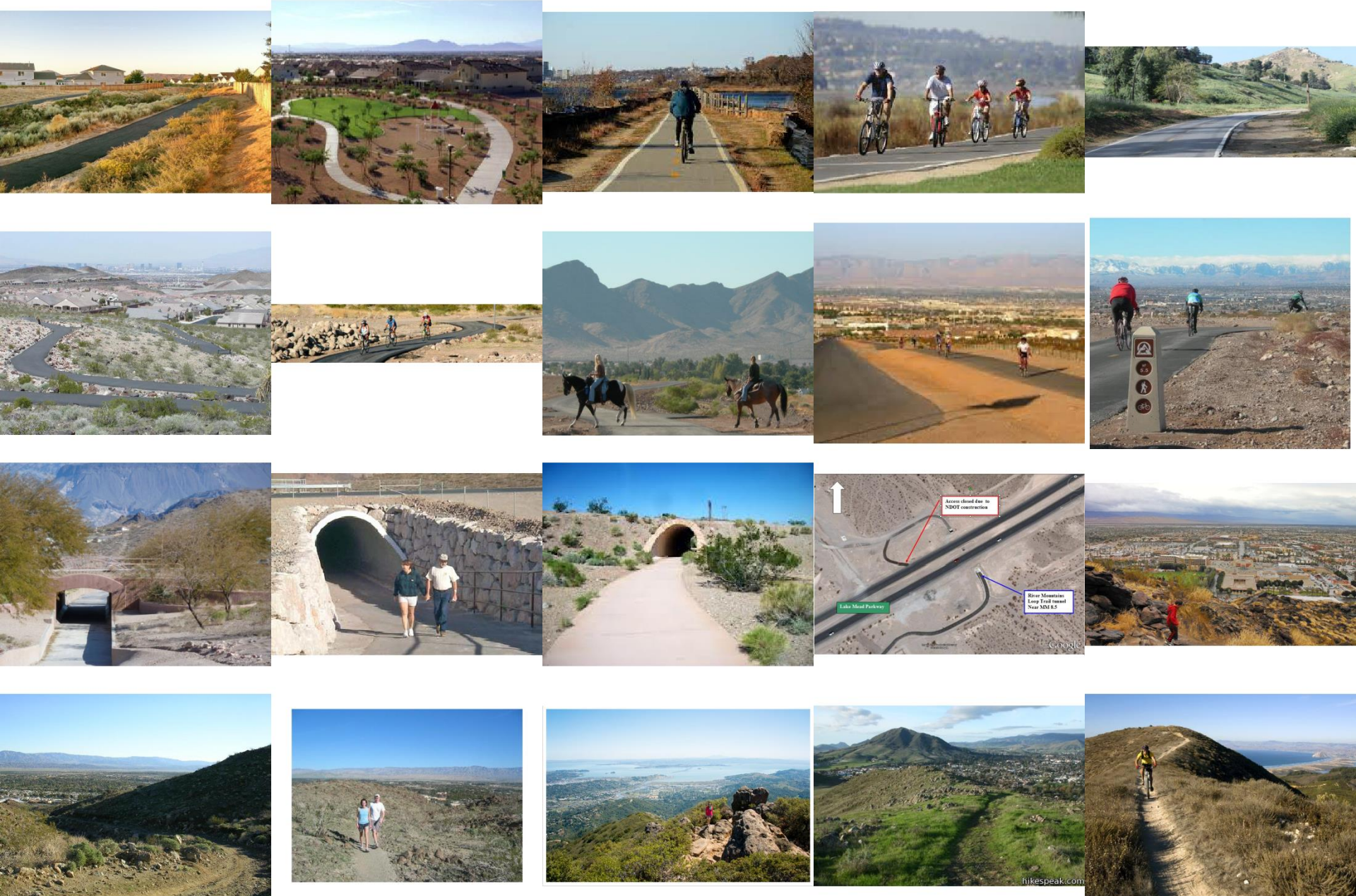


TierraBela promotes health and wellness among its residents through its amenities like the fitness trail where biking is a breeze.



Note: These images were downloaded ad lib from the web. Their copyright status is unknown.

More examples – from drier areas



Note: These images were downloaded ad lib from the web. Their copyright status is unknown.

More examples - aerial views

San Francisco



Monterey



Seaside



Melbourne (Australia)



Sacramento



Orange County



Cheyenne



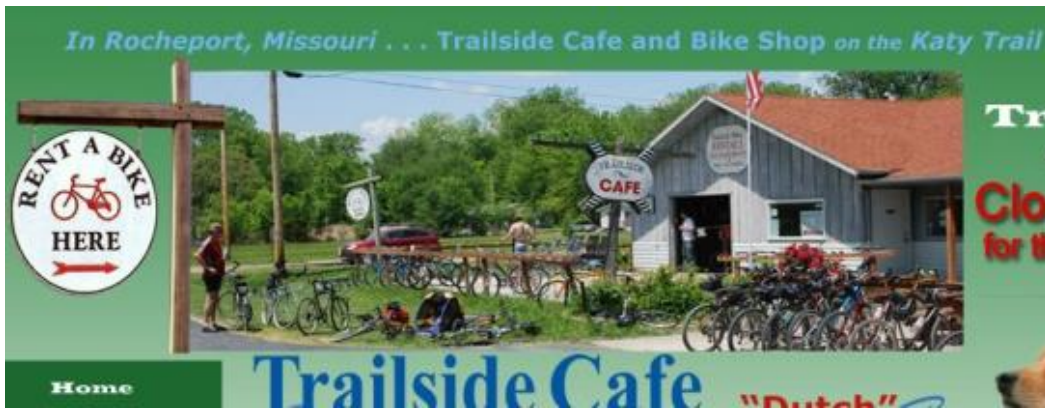
Watsonville



Salinas



Trailside amenities



Trail & Greenway Design Guidelines

- Trail construction
 - The 'trail' is intended to be constructed to a level that facilitates all-weather use by:
 - Young children (e.g. 6 years old) – throughout the entire trail
 - Commuter bikes and road bikes travelling at a safe speed – throughout the entire trail
 - Strollers – throughout the entire trail
 - Wheelchairs - in key segments
 - Walkers, joggers, runners, hikers, birders etc.
 - This use standard is commonly achieved using asphalt paving 12 feet wide, with a stripe painted down the middle.
 - In certain more-remote segments, lower-impact but functionally equivalent designs may be considered, such as alternatives to paving ('alt-paving') like cemented decomposed granite, widths narrower than 12-ft, and no striping.
 - In certain more-developed segments, enhancements may be considered, such as lighting, and separate bike and pedestrian 'lanes'
- Greenway definition
 - The 'greenway' is intended to be connected open-space, where 'open-space' includes:
 - Parks and playing fields
 - Natural habitat
 - Agricultural fields
 - Related amenities such as restrooms, trailheads, trailhead parking, campgrounds
- Trail / greenway relationship
 - The trail should be 'Class 0' through the majority of its length. 'Class 0' is a term introduced by the FORTAG team in order to place the trail within the context of conventional urban design guidelines, which use the terms Class 1, Class 2, and Class 3. Thus:
 - Class 3 bikeways are merely routes along existing roads, with signage designating the route as a bikeway
 - Class 2 bikeways share the road surface with vehicles, but with a stripe painted to visually exclude cars from the bikeway
 - Class 1 bikeways are physically separated from roads by at least a curb, but are usually close enough to roads to be impacted by noise, smell, visual impacts, frequent crossings of smaller roads, and sufficient proximity to roads that there remains a risk that novice riders and young riders could stray onto the roadway, despite the curb
 - Class 0 trails (a term introduced here) are separated by roadways by at least 150 feet of open space on either side, or meandering back and forth within an overall greenway that is at least 300 feet wide. Class 0 trails are typically paved or alt-paved, to remain passable by young children, slow-moving road bikers, etc. An alternative term might be 'recreational trail', but this term is used more generally than is intended here.
 - Use of a Class 0 trail should be an intrinsic experience in transportation *and* recreation.

FORTAG - Regional context

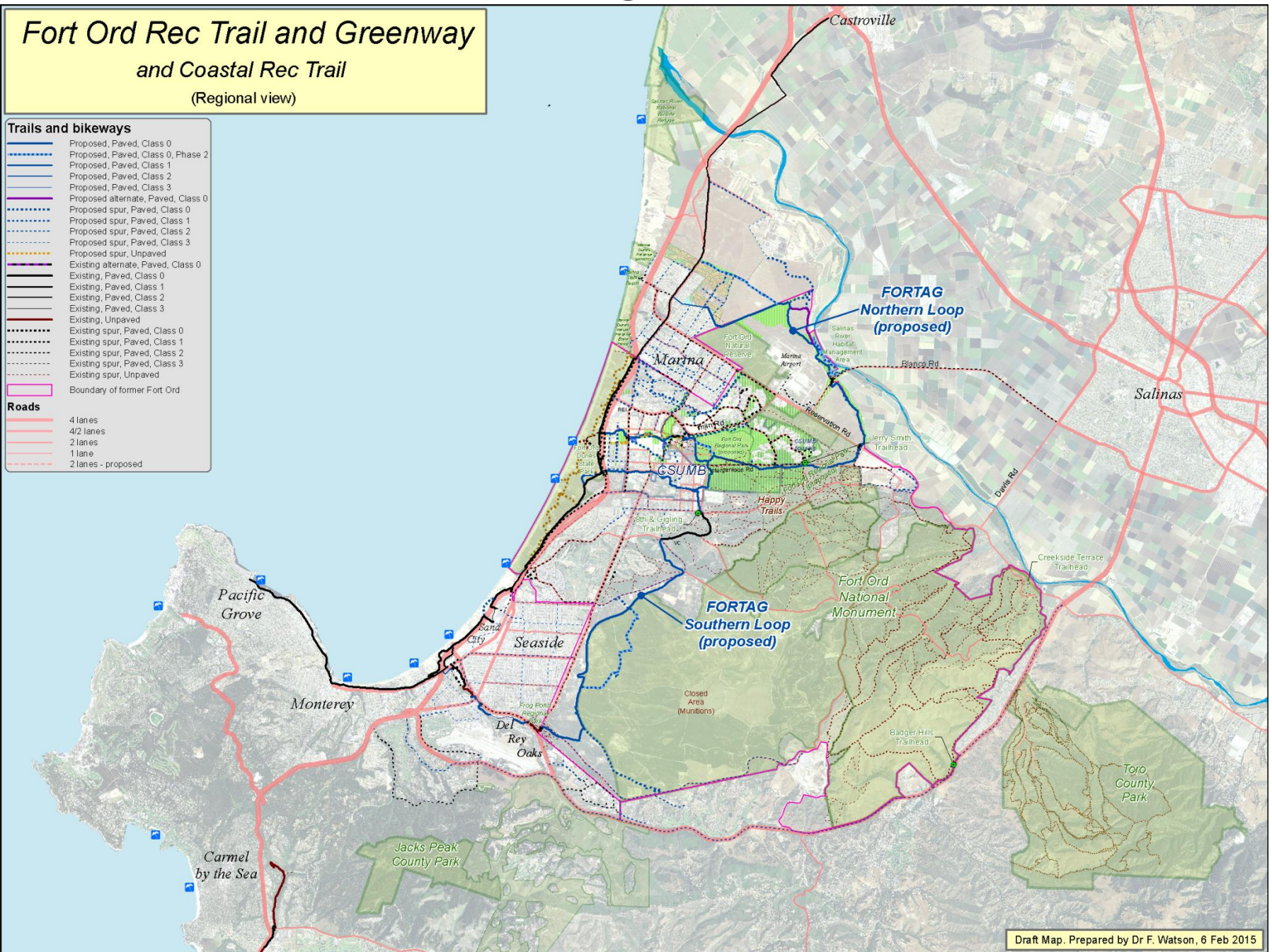
Fort Ord Rec Trail and Greenway and Coastal Rec Trail (Regional view)

Trails and bikeways

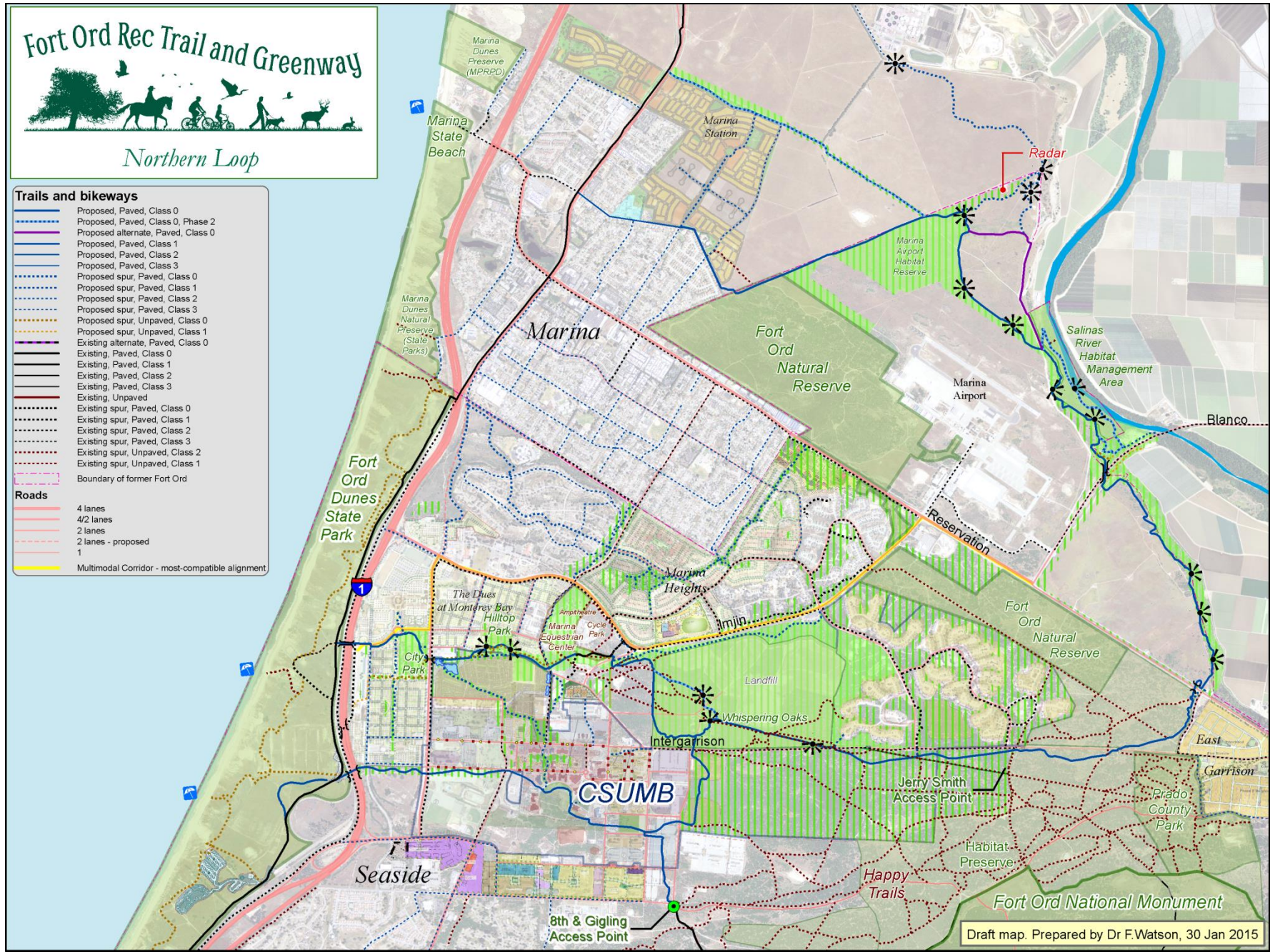
- Proposed, Paved, Class 0
- - - Proposed, Paved, Class 0, Phase 2
- - - Proposed, Paved, Class 1
- - - Proposed, Paved, Class 2
- - - Proposed, Paved, Class 3
- Proposed alternate, Paved, Class 0
- - - Proposed spur, Paved, Class 0
- - - Proposed spur, Paved, Class 1
- - - Proposed spur, Paved, Class 2
- - - Proposed spur, Paved, Class 3
- - - Proposed spur, Unpaved
- Existing alternate, Paved, Class 0
- Existing, Paved, Class 0
- Existing, Paved, Class 1
- Existing, Paved, Class 2
- Existing, Paved, Class 3
- - - Existing, Unpaved
- - - Existing spur, Paved, Class 0
- - - Existing spur, Paved, Class 1
- - - Existing spur, Paved, Class 2
- - - Existing spur, Paved, Class 3
- - - Existing spur, Unpaved
- Boundary of former Fort Ord

Roads

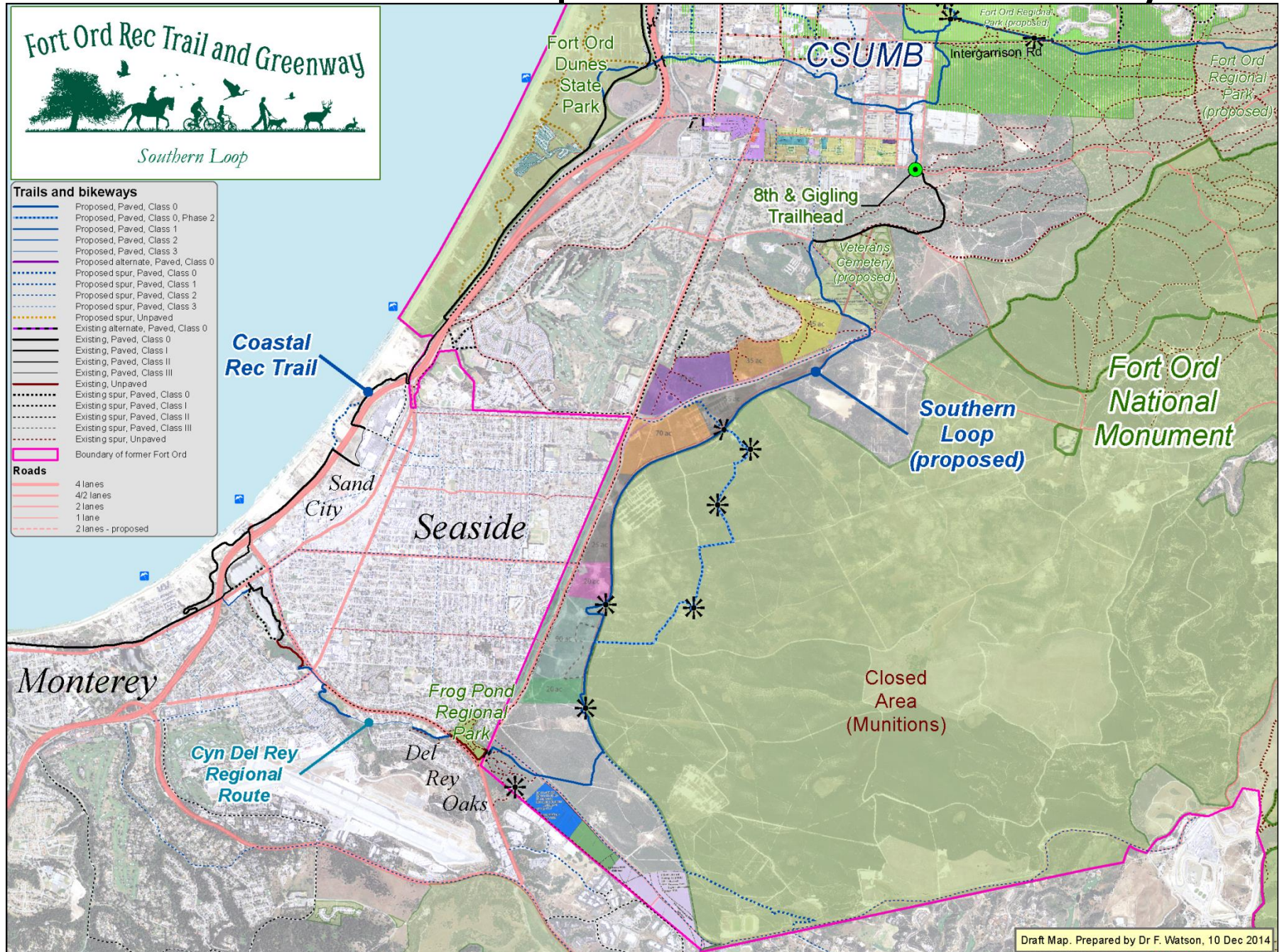
- 4 lanes
- - - 4/2 lanes
- - - 2 lanes
- - - 1 lane
- - - 2 lanes - proposed



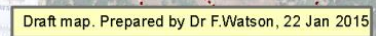
FORTAG – northern loop near CSUMB & Marina



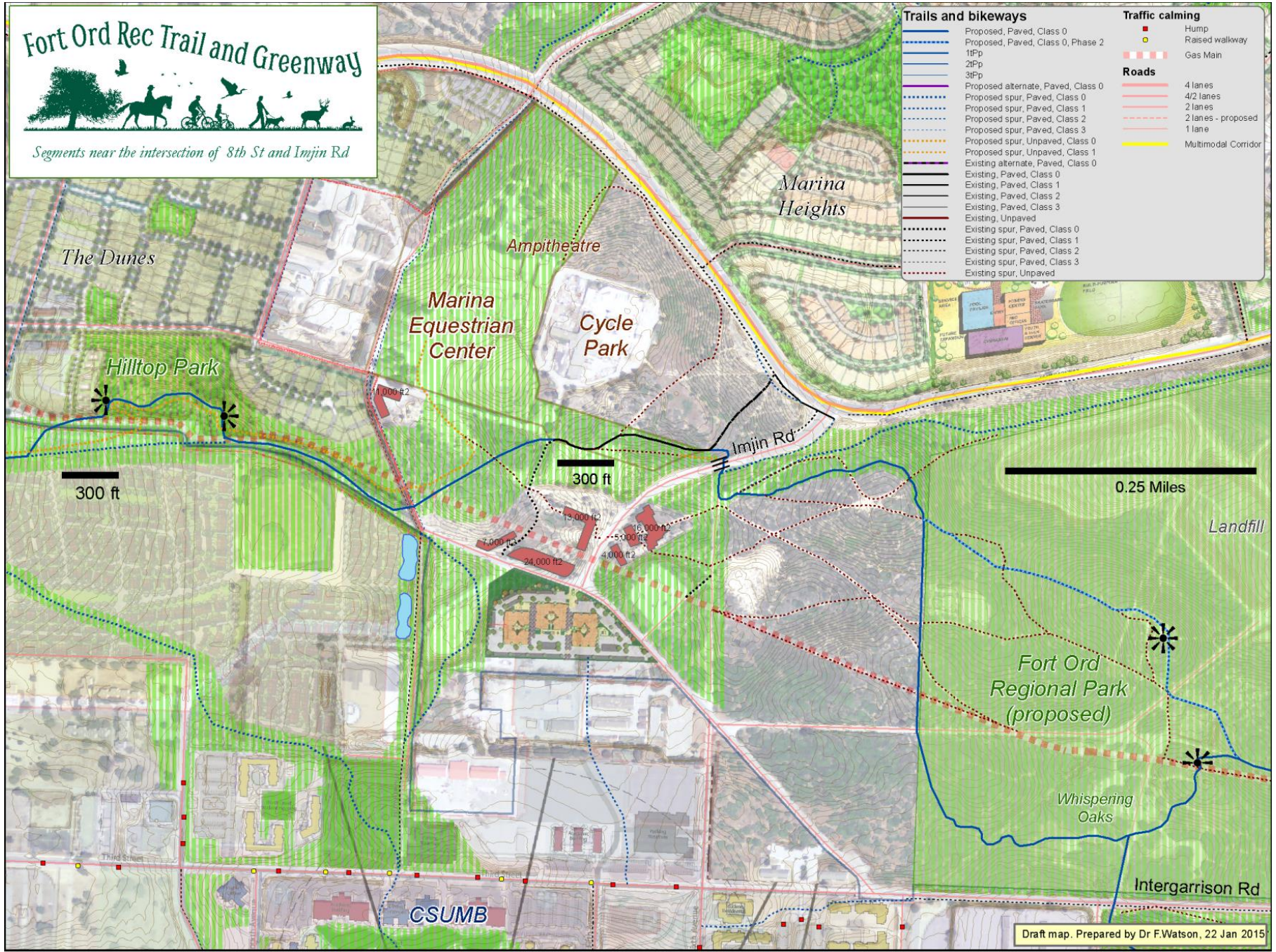
FORTAG – southern loop near Seaside & Del Rey Oaks



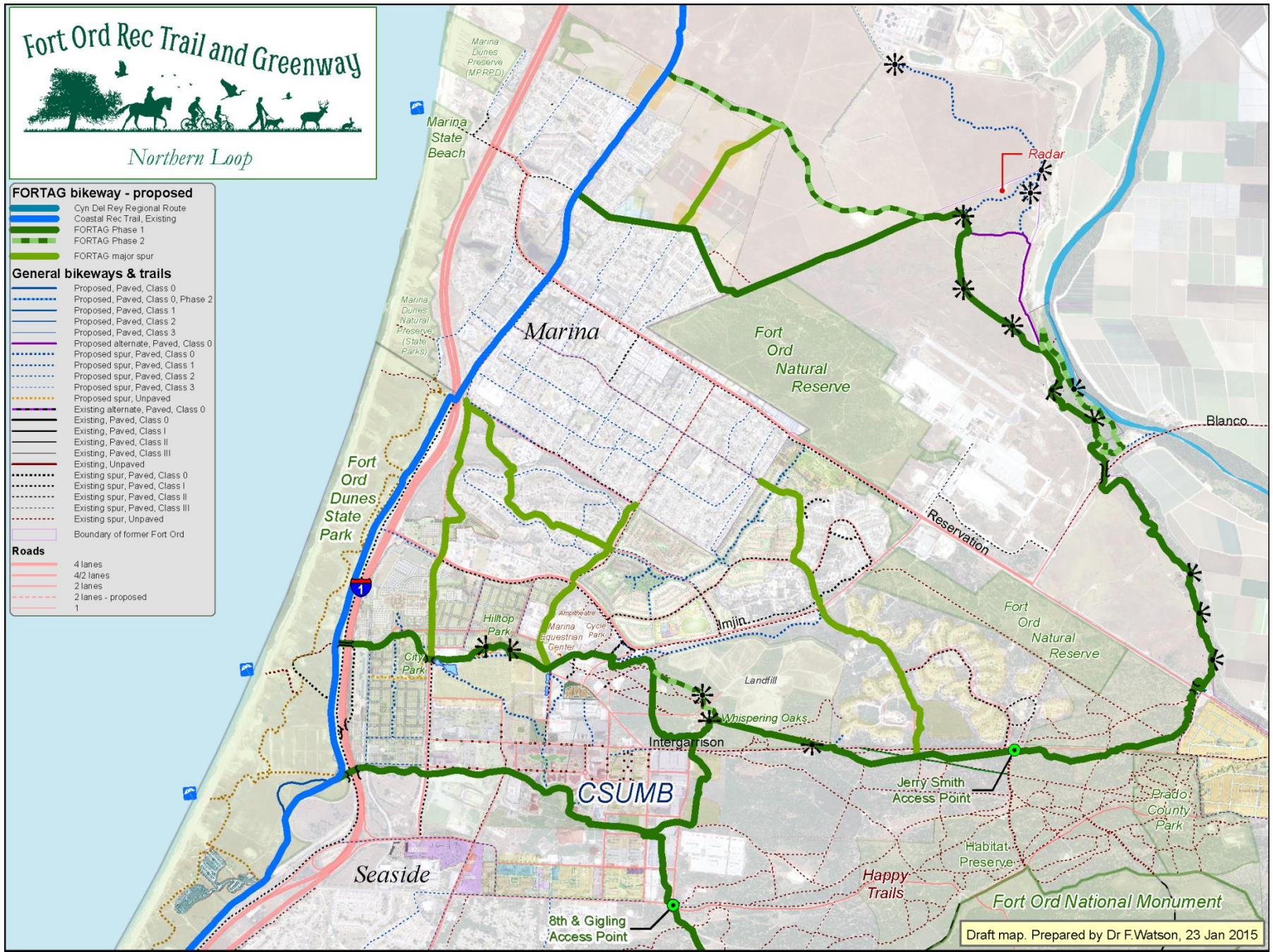
***Fort Ord Rec Trail and Greenway
and Coastal Rec Trail***
(Segments between State Park and Intergarrison Rd)



FORTAG – Segments near the intersection of 8th St and Imjin Rd



FORTAG – Major trail connections within Marina



FORTAG - Segments near Marina

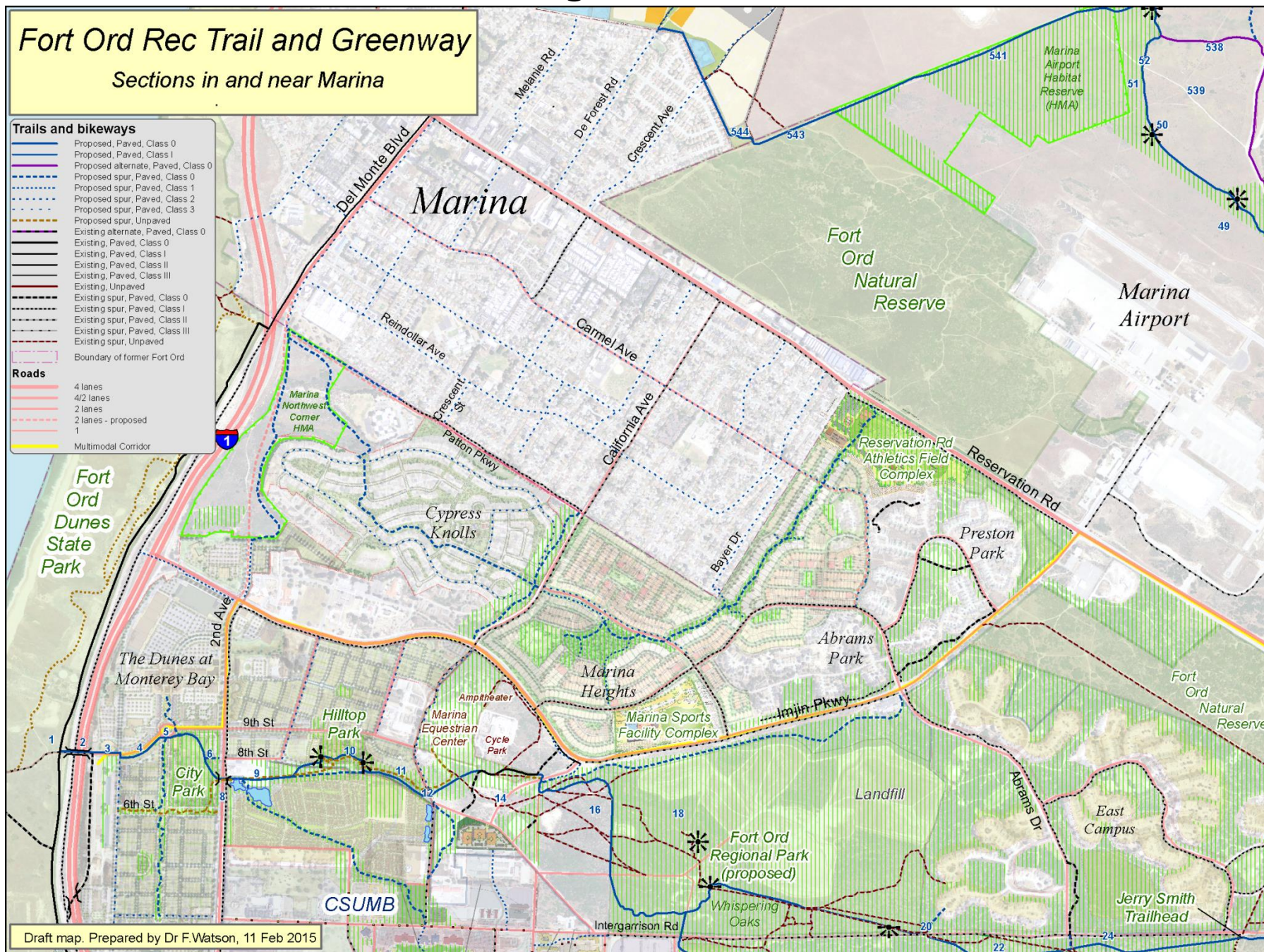
Fort Ord Rec Trail and Greenway Sections in and near Marina

Trails and bikeways

- Proposed, Paved, Class 0
- Proposed, Paved, Class I
- Proposed alternate, Paved, Class 0
- Proposed spur, Paved, Class 0
- Proposed spur, Paved, Class 1
- Proposed spur, Paved, Class 2
- Proposed spur, Paved, Class 3
- Proposed spur, Unpaved
- Existing alternate, Paved, Class 0
- Existing, Paved, Class 0
- Existing, Paved, Class I
- Existing, Paved, Class II
- Existing, Paved, Class III
- Existing, Unpaved
- Existing spur, Paved, Class 0
- Existing spur, Paved, Class I
- Existing spur, Paved, Class II
- Existing spur, Paved, Class III
- Existing spur, Unpaved
- Boundary of former Fort Ord

Roads

- 4 lanes
- 4/2 lanes
- 2 lanes
- 2 lanes - proposed
- 1
- Multimodal Corridor



FORTAG - Segments near Frog Pond Regional Park

Fort Ord Rec Trail and Greenway (FORTAG)

Segments near Frog Pond Regional Park

Trails and bikeways

- Proposed, Paved, Class 0
 - Proposed, Paved, Class 0, Phase 2
 - Proposed, Paved, Class 1
 - Proposed, Paved, Class 2
 - Proposed, Paved, Class 3
 - Proposed alternate, Paved, Class 0
 - Proposed alternate, Paved, Class 0, Phase 2
 - Proposed spur, Paved, Class 0
 - Proposed spur, Paved, Class 1
 - Proposed spur, Paved, Class 2
 - Proposed spur, Paved, Class 3
 - Proposed spur, Unpaved
 - 1sGp
 - Existing alternate, Paved, Class 0
 - Existing, Paved, Class 0
 - Existing, Paved, Class 1
 - Existing, Paved, Class 2
 - Existing, Paved, Class 3
 - Existing, Unpaved
 - Existing spur, Paved, Class 0
 - Existing spur, Paved, Class 1
 - Existing spur, Paved, Class 2
 - Existing spur, Paved, Class 3
 - Existing spur, Unpaved
 - Crosswalk
 - Open-space, Outdoor recreation, Habitat, Associated amenities
 - Municipal boundary
 - Boundary of former Fort Ord
- ### Roads
- 4 lanes
 - 4/2 lanes
 - 2 lanes
 - 2 lanes - proposed

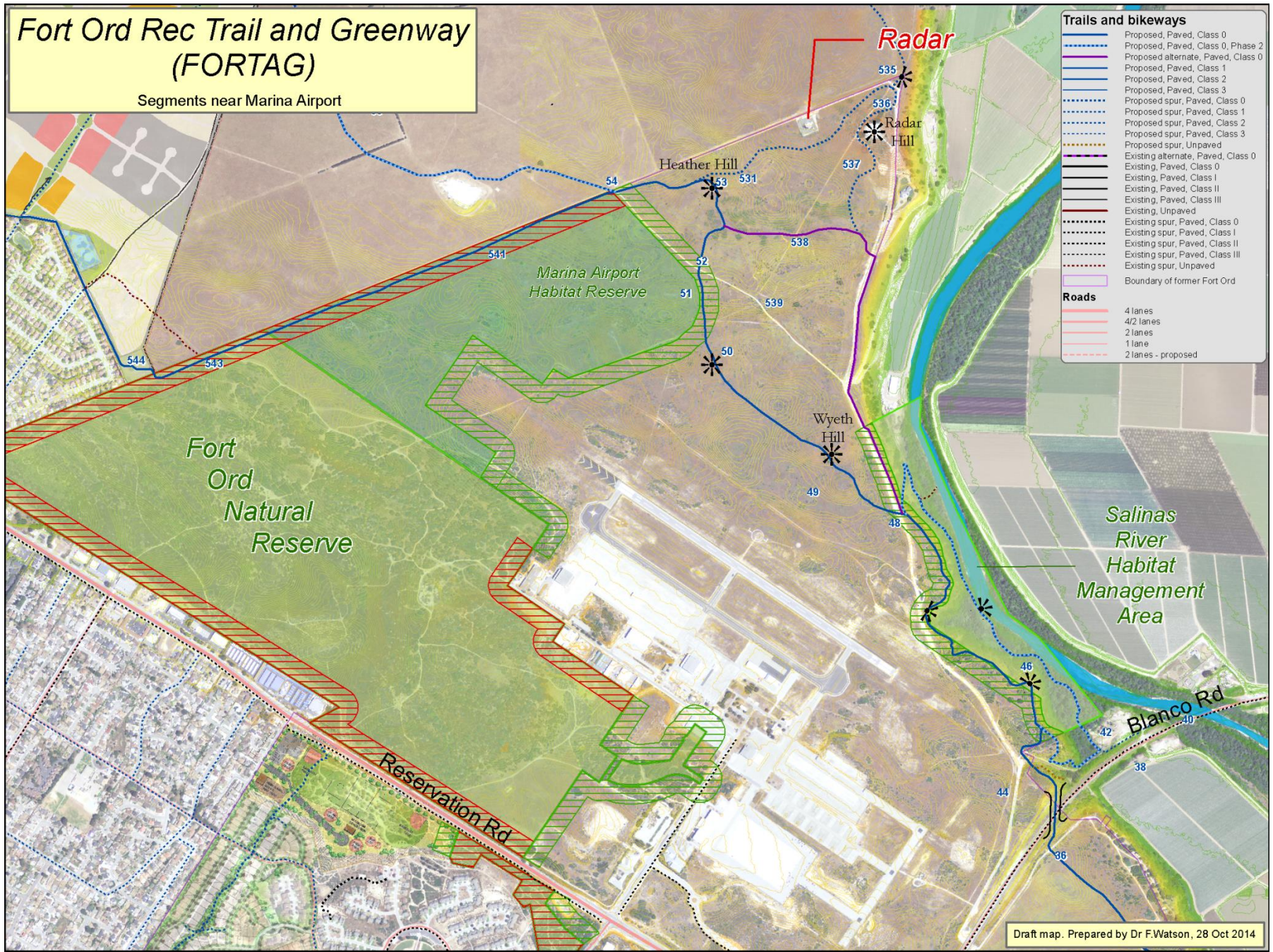
031-191-018-000
Zoning: IR-150-D2
GP: Industrial
BRP: Public Facilities/
Institutional
Acreage: 21.7

Under remediation -
starts in 2015

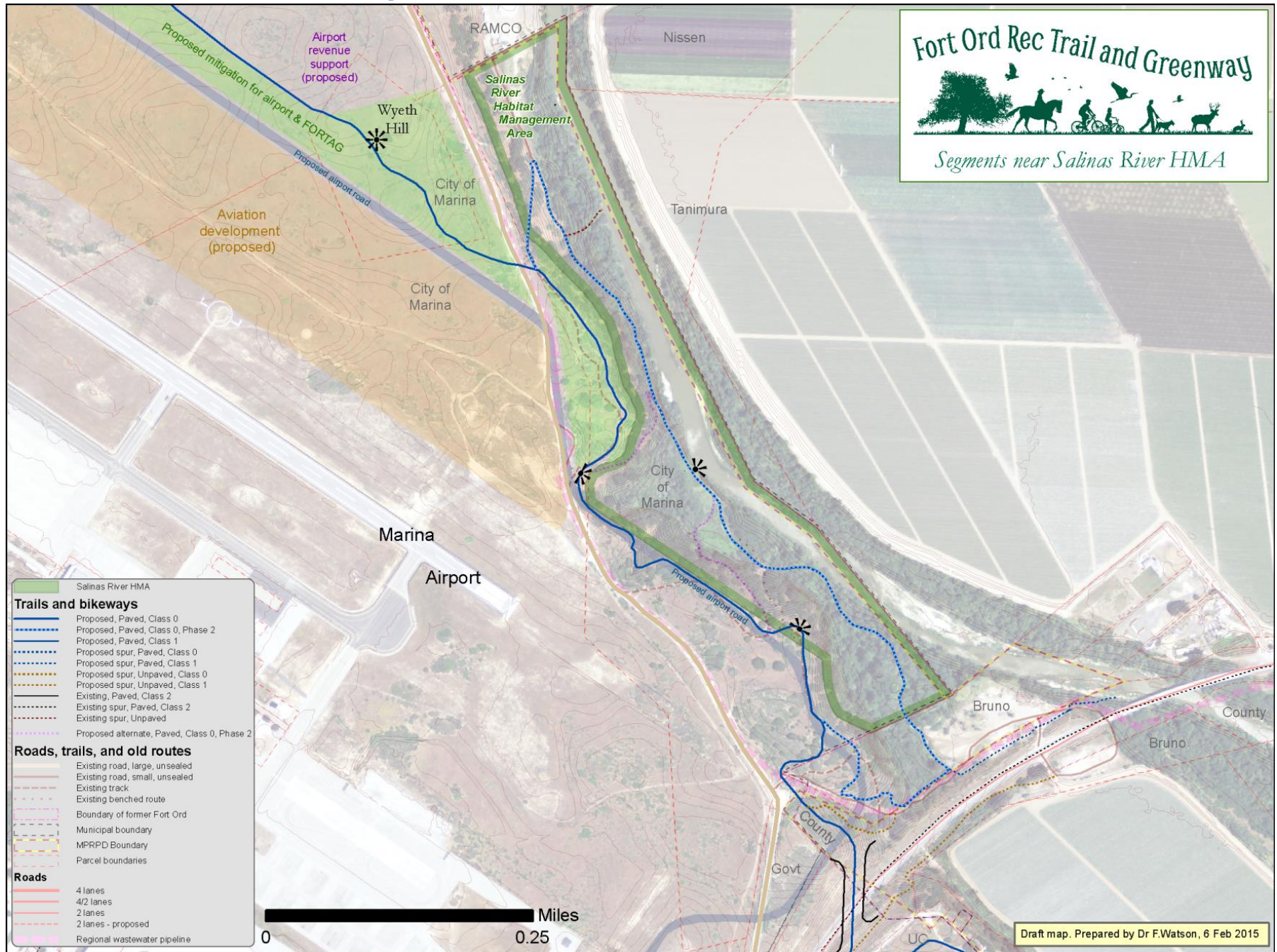
FORTAG - Segments north of Marina Airport

Fort Ord Rec Trail and Greenway (FORTAG)

Segments near Marina Airport

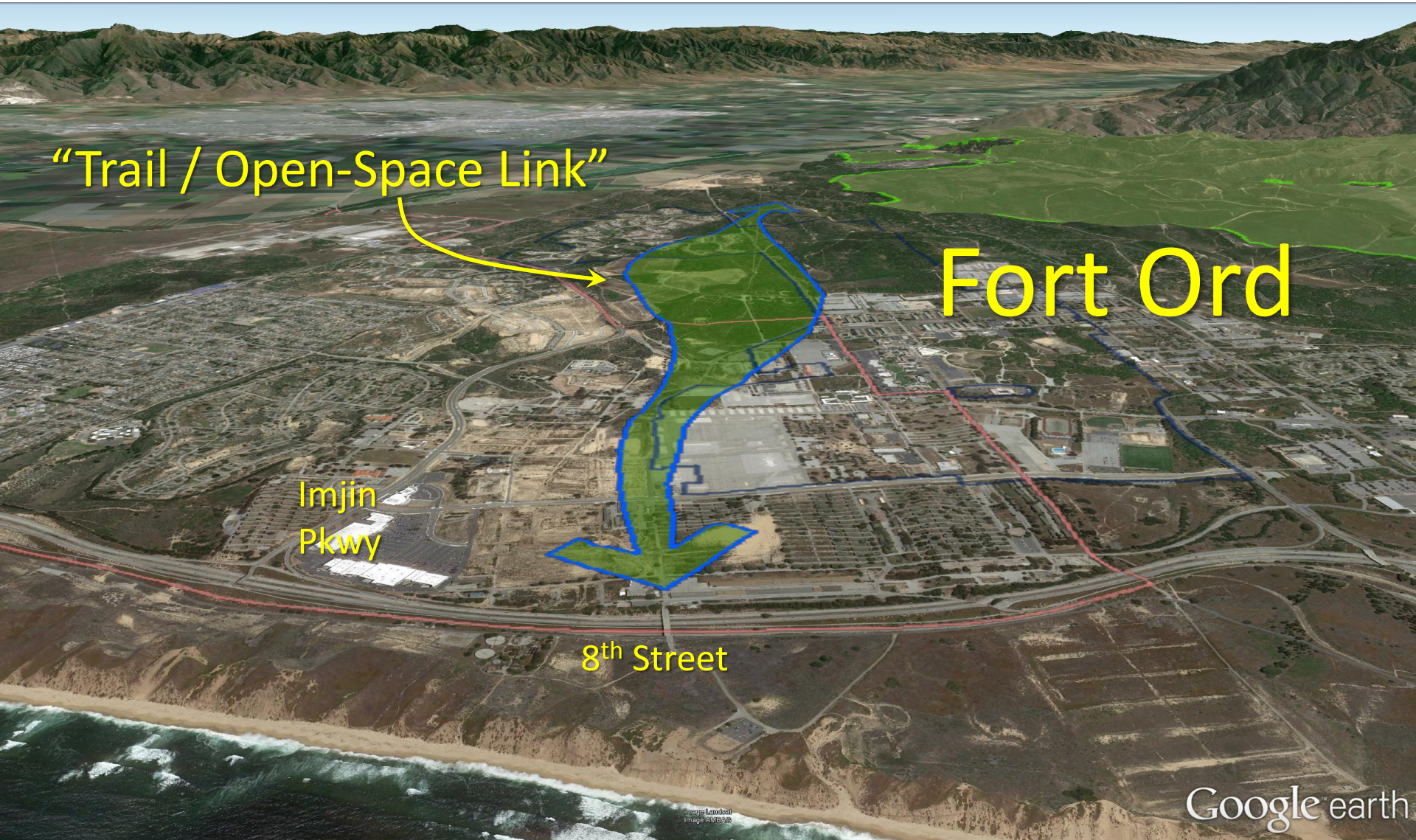


FORTAG - Segments near the Salinas River Habitat Reserve



Draft map. Prepared by Dr F.Watson, 6 Feb 2015

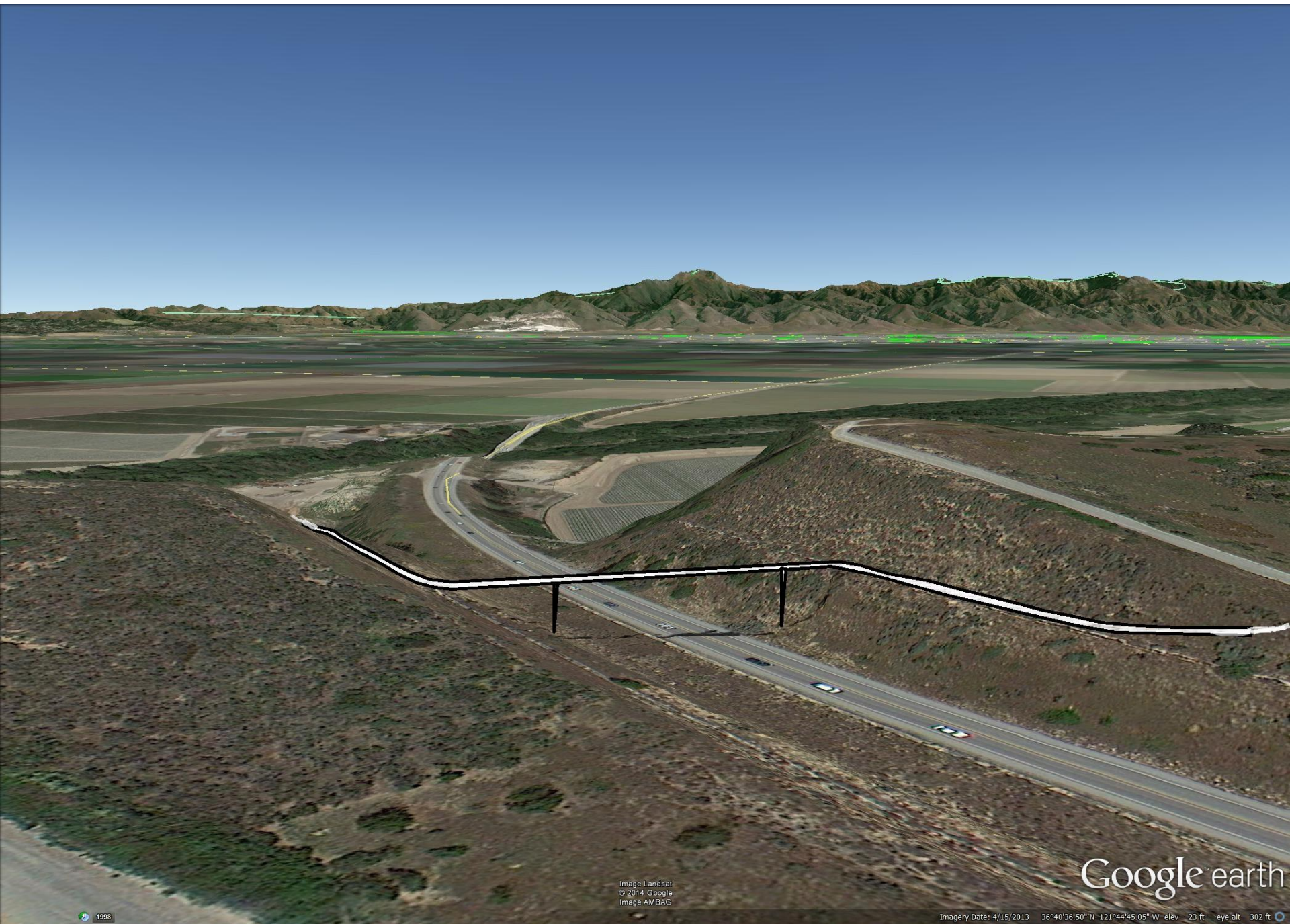
The Fort Ord Rec Trail and Greenway implements the Trail / Open-Space Link and other trailways indicated in the Fort Ord Reuse Plan



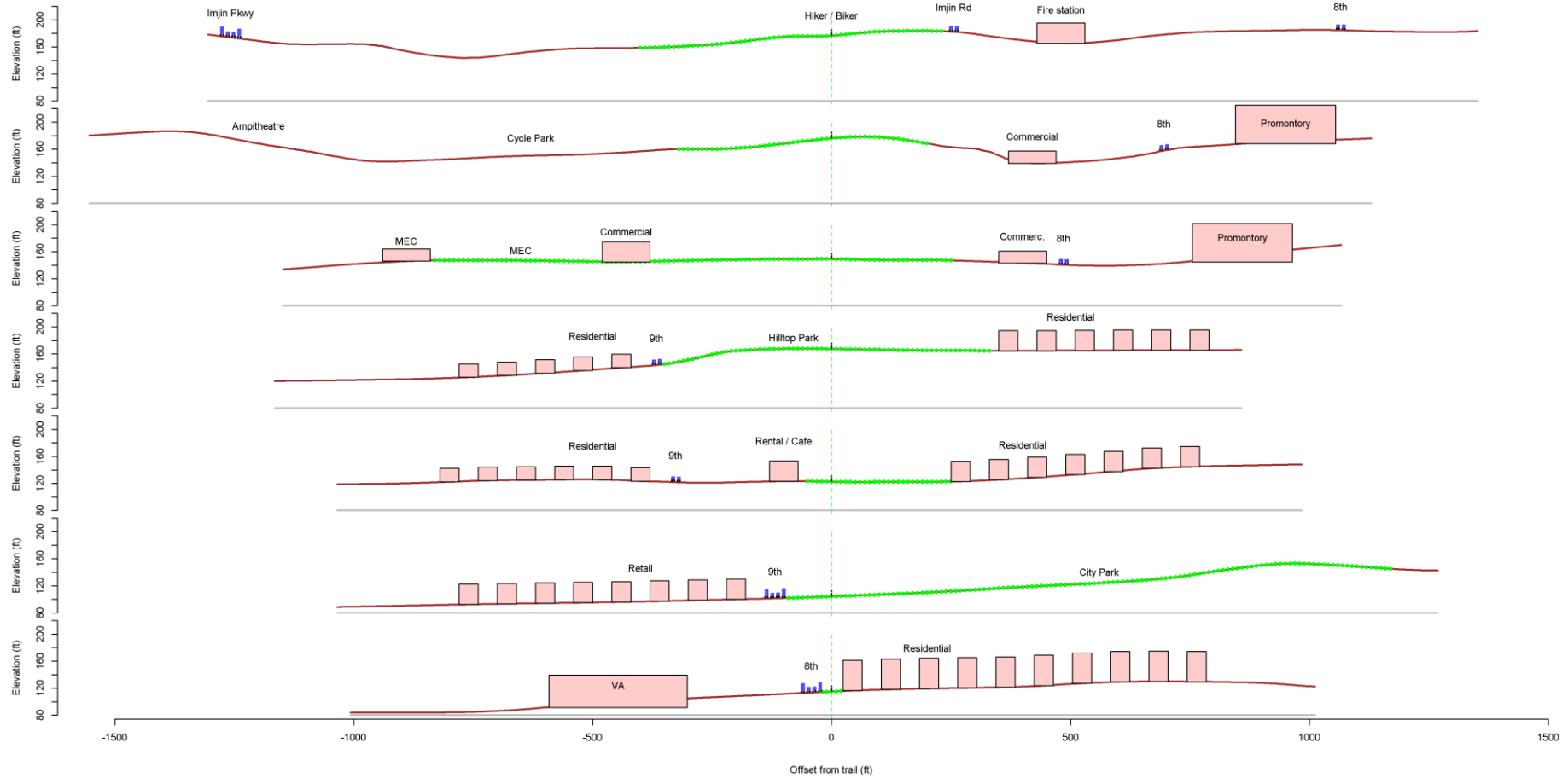
The Fort Ord Rec Trail and Greenway starts by implementing the Trail / Open-Space Link indicated in the Fort Ord Reuse Plan



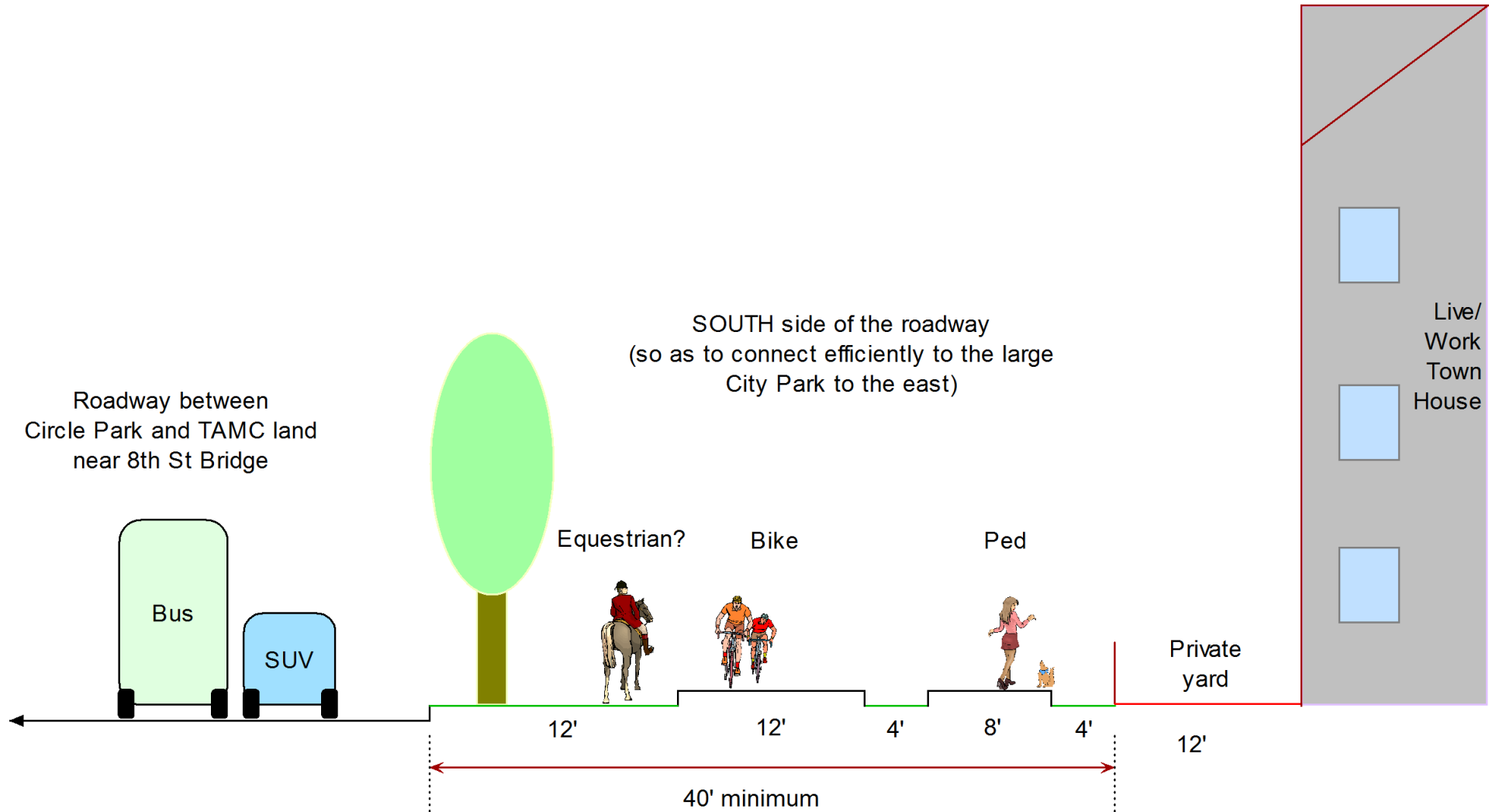
FORTAG includes 1 new bridge and 3 new underpasses



Planning FORTAG requires thinking the form and position of all components of the built and open landscape



The proposed FORTAG greenway narrows to 40-feet as 8th Street approaches the bridge over Highway 1



Remaining slides

- Specific Notes on Segments 1 through 64 (9 slides)
- Phasing
- Additional map overlays & visualizations showing:
 - Population density
 - Trail / Open-Space Link from Fort Ord Reuse Plan
 - Marina General Plan 2006
 - Parcels
 - Habitat corridors
 - County 2012 FORHA trail master plan
 - Blanco Canyon Bike Bridge – visualization
 - Salinas River Habitat Management Area

Notes on specific trail segments (Part 1)

- Segment 1 – Intersection with Coastal Rec Trail at Fort Ord Dunes State Park
 - Minimal constraints. Signage needed.
- Segment 2 – 8th St Bridge
 - Bridge shared with day-use traffic visiting State Park. Required upgrades include: (1) re-striping of roadway so that roadway includes 2 car lanes, 1 bike lane (Class II), and the existing raised pedestrian sidewalk, (2) augmentation of railing on north side to meet current ped/bike standards, (3) signage.
- Segment 3 – TAMC land east of bridge (TAMC = Transport Agency for Monterey County)
 - Includes about 400 ft of the proposed Trail
 - Convergence between Multimodal Corridor and Fort Ord Rec Trail. Careful planning required. Rec Trail must have obvious and safe route through this area – navigable by families with young children on bikes.
 - Probably need to use north side of MMC here, because of power poles and a very large transformer on south side (unless existing TAMC building is removed for some reason)
- Segment 4 – Through Dunes on Monterey Bay (DMB) development, along interface between Multimodal Corridor and a residential area
 - Includes about 800 ft of the proposed Trail
 - Trail here needs to have separated bike and ped trails because it is likely to receive high densities of bike/ped traffic compared to other sections of FORTAG
 - Trail appears to be compatible with DMB specific plan, utilizing a green corridor in front of the residential units that appears to be wide enough to accommodate the Trail while maintaining emotional connection to open space west and east of this section
 - This section has the narrowest open-space buffer of any section of the Trail
 - A good analogue is the narrowest part of the Coastal Rec Trail as it runs behind Cannery Row
 - A simultaneous alternate to this segment (e.g. for equestrians) runs 1000 ft south of this segment
- Segment 5 – Road crossing (“Marina Green Avenue”) within Dunes on Monterey Development
 - Signage and safety elements needed. Visual continuity of Trail is important.
- Segment 6 – Through large City Park within Dunes on Monterey Development
 - Includes about 1000 ft of the proposed Trail
 - Trail follows one of the existing alternatives within the DMB specific plan
 - City park is on land with a National Park Service open-space deed restriction

Notes on specific trail segments (Part 2)

- Segment 8 – Underpass beneath 2nd Avenue
 - One of the most expensive components of the Trail
 - Large enough for bikes, pedestrians, equestrians, and some habitat continuity for small wildlife
 - Aligns with existing stormwater infrastructure that will probably need retirement as CSUMB becomes required to retain all stormwater on site
 - A recent example exists under Carmel Valley Road at Hatton Cyn
 - Interim surface crossing can occur at intersection with 8th St
- Segment 9 – Along and within northern border of future CSUMB residential area
 - Currently blight – a huge (62 acre) paved de facto parking lot
 - Planned as residential area in CSUMB master plan, with narrow greenways, and stormwater percolation ponds
 - FORTAG aligns with concepts in CSUMB master plan, but requires re-arranging some elements for better connectivity
 - Compatible with stormwater percolation ponds as an open-space element e.g. just near MIRA building at the low point in CSUMB land before water would otherwise run off site (MIRA = Monterey Institute for Research in Astronomy)
 - This segment also goes through a small section of city land, currently occupied by a low-use garage building (just east of MIRA) and a lot of pavement
 - Opportunity exists for trailside retail (cafes, bike rental etc.) either within CSUMB land (possibly transferred to Marina in a land swap for the Marina Corp Yard) or within the parcel on which the Marina garage building stands (an economic development conveyance parcel). The garage building itself could be retrofitted creatively to accommodate bike rental, cafes etc.
- Segment 10 – Through Hilltop Park in DMB land
 - Hilltop Park is part of the DMB specific plan. It has views of Monterey Bay from Pt Pinos to Davenport.
 - This would be one of the highlights of the trail, an unexpected view, unexpectedly close to an otherwise developed area
- Segment 11 – Grade on old 8th Street
 - Existing 8th St pavement can be used
 - PG&E gas line easement occurs on north side of 8th St, and could be used as an open-space buffer
 - Trail may need to cut through small portion of easternmost tip of DMB land to facilitate connection with city land and Marina Equestrian Center. DMB specific plan indicates housing units in this area, but alternate maps provided by DMB suggest that DMB has some flexibility in this area and could move units in order to leverage benefits of the Trail.
 - Existing habitat value (special status plant species) in vicinity
 - New CSUMB playing field just south of here. Forms part of greenway

Notes on specific trail segments (Part 3)

- Segment 12 – Crossing 5th Avenue
 - Intersection with bike commuter traffic between CSUMB and Marina
 - An old bike trail exists in this area, with an alignment that may be compatible to some extent with the west-east trend of the FORTAG
 - The old bike trail is buried by ice plant etc for much of its length, but could easily be cleaned up and used. It runs through some of the better natural vegetation (oak, manzanita, etc.) in this area (as opposed to the direct west-east route, which runs through some fairly unsightly bare sand and (non-native) Monterey pine)
- Segment 14 – City land
 - Has existing habitat value (chaparral), but would benefit from some habitat restoration
 - Existing equestrian use. General area of connection between Fort Ord Rec Trail and Marina Equestrian Center (which has a National Parks Service open-space deed restriction)
 - Old Army “Prison” is just north, currently used for construction plant (concrete etc.). Possible future use could be as a cycle park (velodrome, BMX etc.)
 - Existing equestrian crossing at Imjin Rd as it bends south to meet 8th St (Note that Imjin Rd and Imjin Parkway are different things, connected together)
 - Possible future site for fire station (just east of Imjin Rd?), which could be located at a terrain low-point without crucially affecting the open-space feel of the greenway in this area (perhaps?)
 - Existing parking lot opposite Promontory site could function as a trailhead
 - Parcel nearest MEC is E2d.3.2, APN 031-101-055-000, assessed to City of Marina, “Development / Mixed Use”
 - Parcel just east of Imjin Rd is L20.17.2, APN 031-031-015-000, assessee unlisted, “Maintenance Center Park”
- Segment 16 – University of California “8th St MBEST Parcel”
 - Substantial existing habitat (oak woodland and chaparral) and open-space value, including 360° viewpoints
 - This proposal recommends that this parcel (and all UC MBEST land) be acquired for greenway purposes e.g. by CSUMB or BSLT
 - Main paved trail (proposed) should be supplemented by existing (sandy) equestrian trails
 - Needs rezoning in Marina general plan (currently zoned for development)
- Segment 18 – Whispering Oaks & Landfill
 - Substantial existing habitat (oak woodland and chaparral) and open-space value, including 360° viewpoints
 - County-owned, but fate uncertain in wake of dissolution of redevelopment agencies
 - Includes 1000-ft buffer around landfill with restricted development (no residential, schools, or medical facilities)
 - Should be acquired ultimately by a public recreation agency e.g. Monterey Peninsula Regional Parks District (and possibly initially by an intermediary e.g. a land trust)
 - Main paved trail (proposed) should be supplemented by existing (sandy) equestrian trails
 - Small area of dilapidated infrastructure in Whispering Oaks may be opportunity for low-cost CSUMB-led outdoor interpretive and environmental educational facility, by virtue of pre-existing gravel staging area and presumed pre-existing utilities (water and power) (about half of this area is outside the 1000 ft buffer)
 - Need special accommodation within Fort Ord Habitat Conservation Plan (HCP) for paved bikeway within this parcel

Notes on specific trail segments (Part 4)

- Segment 20 – Crossing Intergarrison Rd
 - Surface crossing, at existing signed equestrian crossing
- Segment 22 – Through (future) CSUMB habitat parcel
 - Closed since late 2007 under “ESCA” process; expected to be re-opened within 1-2 years
 - Add pavement to existing trail
 - Many other unpaved trails would remain unpaved, e.g. the existing Sgt Allan MacDonald Corridor
- Segment 24 – Jerry Smith Trailhead
 - Popular existing trailhead for access to Fort Ord National Monument through Jerry Smith Corridor
- Segment 26 – Through county habitat “corridor” parcel
 - Closed since late 2007 under “ESCA” process; expected to be re-opened within 1-2 years
 - Trail plan uncertain in this area
 - Add pavement to existing trail at western end of parcel; and add new Class I trail along 500 ft eastern section of Intergarrison Rd (since the existing trail in eastern of this parcel is a very good dirt mountain bike single-track trail with high existing use e.g. by CCCX races)
 - Need special accommodation within Fort Ord Habitat Conservation Plan (HCP) for paved bikeway within this parcel
- Segment 28 – Crossing Intergarrison Rd
 - Need new surface crossing i.e. signage and road markings
- Segment 30 – Through county East Garrison habitat parcel
 - Can mostly utilize existing sandy trail alignments
 - Should be kept as close to East Garrison community as possible, to facilitate EG use of trail, and protect substantial existing north-south movement of large wildlife through this area
 - Need special accommodation within Fort Ord Habitat Conservation Plan (HCP) for paved bikeway within this parcel

Notes on specific trail segments (Part 5)

- **Segment 32 – Underpass beneath Reservation Rd**
 - Expensive, but perhaps less so if can be included in an upgrade to Reservation Rd if this section of it becomes part of the planned Multimodal Corridor
 - Needs to accommodate bikes, pedestrians, equestrians, and large wildlife
 - One of the few remaining places where large wildlife can connect between the Santa Lucia Mtns and the Santa Cruz Mtns
 - Asset to East Garrison community
- **Segment 34 – Salinas River Escarpment**
 - Spectacular views of Salinas Valley agriculture and the Salinas River corridor
 - Facilitates interaction between Monterey Peninsula and the Salinas Valley
 - High existing use by large wildlife as a connection between Fort Ord and Salinas River
 - Currently part of University of California MBEST land
 - This proposal recommends that this parcel (and all UC MBEST land) be acquired e.g. by CSUMB or BSLT
 - Facilitates student bike access from CSUMB to (informally) proposed CSUMB Agricultural Education and Research Facility on adjacent former MBEST land
- **Segment 36 – New bike/ped. bridge over Blanco Road, and alternate route (e.g. for Equestrians) via switchbacks descending to Salinas River**
 - Examples of this level of engineering exist at:
 - San Lorenzo County Park, near King City - recent footbridge over Salinas River
 - American River Park (correct name?) in Sacramento - bike/ped. bridge over American River
 - Occurs within area of potential Marina Airport runway approach restrictions. Probably complements these restrictions; probably does not contradict them.
- **Segment 38 – Grade south of Blanco Rd**
 - FORTAG can possibly remain inside public right-of-way here
 - May need to use private gravel yard, currently owned by Bruno family of Monterey Peninsula Engineering. Could seek an easement, acquisition, or some other agreement.

Notes on specific trail segments (Part 6)

- Segments 40, 42, 46, and 48
 - These segments of the trail have the potential to create the only paved recreational and educational access to the Salinas River between its mouth and Paso Robles, at least 100 miles upstream.
 - The City of Marina owns a substantial habitat-designated parcel in this area (Segments 46-48)
 - The parcel straddles both banks of the river
 - The parcel offers breathtaking views of the Salinas River riparian corridor and the Salinas Valley, and opportunities to facilitate low-impact recreational access to the riparian corridor and the river itself
 - Need special accommodation within Fort Ord Habitat Conservation Plan (HCP) for paved bikeway within this parcel
 - It appears to be possible to align the Trail entirely through public land in these segments, but substantially greater Trail value would be achieved if easement or acquisition could be negotiated for two private parcels immediately adjacent to Blanco Rd just west of the river. These parcels are owned by the Bruno family of Monterey Peninsula Engineering, and are currently used for storage of gravel and heavy equipment.
 - Segment 40 – Underpass beneath Blanco Rd
 - This underpass already exists
 - The underpass itself is in the Blanco Road right-of-way
 - The area is directly adjacent to the Salinas River, and thus the Trail would facilitate access to the river at this location
 - Segment 42
 - Very narrow off-sloped slither of public land just north of Blanco Rd
 - Heavily used by large wildlife, apparently as a connection between the Salinas River and the wooded escarpment to the south east
 - Would be much easier to plan if an easement or acquisition could be negotiated with adjacent private land owner
 - Segment 44
 - Switchbacks between river level and escarpment crest
 - On crest, some sections very constrained to squeeze between steep slopes and planned realignment of (what would become) “Golf Blvd” under Marina Airport Plan (2008). Engineering required to protect Trail from slope failure.
 - Public land (but see Segment 42)
 - Segment 46
 - Major highlight of the Trail
 - Viewpoints of Salinas River and Salinas Valley
 - Substantial existing habitat value (cathedral riparian woodland, oak woodland, migratory corridor, river)
 - Heavy wildlife use
 - Segment 48
 - Main Trail would probably head fairly directly to Armstrong Ranch / Marina Station / Windy Hill, not far from alignment of “Golf Rd” in Marina General Plan. Spur would provide looped access to spectacular views from “Radar Hill”.

Notes on specific trail segments (Part 7)

- Segment 49. Paved trail should run along low-points in terrain here, to minimize exposure to airport view and noise, and to provide shelter from wind.
- Segment 50 – Through future Marina airport northeastern planning area
 - Development restricted by FAA in relation to nearby airport
 - Seems to be plenty of opportunity to route the FORTAG through this area in a way that complements and facilitates other goals for area (designated habitat to the west; General Plan indicates a golf course to the east; some form of sport/rec complex has been discussed; current planning is looking at outdoor recreational uses such as go-karts & auto-cross; could also consider various canine uses including: (1) "Field coursing" (dogs chasing lures on a mechanized system) (20 ac); (2) "Canine Search Tracking" (300 ac+); (3) "Search & Rescue Dog Training"; (4) "Dog shows" (large economic value, requires only level ground, uses temporary infrastructure such as mats & tents); some of the large-area canine uses can overlap in space but not time with other uses such as auto-cross.
- Segment 50. Paved trail should summit a hill here (147 ft) with 360-degree views of the Salinas Valley, Sierra de Salinas, Ford Ord National Monument, Jacks Peak, Monterey Bay, etc.
- Segment 51. Trail here should stay outside core of Marina Airport Habitat Reserve (MAHR), but stay on ridge line so as to provide foreground views of MAHR and general 360-degree views.
- Segment 52. Trail crosses existing dirt road with heavy agricultural use.
- Segment 53. Trail summits a hill (147 ft) and connects with spur leading to "Radar Hill" loop.
 - Spur Segment 531. Spur to "Radar Hill" loop needs to traverse hill slope here. Direct alignment up/down slope is too steep for family biking.
 - Spur Segment 535. View of Salinas River corridor on northeast side of existing dirt road. Opportunity to install a park bench here. Privacy of Jefferson Residence is maintained (out of sight, 1000 ft to south).
 - Spur Segment 536. Summit of "Radar Hill". Trail should probably stay slightly on north side in order to maintain privacy of Jefferson Residence. Actual summit currently occupied by fenced contemporary (?) communications infrastructure, and some picturesque wind-swept oak trees. North side occupied by fenced, ugly, disused and dilapidated structures including various tanks and hoses, and some contemporary weather instrumentation. Best trail alignment is probably to thread along the north side just north of the oaks, between the summit infrastructure and the dilapidated north-side structures.
 - Spur Segment 537. Relatively steep area. A single switch-back is advisable, but carefully located so as to minimize impact to Jefferson residence privacy.
 - Spur Segment 538. One option here is to use the existing bed of an old straight, dirt road - so as to avoid this old road bed adversely impacting the view from some other alignment. Another possible option is to run parallel to the current dirt road to the east that runs along the top of the bluffs. A lot depends on the overall City of Marina planning process for the Marina Airport region.
 - Spur Segment 539. Trail would need to cross existing dirt road with heavy agricultural use.
- 54. If the trail is to cross Armstrong Ranch, a logical entry point would be the existing break in the fence at this location. The trail could then head toward some existing oak trees and then down past an existing pond. The whole area was converted from grazing land (domestic cattle and wild deer) to heavily fenced organic strawberries in 2013/2014. Other parts of Armstrong Ranch were formerly row-crop farmed and have since reverted to grazing land.
 - Spur Segment 541. If the trail cannot cross Armstrong Ranch (or at least not initially so), then probably the best alternate option is to go around it to the west. The first segment of this route should be located in the Category 4 Borderland (e.g. 100 ft fuel break) on the north side of the MAHR. The terrain is gentle enough here that a straight alignment is sufficient, e.g. alongside the existing dirt road.
 - Spur Segment 543. The west-of-Armstrong alternative would need to run through FONR here for a short distance (about 800-1200 ft), but could stay within the Category 4 Borderland where there is an existing fuelbreak about 80 ft wide containing an existing dirt road, numerous monitoring wells, a power line, and other utility infrastructure.
 - Spur Segment 544. The trail should run through PG&E land here, linking up with both Crescent Ave and Windy Hill Park at the end of De Forest Ave. The PG&E parcel has substantial existing use by dog-walkers etc. There is a transformer farm in the southwestern corner; but there is room for the trail to run just east of that infrastructure but still inside the PG&E parcel. Just east of the PG&E parcel, there is a portion of Armstrong Ranch through which the trail could potentially be located. The area is not fenced (from the Marina side); it is used by Marina residents for dog walking etc.; and it was excluded from the recent conversion to strawberries (perhaps it is some kind of mitigation area?). Note that accommodation should also be made to eventually connect from this general area to the Coastal Rec Trail near Lapis by running through the Marina Station planning area.
- Segment 55 – "Sandy Hills" ranch and "Regional reservoir reserve"
 - Trail planning is uncertain in this area
 - Seems like there's plenty of room to accommodate any constraints in order to connect the Trail between the Airport and the current Marina Urban Growth Boundary at Armstrong Ranch near Del Monte Rd
 - Options:
 - (1) "Sandy Hills" ranch is part of what is more generally known as Armstrong Ranch (?). Private land now. Was grazing land for many years. Some areas converted to row-crops in 2013. Some areas were formerly row-cropped but have reverted to grazing.
 - (2) "Regional reservoir reserve". Public land. south of existing regional waste facilities. Intended for future expansion of regional water supply and treatment infrastructure
 - (3) UC Natural Reserve. A short easement through UCNr land would connect FORTAG to existing public recreational corridor along existing northern developed boundary of Marina, connecting to Windy Hill Park.
 - Spur Segment 552. A second alternative to routing through Armstrong Ranch is to stay to its east, within land owned by various public districts. The first segment of this route would run through a large parcel owned by Marina Coast Water District, zoned for future water development, and currently open grassland with some cattle grazing use. The route through this parcel should probably stay fairly low and on the south side of ridges in order to minimize wind and views of the landfill to the north.
 - Spur Segment 554. The trail should reach this high point at the southwest corner of the Monterey Regional Water Pollution Control Agency (MRWPCA) facility. From here, there are good views of the grasslands and the Bay, and opportunities for interpreted views of the MRWPCA facility and the Monterey Regional Waste Management District (MRWMD) facility. North of this point, if there is no access to Armstrong Ranch, the trail would probably need to use existing perimeter roadways (which would become a Class 2 or 3 bikeway) inside the MRWPCA parcel, at least until the main gate on the north side, after which a Class 1 bikeway could possibly be constructed on the west side of the entrance road among the cypress trees.

Notes on specific trail segments (Part 8)

- Segment 60
 - Corner of Urban Growth Boundary
 - Planning inside UGB should connect with Trail somewhere near here.
Existing General Plan indicates a greenway that runs close but does not quite connect, so some minor rezoning would be required, potentially with no change in total acreage of specific land uses.
- Segment 62 - Northern boundary of Marina UGB
 - Trail planning is uncertain here
 - General Plan includes some open-space here
 - Trail could run inside UGB or just outside
- Segment 64 – Junction between Fort Ord Rec Trail and Coastal Rec Trail
 - No major constraints envisioned

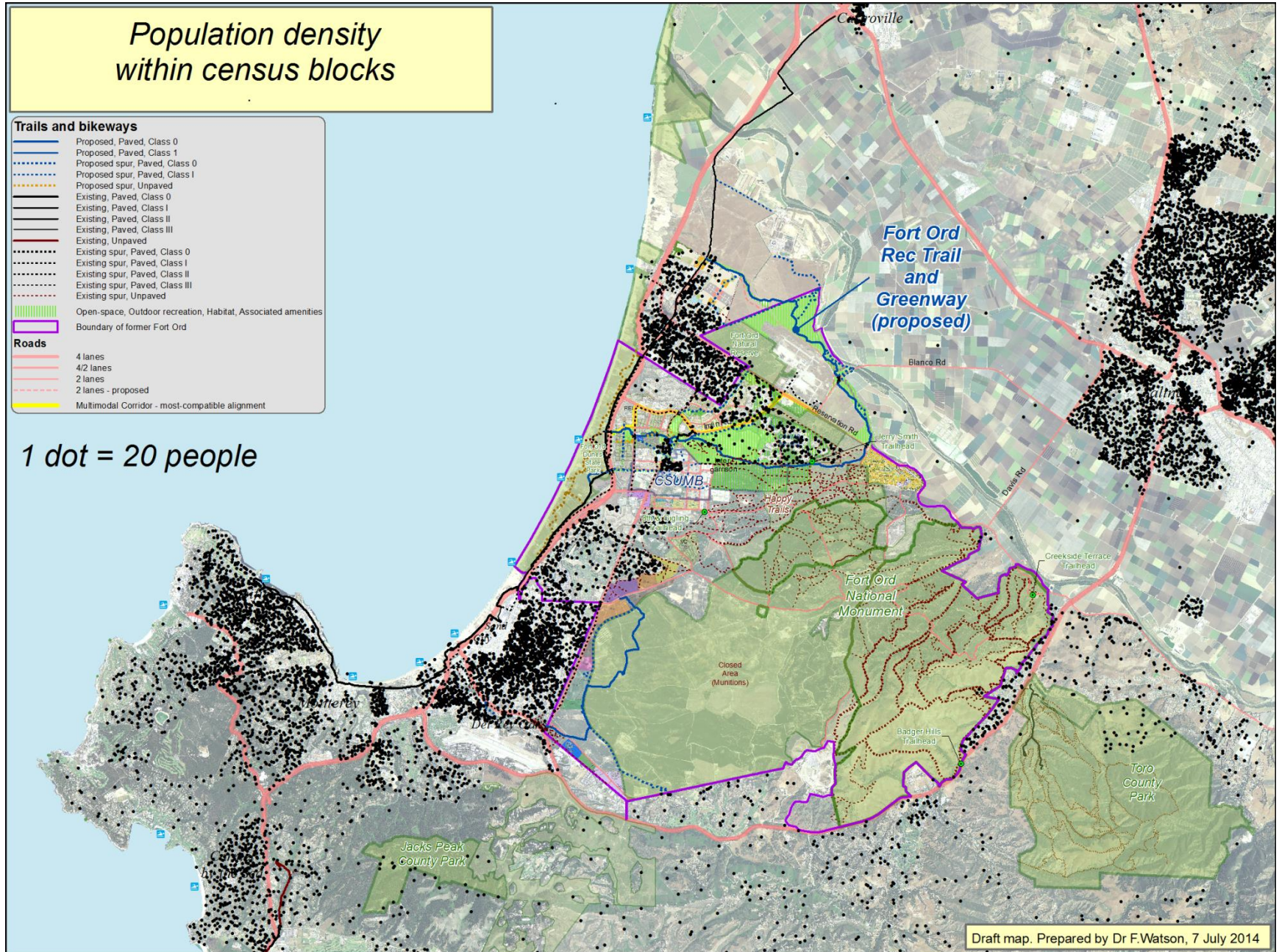
Notes on specific trail segments (Part 9)

- Notes not written yet for segments in southern loop of FORTAG

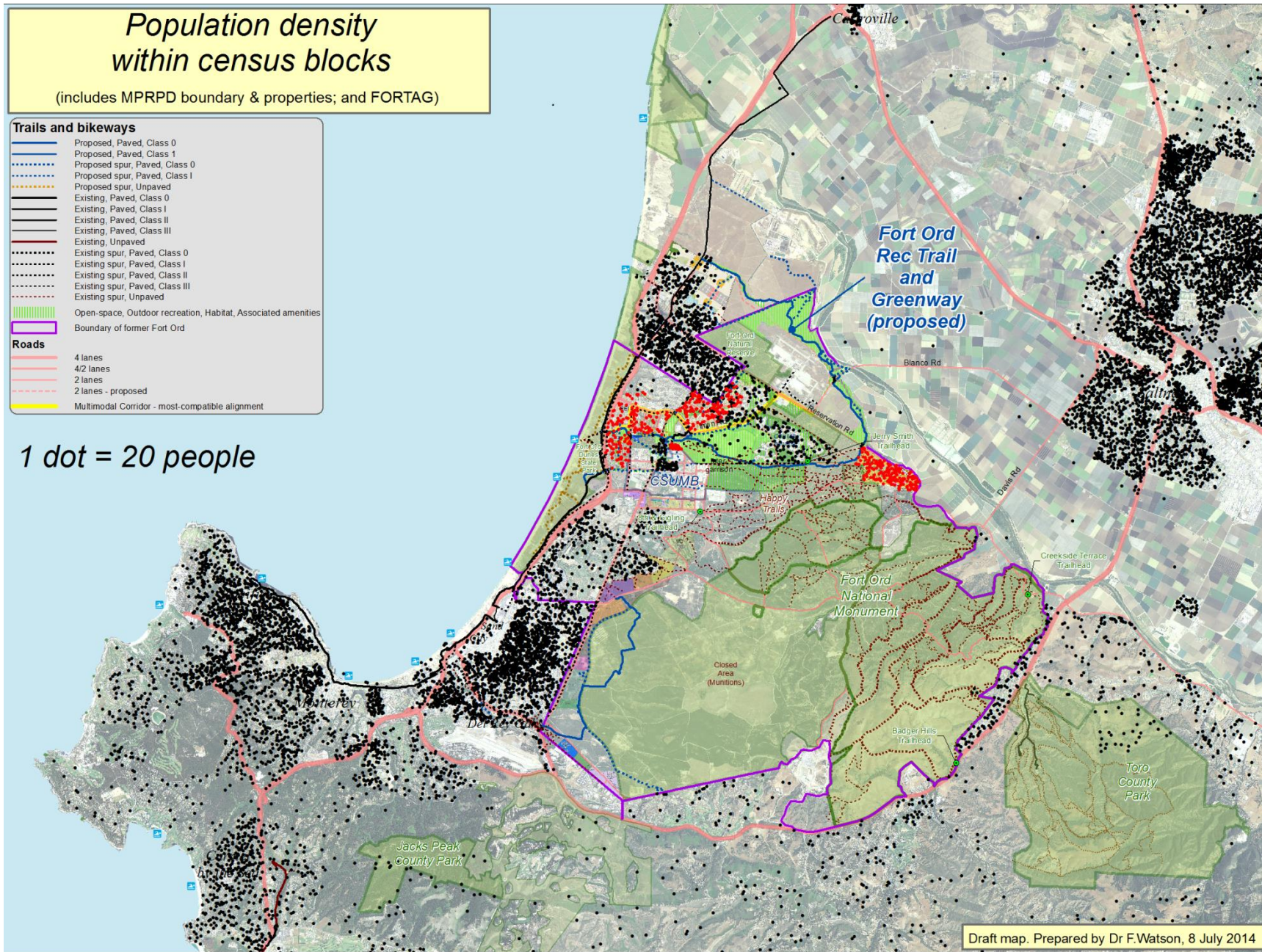
Additional maps (next few slides)

- Overlays showing:
 - Population density
 - Trail / Open-Space Link from Fort Ord Reuse Plan
 - Marina General Plan 2006
 - Parcels
 - Habitat corridors
 - FORTAG and FORHA
 - Blanco Canyon Bike Bridge - Visualization
 - Salinas River HMA

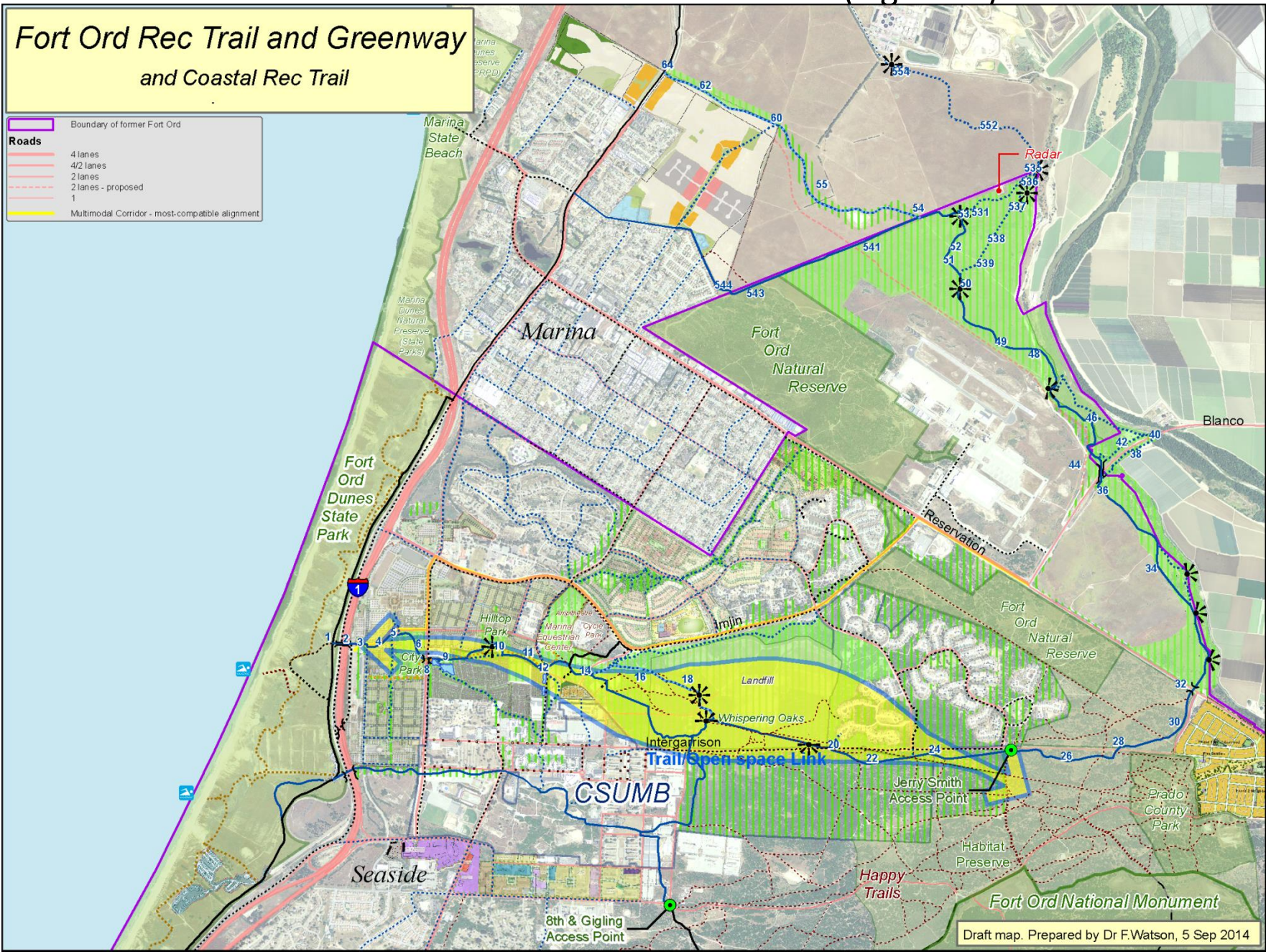
Population density near FORTAG



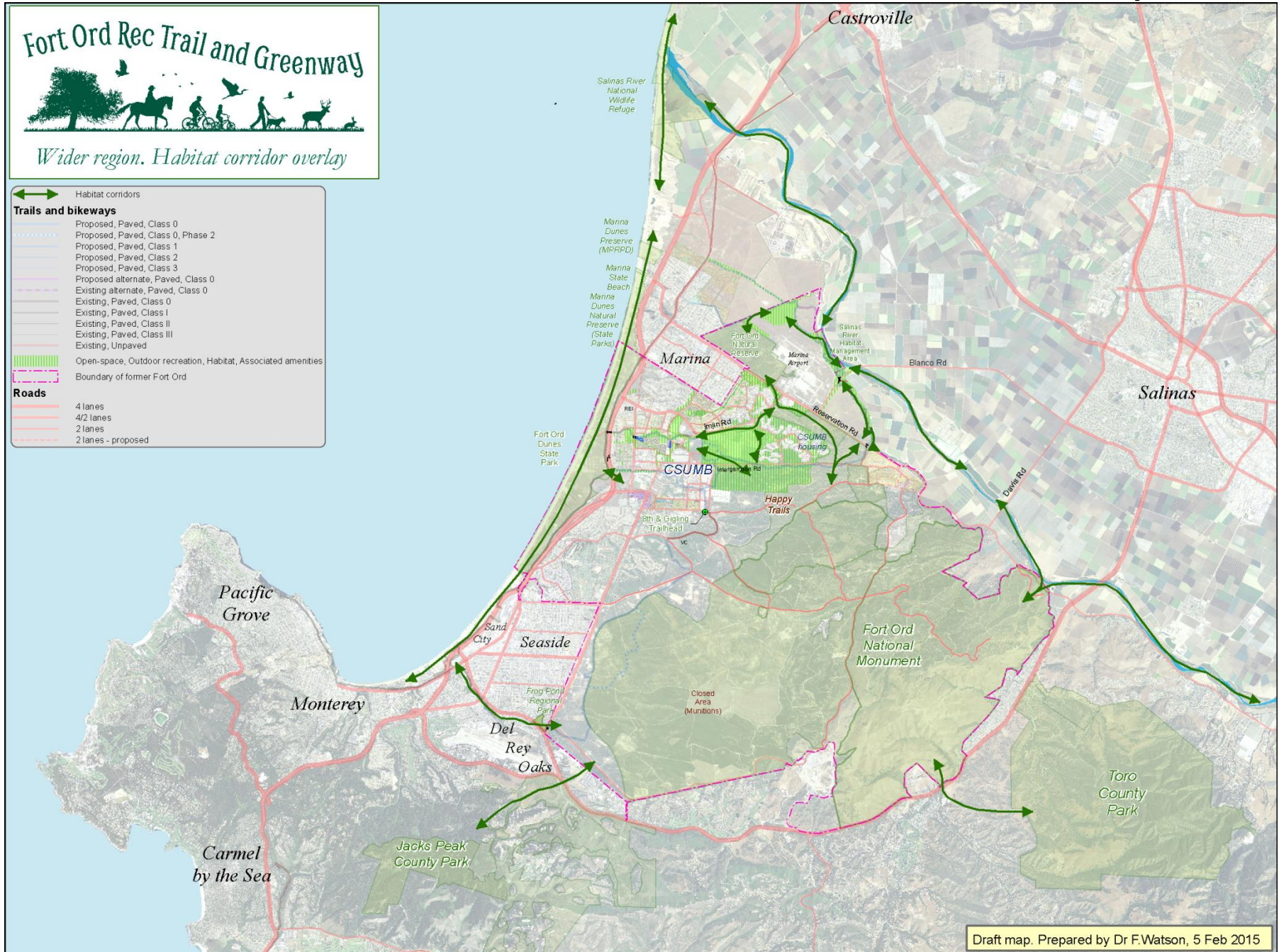
Future population density near FORTAG



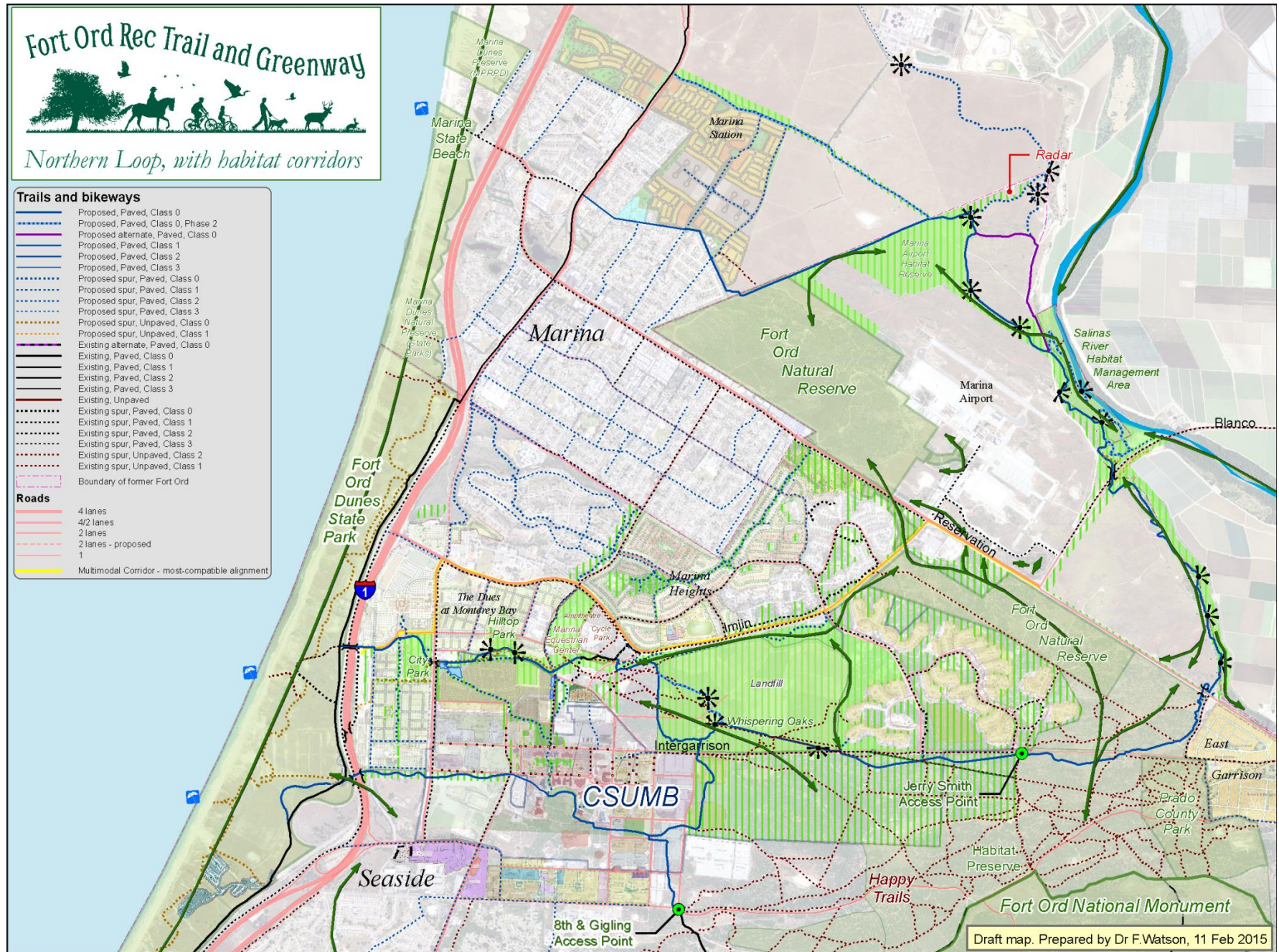
The Fort Ord Rec Trail creates the “Trail / Open-Space Link” identified in the Fort Ord Reuse Plan (Fig 3.6-1)



Fort Ord Rec Trail with habitat corridor overlay



Fort Ord Rec Trail with habitat corridor overlay



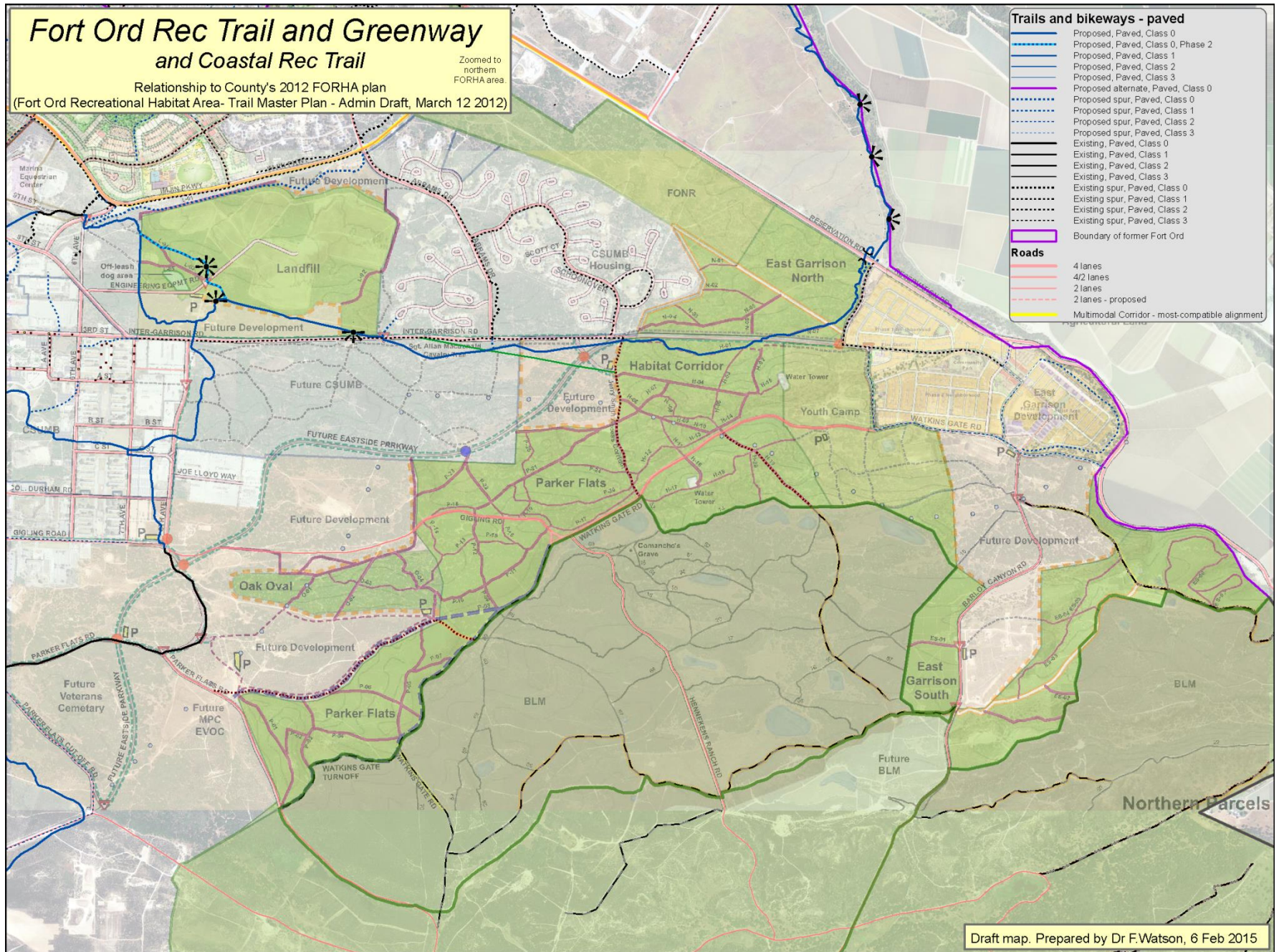
FORTAG / FORHA relationship

Fort Ord Rec Trail and Greenway and Coastal Rec Trail

Zoomed to
northern
FORHA area

Relationship to County's 2012 FORHA plan

(Fort Ord Recreational Habitat Area- Trail Master Plan - Admin Draft, March 12 2012)



Draft map. Prepared by Dr F.Watson, 6 Feb 2015

Blanco Canyon Bike Bridge – proposed location

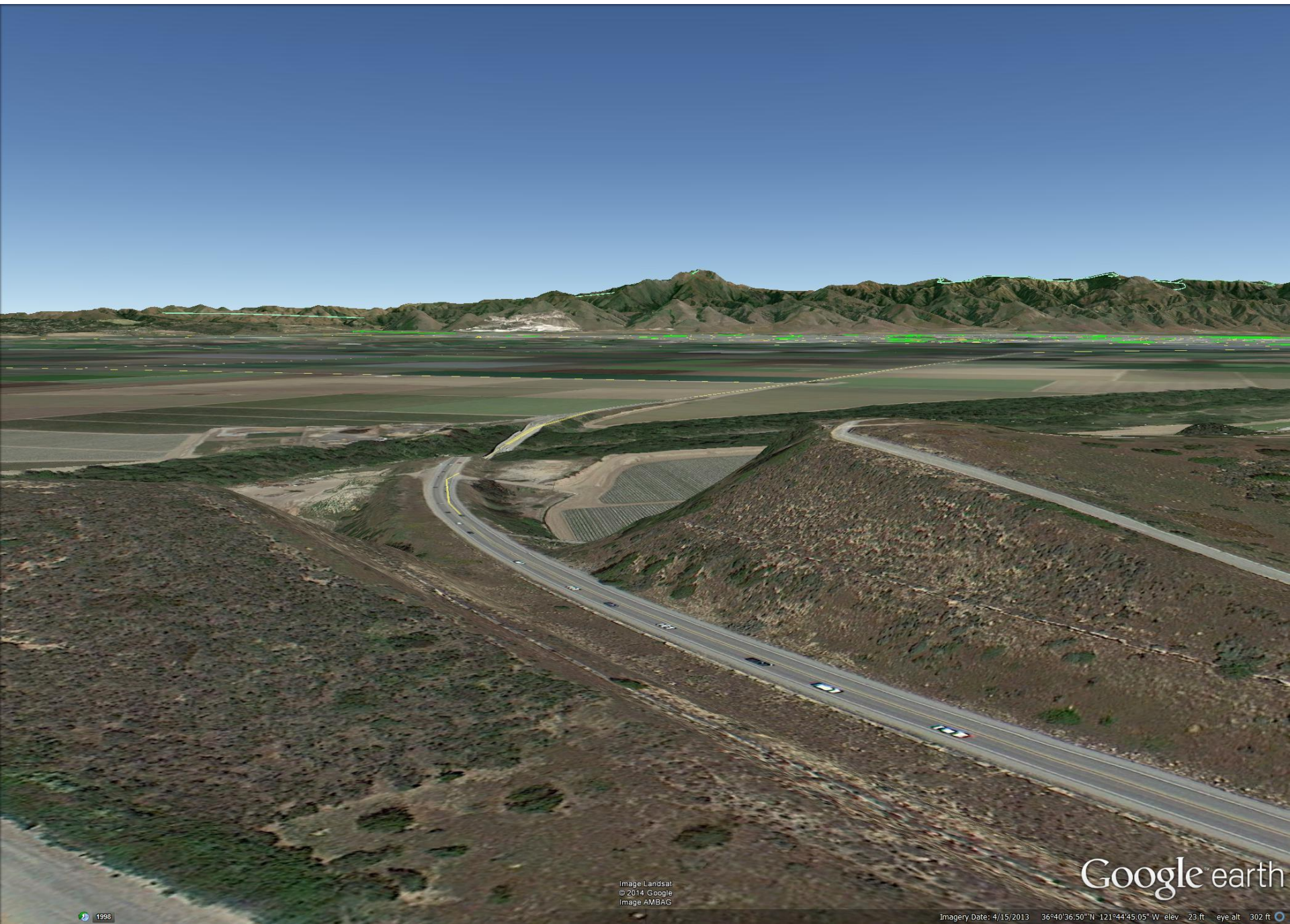


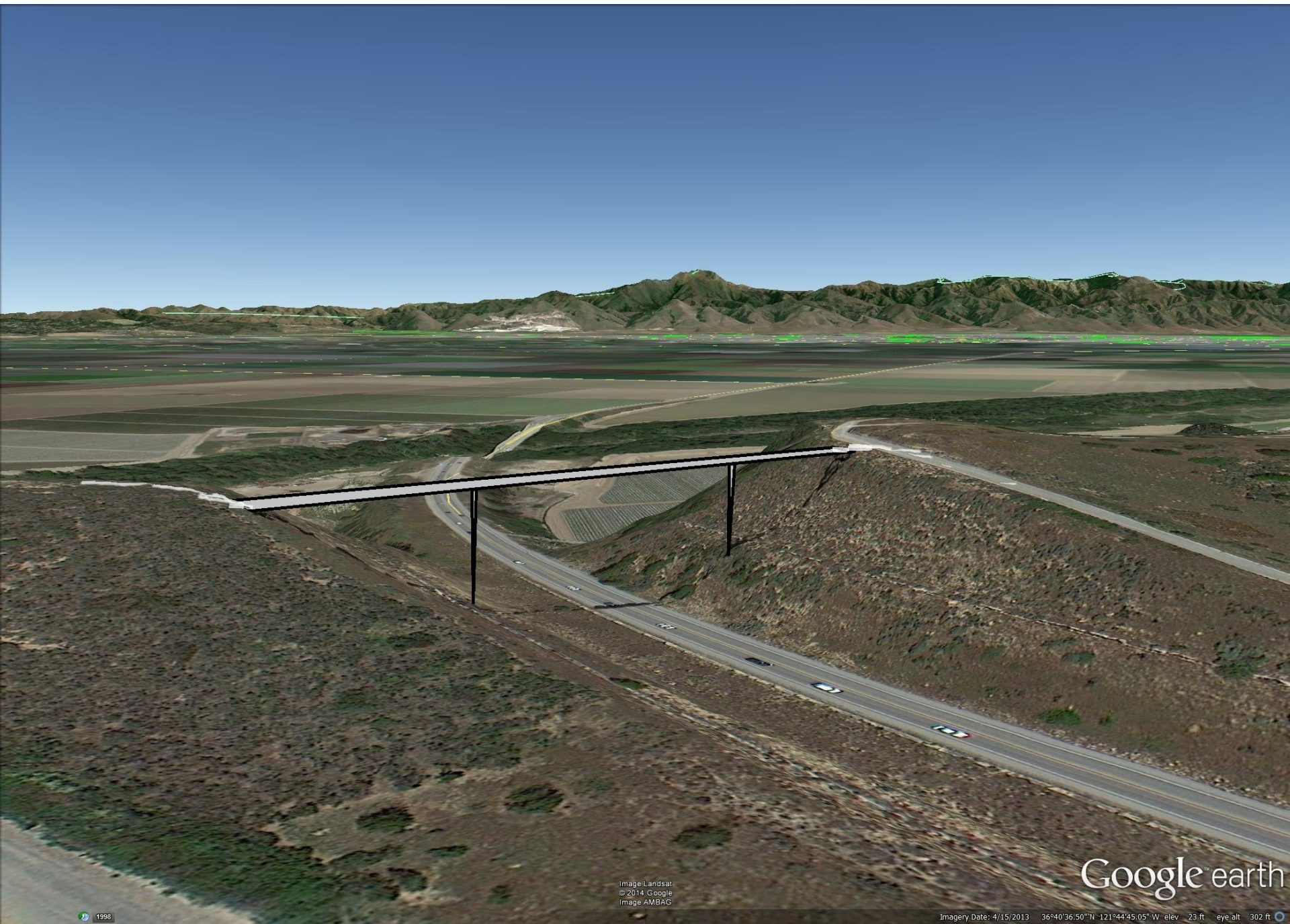
Image Landsat
© 2014 Google
Image AMBAG

Google™ earth

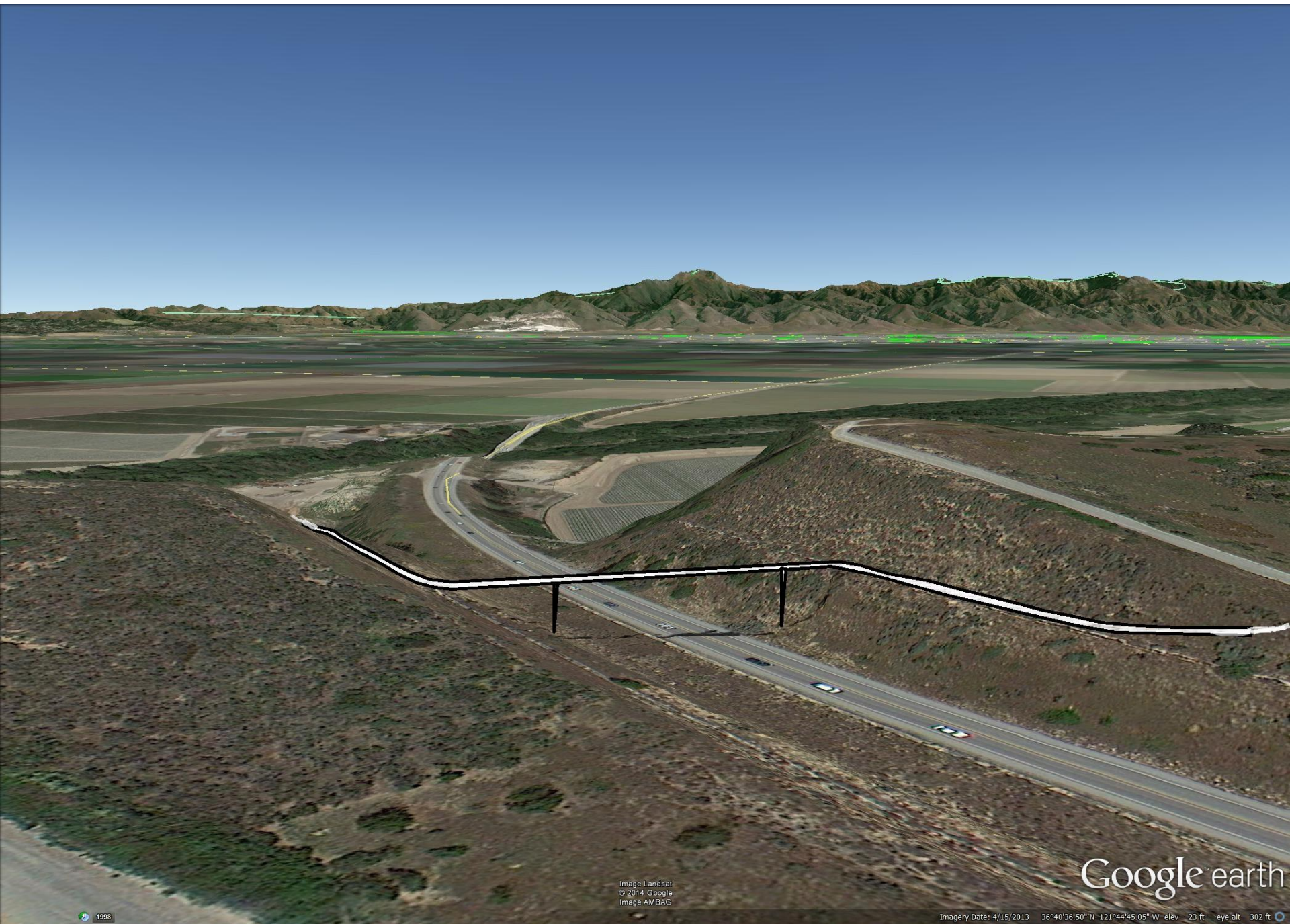
Imagery Date: 4/15/2013 36°40'36.50"N -121°44'45.05" W elev 23 ft eye alt 302 ft

1998

Blanco Canyon Bike Bridge – proposed bridge – high version



Blanco Canyon Bike Bridge – proposed bridge – low version



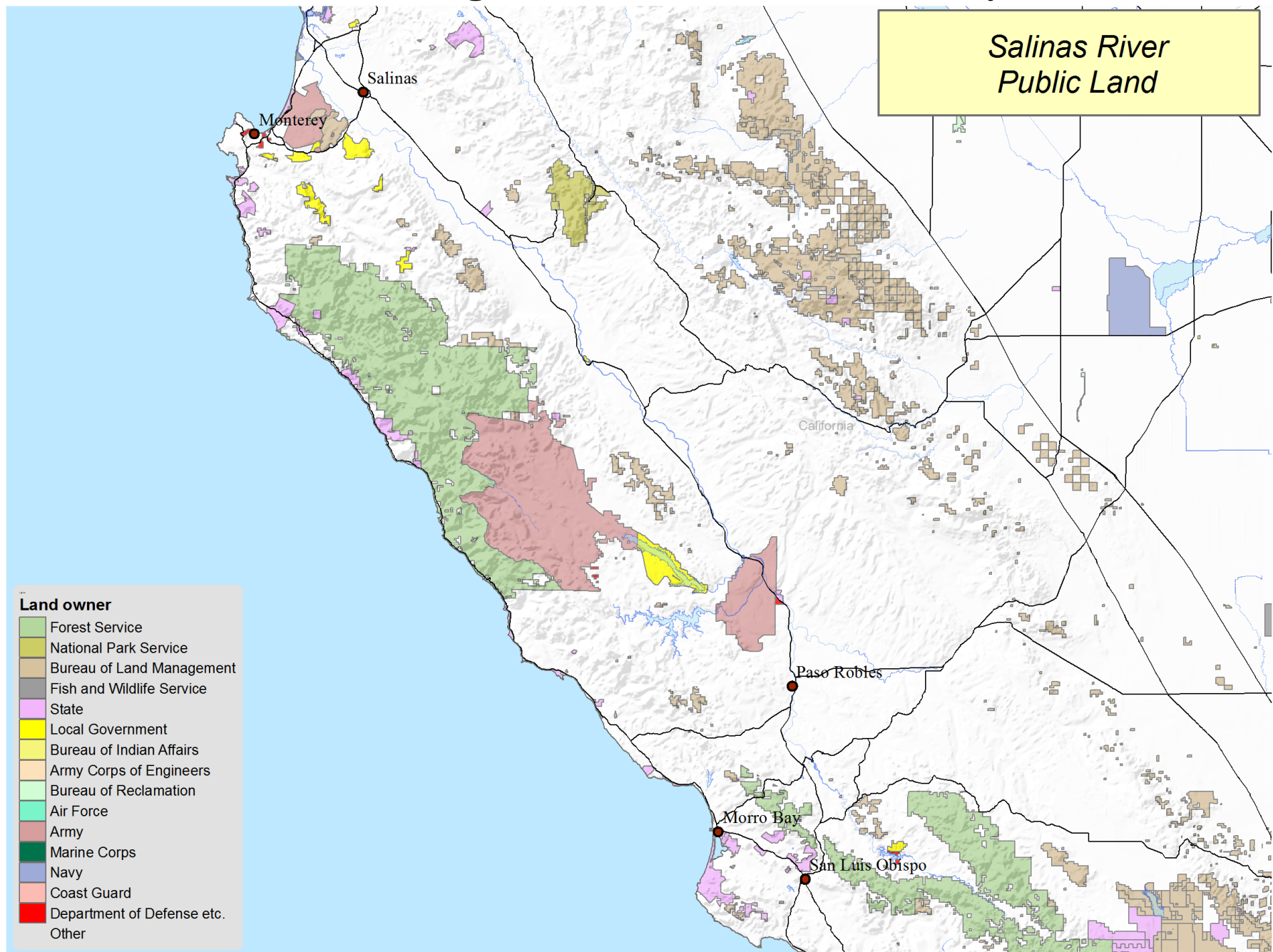
City of Marina public land – Salinas River Habitat Management Area



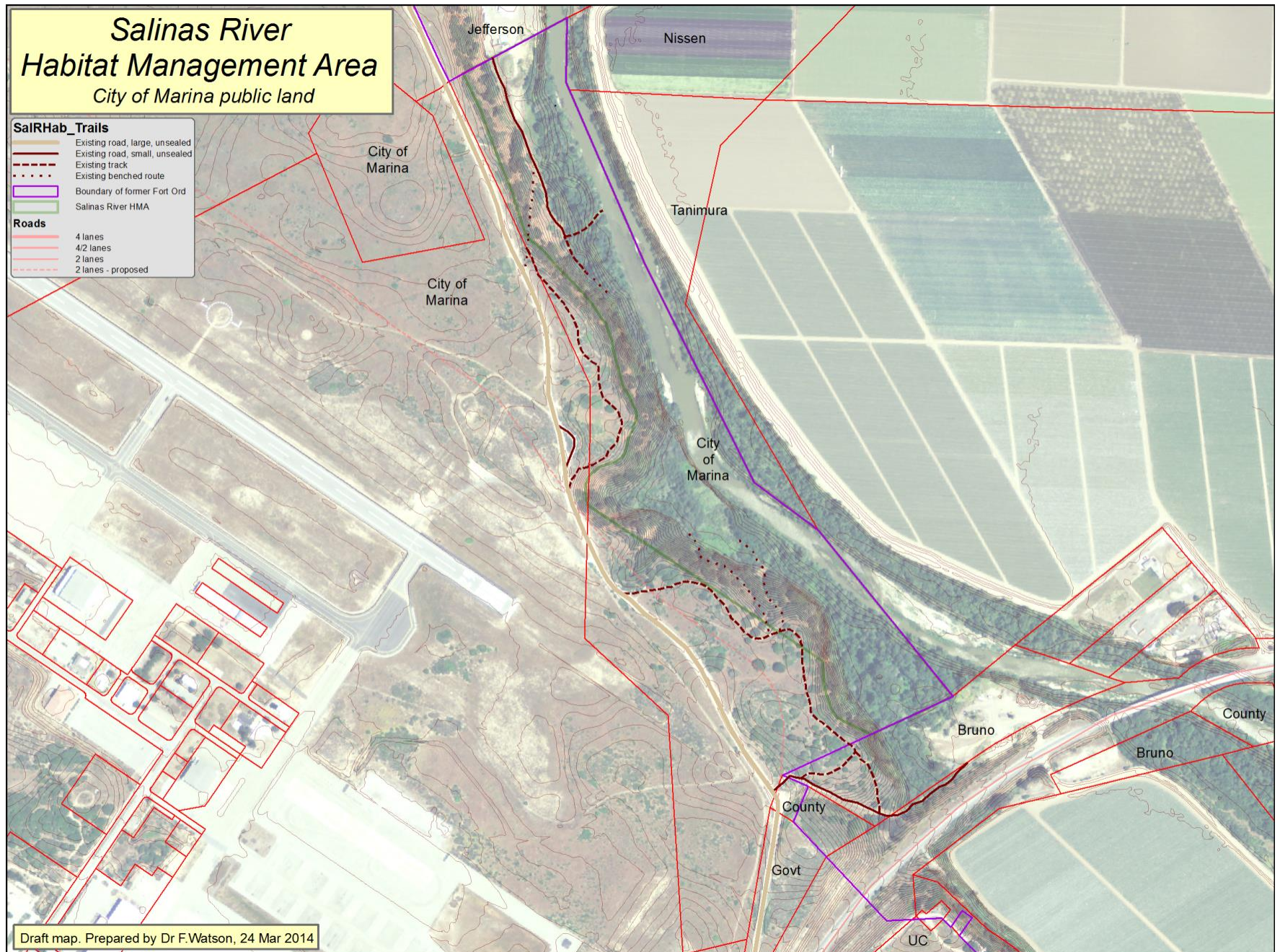
Public land along the Salinas River is very limited

- Salinas River National Wildlife Refuge (USFWS)
 - Located at river mouth
 - 367 acres. Includes both sides of the river
 - No paved access
 - Access very difficult in wet season due to muddy road
- Salinas River Habitat Management Area (City of Marina)
 - Located behind Marina Airport
 - 43 acres. Includes both sides of river
 - ***Has potential to provide the only paved public access to the river downstream of King City***
- Hill Town Ferry State Historic Landmark (Private land)
 - Located just north of Hwy 68
 - About 25 acres, on several parcels of private ag land
 - Commemorates ferry service that ended in 1889
 - Includes both sides of river
- San Lorenzo County Park (Monterey County Park)
 - Located on northern edge of King City
 - 209 acres. Includes both sides of river, and a campground
 - Includes what looks like a **footbridge over the Salinas River constructed solely for the park** in the late 1990s
- Big Sandy Wildlife Area (CDFW)
 - Located either side of Camp Roberts
 - 850 acres, in two distinct parcels separated by about 5 miles
 - Includes both sides of river
 - Apparently managed as a hunting area for wild pigs and quail
- Camp Roberts (US Army)
 - No public access
- Larry Moore Park (City of Paso Robles)
 - Located on southern edge of Paso Robles
 - 21 acres. Includes one side of river
- Salinas River Trail (proposed, Cal Am)
 - Located in the Templeton / Atascadero area
 - May involve public access to river?
- Santa Margarita Lake (San Luis Obispo County Park)
 - Located about 7 miles from Santa Margarita
 - Several thousand acres
- Los Padres National Forest (USFS)
 - Salinas River originates as a creek in LPNF

Public land along the Salinas River is very limited



Salinas River HMA - 2012



Salinas River HMA - 1941



Salinas River HMA - 1913

