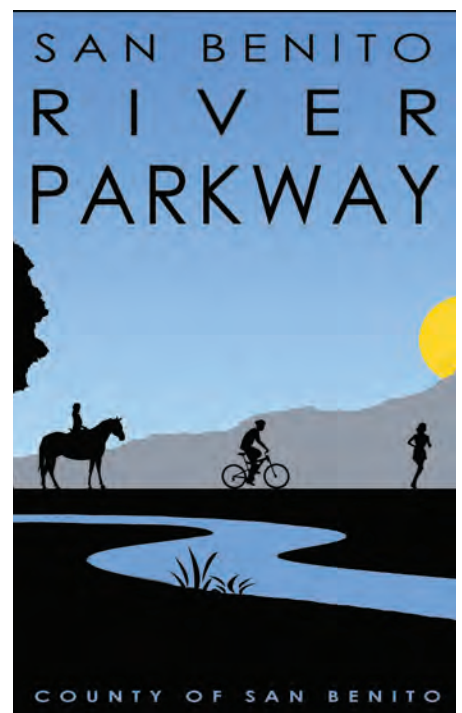


RIVER PARKWAY FOCUS AREA & REGIONAL PARK MASTER PLANS

DRAFT
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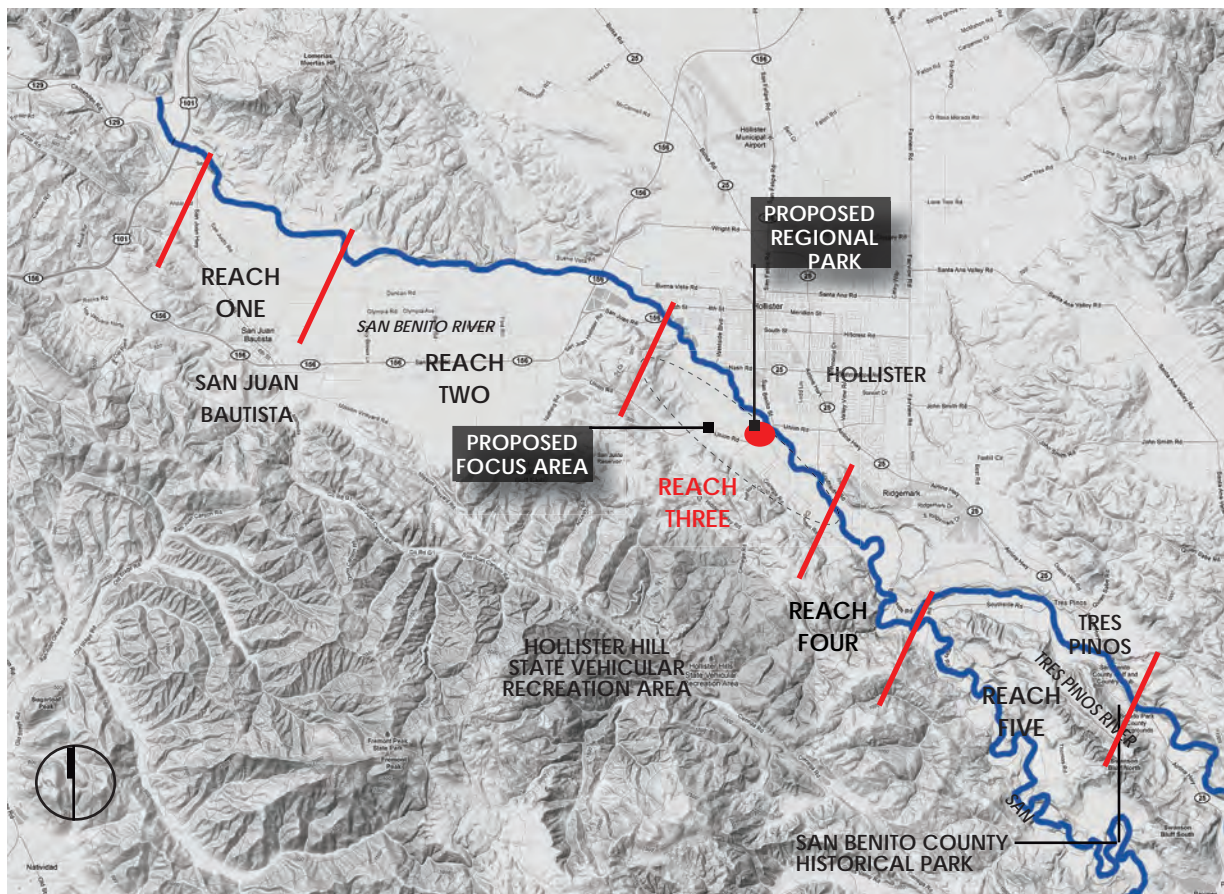
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1 INTRODUCTION

1.1 RIVER PARKWAY FOCUS AREA AND REGIONAL PARK

A vision and draft Master Plan for a River Parkway has been developed for a 20-mile corridor along the San Benito River and Tres Pinos Creek. The River Parkway Master Plan identifies five River Parkway reaches, each with its own unique setting, opportunities and constraints. The Master Plan includes descriptions of all five reaches and design guidelines for a multi-use trail corridor and parkway amenities. Most of the land within the River Parkway planning area is in private ownership, therefore the Master Plan provides general guidelines and concepts rather than a detailed alignment and design of the trail corridor and amenities. Respect for private property rights and the future cooperation of willing landowners will be critical to the success of the 20-mile River Parkway. The Master Plan is long-term vision and will require many years to implement.

The central reach (Reach Three) of the corridor, located along the City of Hollister, is considered a focus area for the first phases of the River Parkway implementation. The Focus area extends 3 $\frac{3}{4}$ miles along the San Benito River from the 4th Street bridge eastward to Hospital Road. Although most of the land within the Focus Area is presently in private ownership, San Benito County is coordinating with landowners in an effort to acquire land for a trail corridor and parkway amenities within some sections of the Focus Area. Section 2 of this Plan provides an overview of the setting, concepts, guidelines and program elements for the Focus Area. The proposed trail alignment and parkway design for the Focus Area in Section 2.3 is more detailed as compared to the general concepts presented in the River Parkway Master Plan.



**FIGURE 1-1
RIVER PARKWAY FOCUS AREA AND REGIONAL PARK LOCATION MAP**



Promoting healthy living



Educational mobile applications for trail features such as geological features



Small business opportunities, meeting places, and park conveniences



Staging area maps/kiosks



Connections to schools



Land stewardship education and community building opportunities



Local public art/sculpture along trails and in park



Outdoor community performance venue - amphitheater



Small business opportunities, meeting places, and park conveniences

TRAIL AND REGIONAL PARK DESIGN IMAGERY

A key feature of the River Parkway Focus Area is a proposed regional park. San Benito County is presently in negotiation to acquire land from the San Benito High School District and private landowners to develop a new regional park. The proposed park site is located between the San Benito River and San Benito High School. A broad range of park uses are proposed for the regional park site, including a community center, outdoor amphitheater, swimming pool, softball fields, basketball courts, a playground, and other active recreation amenities. Park trails, educational gardens, an orchard, shade trees, and a picnic area are also proposed for the park site. Section 3 provides an overview of the regional park setting, program elements and the conceptual park layout.

Future development of the trail corridor, parkway amenities, and Regional Park should be compatible with adjacent habitat and wildlife areas. The Focus Area also provides opportunities for habitat protection and enhancement. General habitat protection and enhancement guidelines are presented in Section 4 of this Plan.



**FIGURE 1-2
FOCUS AREA MASTER PLAN**

1.2 PLANNING BACKGROUND AND PROCESS

The planning process for the Focus Area and Regional Park began in 2012, concurrent with the overall River Parkway planning. The County organized an Advisory Committee to provide input throughout the process. The Committee represented a broad range of stakeholders, including members from the City of Hollister, the school district, and various community, economic, and transportation agencies and organizations. Advisory Committee meetings and community workshops were held to gather suggestions and ideas regarding goals, concepts, and park uses. Meeting summaries from the workshops are included in Appendix A. Three alternatives for the Regional Park were identified based on input from the community, the Advisory Committee, and the Parks and Recreation Commission. The preferred alternative selected by the Parks and Recreation Commission and Board of Supervisors is featured in Section 3 of this Master Plan (see Appendix B for alternative options).

1.3 PROPOSED FUTURE DEVELOPMENT IN PROJECT AREA

There are a number of projects in various stages of planning that may or may not affect the Focus Area and Regional Park. These projects are not in this project scope but are worth noting since there are opportunities to collaborate with and/or integrate them into the Focus Area and/or Regional Park to better the success of all parties' projects. These projects are:

WESTSIDE BOULEVARD EXPANSION

The Council of San Benito County Governments conducts traffic studies through the City of Hollister and around the project area. One of the projects in the Regional Transportation Plan is the Westside Boulevard Extension, which includes constructing an extension of Westside Boulevard south of Nash Road on an alignment that is east of San Benito High School and intersects either at San Benito Street or Union Road. A 100' easement would be proposed to accommodate the potential for a four-lane boulevard.

Recommendations for the expansion plans include:

- A Class II bike lane.
- An attached sidewalk on the north.
- A detached multi-use trail on the south (as part of the Focus Area).
- A tree lined boulevard. Trees should be spaced approximately 30' O.C and have large canopies to slow traffic and create a park-like setting/enjoyable arrival sequence to the Regional Park.
- Providing pedestrian tunnels (min. 2- see concept plan for location) to connect park users safely to the River Parkway. The tunnels shall provide a continuous path between the two parks without interruptions. The idea is to make the pedestrians feel more important than the vehicle in this setting. Clearance through the tunnel should be 10' and be equally as wide, if not wider to provide a safe, comfortable crossing.
- Providing parking lot access to the River Parkway.
- Considering the use of a round-a-about at the San Benito Street Intersection.

SAN BENITO HIGH SCHOOL EXPANSION

The San Benito High School District envisions expanding San Benito High School's Facilities. As a community initiative, the new master plan may include baseball and soccer sports fields, an aquatic center, new student facilities/classrooms and a potential joint-use performing arts center. Included in the vision for the campus are sustainable practices such as incorporating cisterns to capture rainwater, integrated photovoltaic panels over parking lots and native plantings. This project is currently in preliminary planning and at a draft level, however, the District is open to collaborating with the County and vice versa and sees the Regional Park and the campus as mutually beneficial assets.

It should be noted that any facilities within the Regional Park that are shared with the School District will need to be approved by the District State Architect to meet codes. In addition, any facilities the District shares with the Regional Park will need to be coordinated with the School and may likely be second to the needs of the school.

Recommendations include:

- Integrating the two sites through a linear pedestrian connection. The connection could be strengthened with the use of an alley of trees.
- Providing shared public vehicular access via Baler Alley, off San Benito Street, with Regional Park and School signage at San Benito Street.

SAN BENITO RIVER RESTORATION PROJECTS

A portion of the river corridor within the Focus Area overlaps with a sand and gravel mining reclamation area. A mining reclamation plan has not yet been approved. San Benito County is also overseeing the development of a Restoration Plan for a portion of the Focus Area, which evaluates impacts of off-highway vehicles (OHV) and other uses in the river corridor. The plan will include recommendations to prevent future OHV use, identify potential future opportunities for appropriate public access, and restore degraded areas.



Recommendations include:

- Continue collaboration between the Focus Area planning and the Mining Reclamation Plan and San Benito River Restoration Plan.
- Coordinate with potential opportunities for passive recreation, include trails and nature viewing.
- Coordinate with opportunities for habitat enhancement and revegetation.

CITY OF HOLLISTER INDUSTRIAL WASTE WATER PONDS

The City of Hollister owns industrial waste water ponds located at the end of South Street near 4th Avenue and the San Benito River. The ponds treat waste water from local food packing plants. The site could potentially be opened to allow limited public access and provide wildlife areas.

Recommendations include:

- Creating a migrating bird sanctuary and wildlife area.
- Rehabilitating abandoned ponds into nesting areas for bird life.
- Providing viewing platforms over abandoned ponds and on stilts for bird watching.
- Maintaining ponds necessary for stormwater retention and educating the public in the process.



Active City of Hollister Industrial Waste Water Treatment pond (San Benito River left of image).



Existing grove of Cottonwood trees near Union Road Bridge



Old Mining Operations Site at Hospital Road above the San Benito River and Reclamation Project site.

2 THE RIVER PARKWAY FOCUS AREA

2.1 SETTING

The Parkway Focus Area, located within the River Parkway Reach 3, extends along the San Benito River from the 4th Street bridge upstream approximately 3 ¾ miles to Hospital Road. Within this reach, the river corridor orientation trends north/south. The City of Hollister is situated along the northeastern side and less developed land within unincorporated San Benito County along the southwestern side.

The setting of Reach Three is in contrast to the other Parkway Reaches (refer to River Parkway Master Plan Report for other reaches) as it is more urbanized and the river corridor has been altered more by sand and gravel mining and other human-related impacts. Within the boundaries of the City of Hollister, the setting along much of the river is developed with residential neighborhoods and public facilities. An undeveloped area, proposed for a future regional park or hub to the River Parkway, and open space, presently exists within the central portion of the reach adjacent to San Benito High School (Refer to Section 3.0 for Regional Park). Across the river from Hollister, the setting features agricultural fields and rural residences. Between Union Road and Hospital Road, both sides of the river feature primarily agricultural fields.

The landscape along both sides of the San Benito River within Reach Three is characterized by level river terraces. On the southwest side, rolling hillsides rise up beyond the upper terrace. To the east, the level terrain of the Hollister Valley extends to the east. Similar to Reach Two, the lower terraces and floodplain are relatively broad.

Sand and gravel deposits in the area between just north of Union Road to the south of Hospital Road were previously mined. Within the riverbed and on the riverbanks, prior sand and gravel mining operations have altered the landscape, including creation of former mining pits or settling basins, levees, unpaved mining roads, and piles of spoils.

The dominant habitat within this reach is mulefat scrub, however, there are also stands of riparian woodland habitat, particularly along the south bank and upstream of Union Road. Previously mined areas are being colonized by mulefat, as well as young willows and cottonwoods; however, the value of habitat recovery is moderated by the myriad of recreational trails that fragment the habitat. The scrub habitat area upstream (from Nash Road to Hospital Road) has been degraded by off-highway vehicle use. In these areas, the scrub has been trampled and the habitat fragmented by a mosaic of unpaved roads, user-created trails, and otherwise disturbed areas. Upland scrub occurs on the upper floodplain, such as near Nash Road. The urban and rural land uses adjacent to Reach Three moderates the value of the river habitats to wildlife as evidenced by the deposition of debris from the top-of-bank and off-highway vehicle use. Still, several stands of riparian woodland habitat that exist within this reach provide valuable wildlife habitat. Mature willow and cottonwood trees occur in the upstream area and a large stand of riparian woodland is establishing north of Hospital Road. This reach also abuts the City wastewater treatment ponds near 4th Street bridge, which attract waterfowl and other avian species depending upon the time of year and water levels in the ponds.

The mulefat scrub may provide suitable habitat for two special status plant species: Pinnacles buckwheat and Indian Valley bush mallow. The area also supports invasive, non-native trees, most notably occurrences of tamarisk. Some grassland areas within this reach add to the plant diversity; some areas support showy wildflowers, such as bi-colored lupine and owl's clover. Portions of Reach Three may provide marginal habitat, primarily as occasional foraging or as passage, for steelhead, California tiger salamander, California red-legged frog, western spadefoot toad, western pond turtle, San Joaquin whipsnake, western burrowing owl, northern harrier, white-tailed kite, western red bat, and San Joaquin kit fox.

Although the setting is more urbanized than other reaches, the agrarian heritage of the region and historic character of Hollister are important features within Reach Three. Agricultural fields and orchards continue to exist beyond the urbanized areas. The City of Hollister also features two historic districts, the downtown Hollister District and Monterey Street District.



**FIGURE 2-1
FOCUS AREA AERIAL MAP**

While much of the river corridor within Reach Three is in private ownership, some of the land is owned by public agencies. These lands include property previously owned by the Brigantino family, now owned by the City of Hollister, (hereinafter referred to as “Riverside Park” in this master plan document, though not officially named at this time) the City of Hollister Industrial Wastewater Treatment Plant, school district lands, and river crossing rights-of-way. A substantial area within the river corridor is owned by mining companies, much of which has been previously mined for sand and gravel. Other adjacent lands featuring residences and agricultural lands are in private ownership.

Despite private ownership, there is substantial evidence of use by off-road motorcycles, ATVs, hikers, joggers, equestrians, bicycles, and paintball players within the river corridor. In many instances, these activities are occurring on existing unpaved roads within the river corridor, some of which were associated with prior mining activities. An analysis of these uses, and other impacts such as unauthorized dumping, was conducted in 2012-2013 and is presented in a separate document prepared for San Benito County. The mining reclamation area analyzed extends from just north of Union Road to south of Hospital Road (See Section 1.3)

2.2 GENERAL CONCEPTS AND GUIDELINES

FOCUS AREA CONCEPTS

While the relatively level terrain on both sides of the river within the Focus Area is feasible for a multi-use trail corridor, the northeast side is recommended for the primary trail route because of its convenient proximity to neighborhoods, schools, and downtown Hollister. Secondary trail route segments could be developed on the western side if future opportunities arise. The relatively broad river corridor also offers potential opportunities for natural surface trails on lower terraces, especially within the previously mined area designated for reclamation.

Outdoor education opportunities within the Focus Area include a wildlife viewing and refuge area featuring treatment ponds situated within the Hollister Wastewater Treatment Plant. These open water ponds attract many species of waterfowl, making this area one of the best bird watching destinations in San Benito County. If compatible with future treatment facility operations, enhancements could include bird watching overlook platforms, nature trails, and interpretive displays. Further upstream, a future open space area is proposed along the east side of the River on the



terrace below the future Regional Park. This open space area would feature nature trails, overlooks, and interpretive displays. An outdoor education center is also proposed as part of the future Regional Park. The proximity to San Benito High School and other schools within the City of Hollister makes this reach an ideal location for outdoor education.

Several staging areas are proposed for this reach, including primary staging areas near the City of Hollister Industrial Wastewater Treatment Plant, at the future Regional Park, and just to the north of Hospital Road. Riverside Park could also serve as a staging area. Secondary staging areas may be developed on the west side of the river as opportunities arise. Primary staging areas with permanent facilities, such as restrooms, should be developed on the upper terrace lands less prone to flooding.

This reach features existing bridge crossings at Nash Road and Union Road, with a future bridge crossing planned for Hospital Road. The Nash Road bridge crossing was recently improved and now features a sidewalk on one side and bicycle lanes on both sides. The Union Road and Hospital Road bridges, scheduled for replacement, will both include a sidewalk on one side and bicycle lanes on both sides. A pedestrian/bicycle bridge is recommended at the northern end of the reach in the vicinity of the 4th Street bridge, with bridge access points at Riverside Park and the Industrial Wastewater Treatment Plant property. This will provide a safe, convenient connection between the existing park and proposed Parkway. Additional investigation and testing is required to determine the best location.

Although pedestrian and bicycle access across the San Benito River will be provided on roadway bridges and a possible future pedestrian/bicycle bridge, these crossings may not be suitable for equestrian use. Equestrian crossings of the low flow river channel may need to be designated within the river corridor. An analysis of the river channel conditions and land use constraints would be needed to identify specific locations for any trail crossings. Any crossing of the low flow river channel may also require seasonal restrictions due to potential flooding constraints. Without designated crossings, it is likely that future informal use would continue to result in disturbance of riparian vegetation and low flow channel habitat at numerous locations. Off-highway vehicle access and use would need to be prevented.

A pedestrian and bicycle trail route along the eastern riverbank within this reach offers valuable opportunities to connect neighborhoods, schools, and parklands. Providing safe routes to schools is vital to the transportation needs of the community and could be achieved in part by a continuous off-street bicycle/pedestrian trail along the San Benito

River. Convenient pedestrian and bicycle routes connecting from the River Parkway to downtown Hollister, the historic districts, and other destinations within Hollister would benefit both residents and visitors.

Any future trails and River Parkway amenities would be the result of negotiations with interested property owners/willing sellers or as conditions of future development. Specific trail alignments and locations of parkway amenities/staging areas would be determined as opportunities arise.

FOCUS AREA OVERALL DESIGN GUIDELINES

DEFINITIONS

Upper Terrace. Upper terrace lands along the San Benito River and Tres Pinos Creek which are higher in elevation than lower terraces and floodplain.

Lower Terrace. Lower geological terraces which are lower in elevation than the upper terraces and often within the 100-year floodplain.

Multi-use. A trail which includes pedestrian, mountain bike and equestrian use on the same trail tread.

Primary Staging Area. Staging areas that are intended to serve trail users who live within the community and visitors from outside of the San Benito County region. These staging areas may be new facilities developed as part of the River Parkway, or existing parks which can also serve as staging areas. They include parking for 20 vehicles. See River Parkway Master Plan report for complete guidelines.

Secondary Staging Areas. Staging areas that are intended to be smaller than primary staging areas and are to serve trail users who live within the community, though visitors may also use secondary staging areas. These staging areas would be developed as new facilities as part of the River Parkway. They include parking for 10 vehicles. See River Parkway Master Plan report for complete guidelines.

TRAILS

- Develop the primary multi-use trail system on the upper terrace lands along the north side of the San Benito River.
- Develop any paved trails and other permanent improvements on the upper terraces. Trails located on the lower terrace should be designed to withstand periodic flooding.
- Designate alternate routes along existing public roadways as needed to provide continuous pedestrian/bicycle access along the north side of the San Benito River. Public roadways to be considered for access improvements include Apricot Lane and Westside Boulevard.
- Develop a new pedestrian/bicycle bridge crossing of the San Benito River connecting Riverside Park to the City of Hollister Industrial Wastewater Treatment Plant.
- Provide equestrian use river crossings at Union Road.
- Develop nature trails within the proposed open space area to the south of the proposed future Regional Park.
- Designate natural surface trails on the lower terraces within the river corridor, primarily utilizing existing unpaved roadbeds and other existing natural surface pathways between Union and Hospital Road. Trails should be sited in areas which ensure protection of the sensitive habitats and minimize impacts to the low flow channel.
- As opportunities arise, consider secondary trail routes on the south side of the San Benito River on the river terrace between Nash Road and Union Road; and alongside Cienega Road Extension to provide a looped trail with the north side of the river.

- Provide a direct, convenient pedestrian/bicycle connection from the multi-use trail to the future Regional Park. This connection may require crossing a proposed future Westside Boulevard extension.
- Provide a Class II bicycle lane along the proposed future Westside Boulevard extension.
- Identify pedestrian and bicycle connections from schools, downtown Hollister, historic districts and other destinations within the City of Hollister to the River Parkway.

OUTDOOR EDUCATION

- Develop a wildlife viewing and refuge area utilizing ponds situated within the City of Hollister Industrial Wastewater Treatment Plant, with a focus on bird watching activities.
- Provide nature viewing overlooks and interpretive displays within the proposed open space area near Hospital Road.
- Provide interpretive displays along the primary multi-use trail route and nature trails on terrace lands, highlighting natural resources, river stewardship, and the community heritage of the City of Hollister.
- Consider the use of public art and community garden plots along the trail.

STAGING AREAS AND ACCESS

- Provide primary and secondary staging areas (see Staging Area and Amenity Guidelines - River Parkway Master Plan Report Section 3.8).
- Primary staging areas may include Riverside Park, the proposed Regional Park, and in the vicinity of the Hospital Road crossing.
- Develop secondary staging areas in the vicinity of the City of Hollister Industrial Wastewater Treatment Plant or at the end of Bridge Road with access under 4th Street bridge, across from the Regional Park, and near the future Union Road bridge.
- Implement measures to prevent access to the river corridor by off-highway vehicles.

TRAIL CORRIDOR SETTINGS AND GUIDELINES

Depending on the specific setting and site conditions within the Focus Area, different trail design guidelines are appropriate. Section 2.4 of this Plan includes trail corridor guidelines for the following settings:

- Agricultural/Rural Setting
- Urban/Park Setting
- Confined Corridor in Urban Setting
- Floodplain Setting
- Roadway Trail Corridor Setting

PARKWAY BUDGET

A preliminary cost estimate was developed for a 1.5 mile stretch of Parkway within the Focus Area (1.5 mile corridor located in Section 3). The estimate assumes a 10' wide concrete multi-use trail with a 30" unpaved shoulder, unpaved trails, a split rail fence, a secondary parking lot and site furnishings such as benches and trash receptacles. The estimate for this 1.5 mile Parkway corridor ranges between \$1,215,000 - \$1,335,000. This estimate is very preliminary and further estimates should be developed for future budget establishment. Annual maintenance is estimated to be \$77,000 - \$85,600. See Appendix C & D for a summary breakdown of these estimates.

2.3 FOCUS AREA CONCEPTUAL PLANS

The Focus Area has been divided into four sections for purposes of the Master Plan. A conceptual plan layout and program elements are identified for each of the four sections in the following pages.

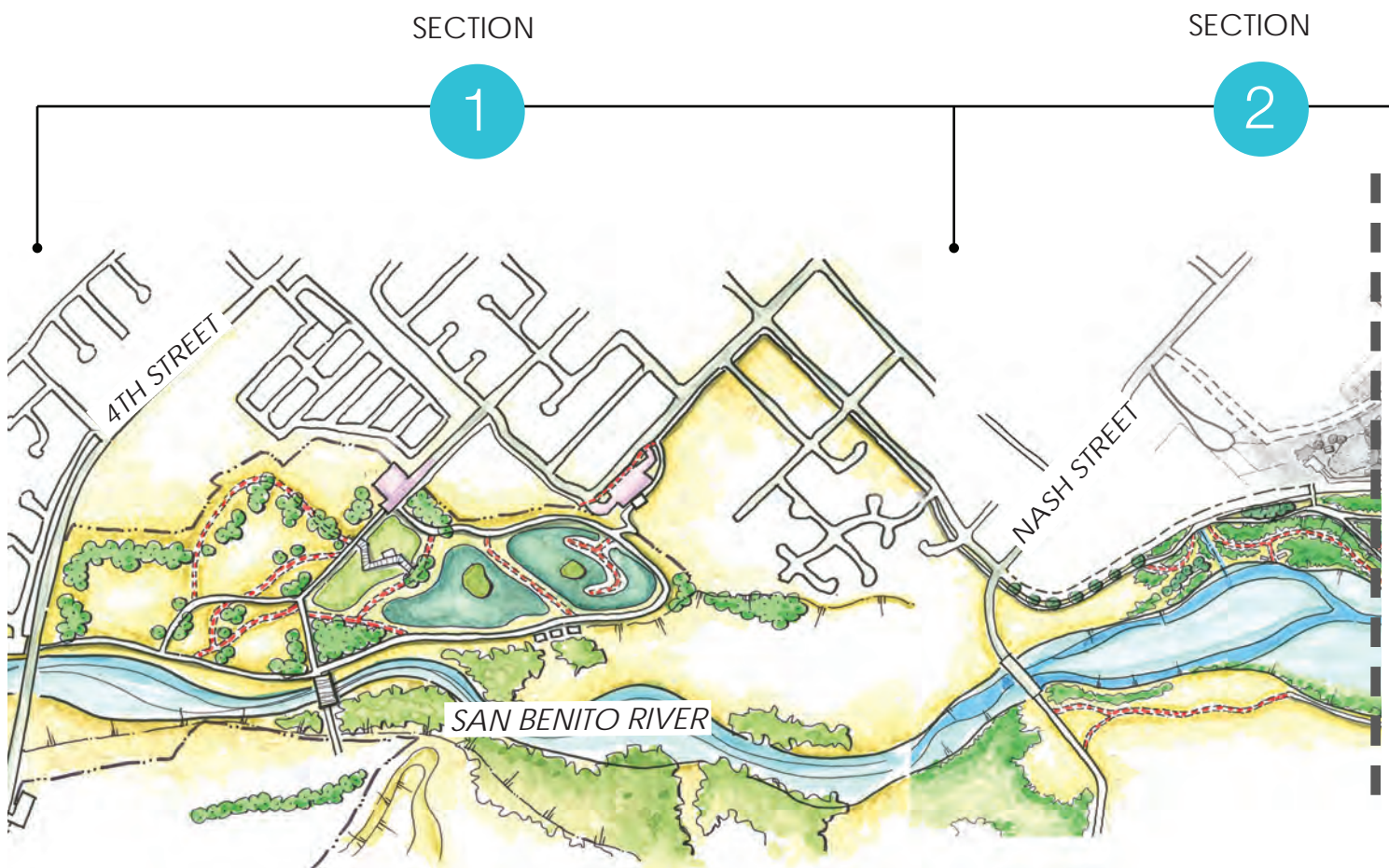
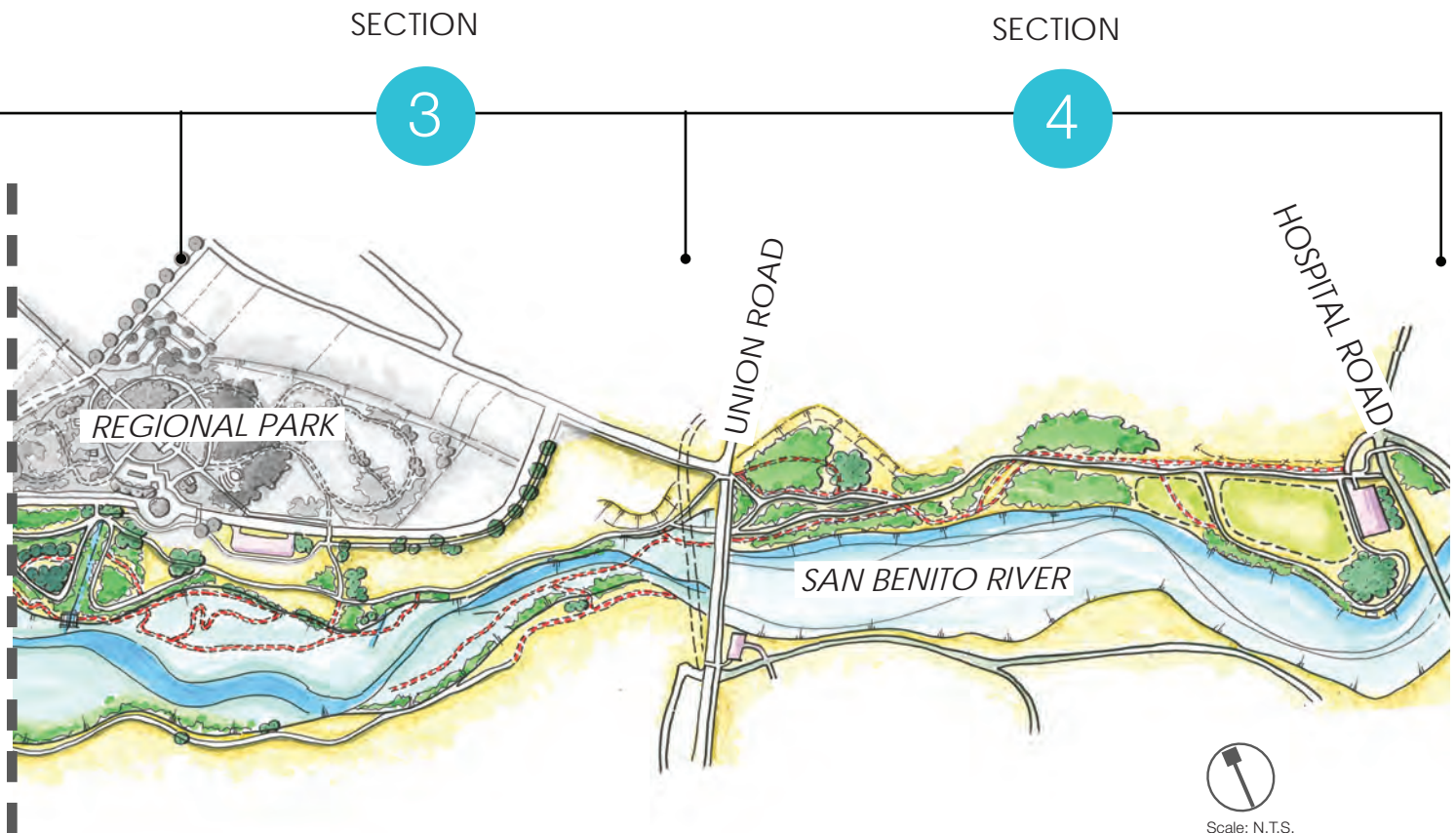


FIGURE 2-2
FOCUS AREA CONCEPTUAL PLAN

PROGRAM ELEMENTS

- PAVED TRAILS FOR RUNNERS AND WALKERS
- EQUESTRIAN TRAILS
- PRIMARY AND SECONDARY STAGING AREAS
- EQUESTRIAN STAGING AREA
- RESTROOMS
- PICNIC AREAS ALONG TRAIL
- DISTANCE MARKERS
- BIKE SKILLS PARK/ PUMP TRACK (Sec. 4)
- DISC GOLF (Sec. 4)
- EDUCATION/INTERPRETIVE SIGNS
- PAR COURSE FOR EXERCISE
- TRAIL AMENITIES/SITE FURNISHINGS



* The Focus Area (Reach Three) has been divided into 4 SECTIONS in this report for graphic clarity only.

2.4 TRAIL CORRIDOR SETTINGS AND GUIDELINES

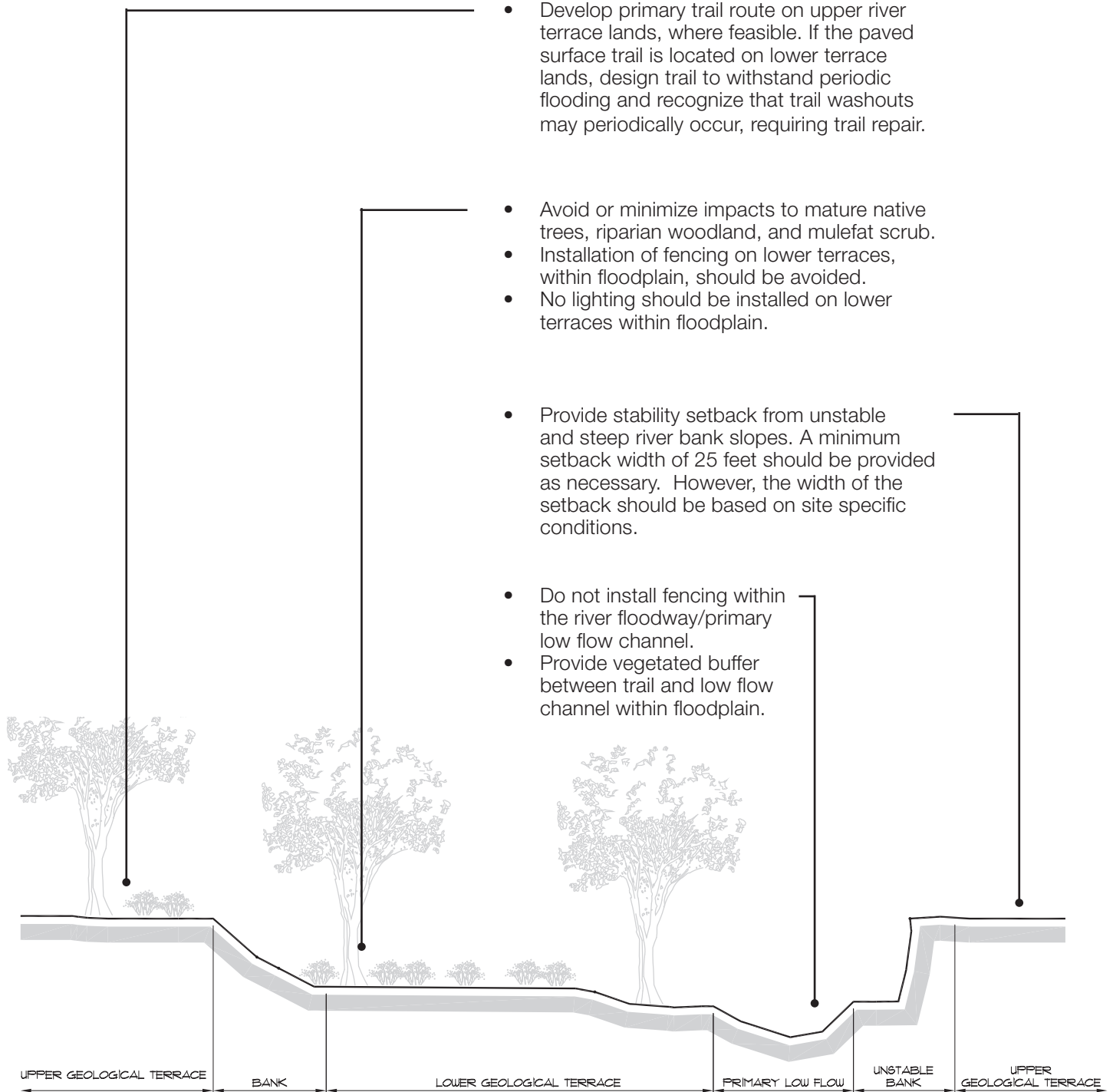
GENERAL CORRIDOR/TRAIL GUIDELINES

- Develop primary trail route on upper river terrace lands, where feasible. If the paved surface trail is located on lower terrace lands, design trail to withstand periodic flooding and recognize that trail washouts may periodically occur, requiring trail repair.

- Avoid or minimize impacts to mature native trees, riparian woodland, and mulefat scrub.
- Installation of fencing on lower terraces, within floodplain, should be avoided.
- No lighting should be installed on lower terraces within floodplain.

- Provide stability setback from unstable and steep river bank slopes. A minimum setback width of 25 feet should be provided as necessary. However, the width of the setback should be based on site specific conditions.

- Do not install fencing within the river floodway/primary low flow channel.
- Provide vegetated buffer between trail and low flow channel within floodplain.



A AGRICULTURAL/RURAL SETTING

A1 PEDESTRIAN, BICYCLE & EQUESTRIAN

This trail corridor includes separated (parallel) paved and unpaved trails on the upper terrace. Use A1 when site conditions allow for a wider trail corridor and equestrian use is compatible with adjacent land uses.

A2 PEDESTRIAN & BICYCLE

This narrow trail corridor includes a paved trail only on the upper terrace. Use A2 when a wider corridor is not feasible and/or equestrian use is not compatible with adjacent land uses. Where suitable, also provide an equestrian trail per Trail Setting D1.

A3 PEDESTRIAN, MOUNTAIN BIKE & EQUESTRIAN

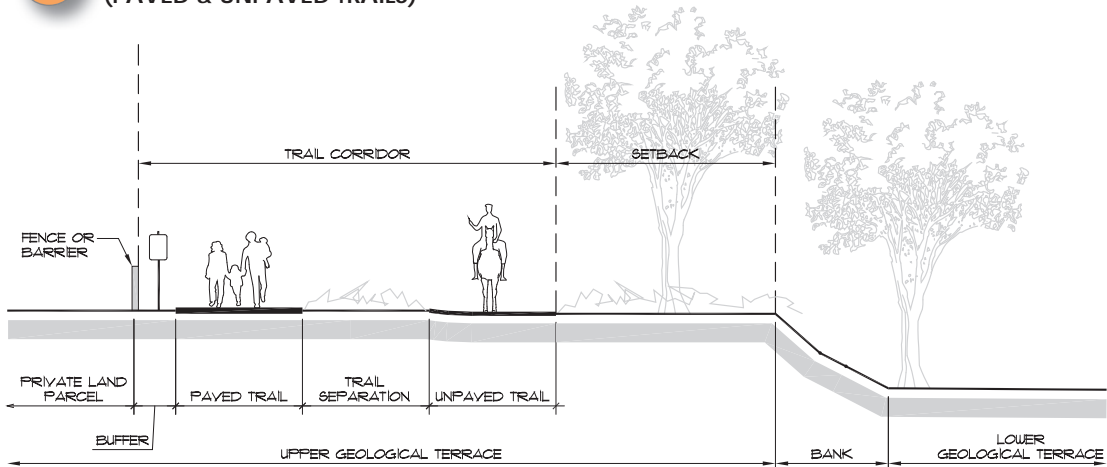
This narrow trail corridor includes an unpaved trail only on the upper terrace. Use A3 when equestrian use is highly desirable and there is not sufficient width to provide both paved and unpaved trails on the upper terrace, nor is it feasible to provide an equestrian trail within the floodplain. This option may also be appropriate in segments where construction funding is limited. Provide an alternate route for road bicycles on a nearby roadway.

GUIDELINES

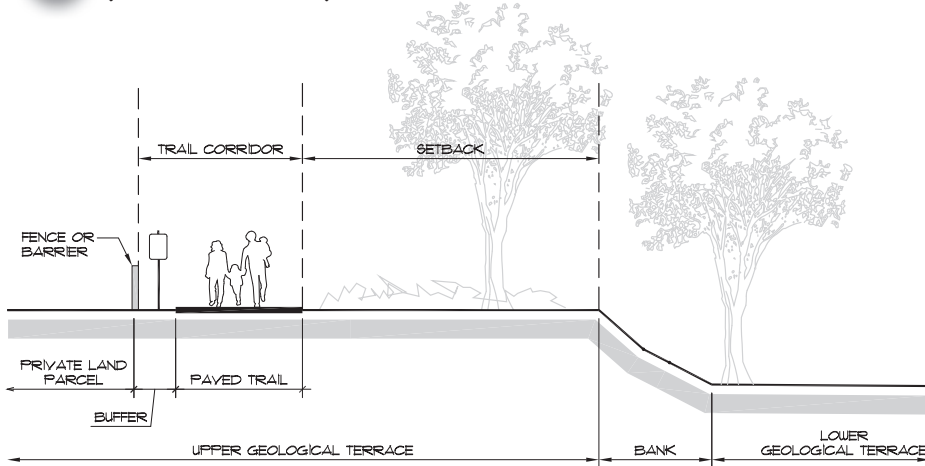
- Provide fencing as a buffer between trails and agricultural fields as needed and in coordination with adjacent agricultural operations. Fencing should blend with rural agricultural setting. Planting may be used as a buffer in lieu of fencing, and coordinated with adjacent landowner.
- In general, limit trail use to daylight hours only. Trail lighting to be installed based on further investigation and analysis of site conditions and trail design. Consider security purposes and property owners/adjacent land use. If installed, shield along trails and bridges to prevent light spillage into riparian and stream corridors. Limit lighting to low bollard-style security-type lighting.
- Provide benches and other amenities in vicinity of staging areas and access nodes.
- Provide signage listing trail regulations, including trail use designations. Provide wayfinding and directional signage, as needed. Provide signage prohibiting trespassing and disturbance of agricultural fields and equipment.
- Avoid landscaping which requires permanent installation of irrigation or use of plant species that may attract insect pests to the adjacent agricultural operations.

	A1	A2	A3
Trail Corridor	18'-35'	10'-15'	10'-15'
Paved Trail	8'-10'	8'-10'	8'-10'
Unpaved Trail	4'-10'	-	4'-10'
Trail Separation	10' or 4' (w/fence)	-	-
Buffer	2'-5'	2'-5'	2'-5'
Vertical Clearance General	8'	8'	-
Vertical Clearance Equestrian	12'	-	12'

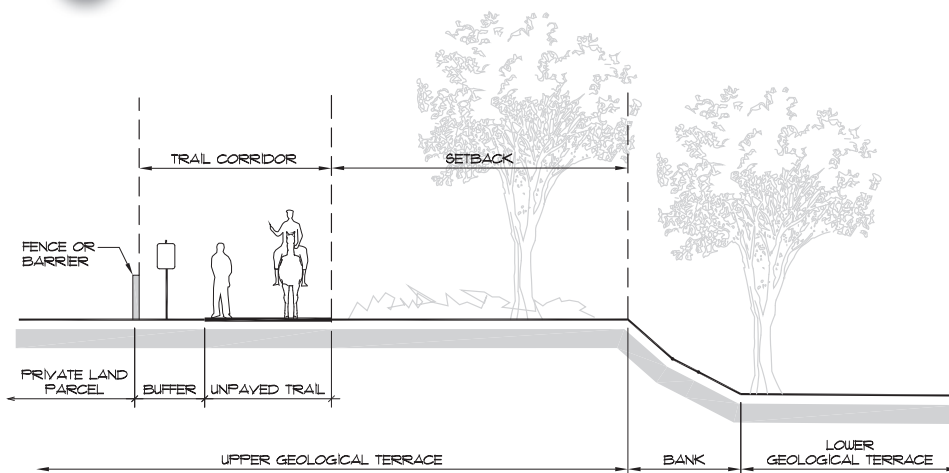
**A1 PEDESTRIAN, BICYCLE, & SEPARATED EQUESTRIAN
(PAVED & UNPAVED TRAILS)**



**A2 PEDESTRIAN & BICYCLE
(PAVED TRAIL ONLY)**



**A3 PEDESTRIAN, MOUNTAIN BIKE & EQUESTRIAN
(UNPAVED TRAIL ONLY)**



B URBAN/PARK SETTING

B1 PEDESTRIAN, BICYCLE & EQUESTRIAN

This trail corridor includes separated (parallel) paved and unpaved trails on the upper terrace. Use B1 when site conditions allow for a wider trail corridor on the upper terrace and equestrian use is compatible with adjacent land uses.

B2 PEDESTRIAN & BICYCLE

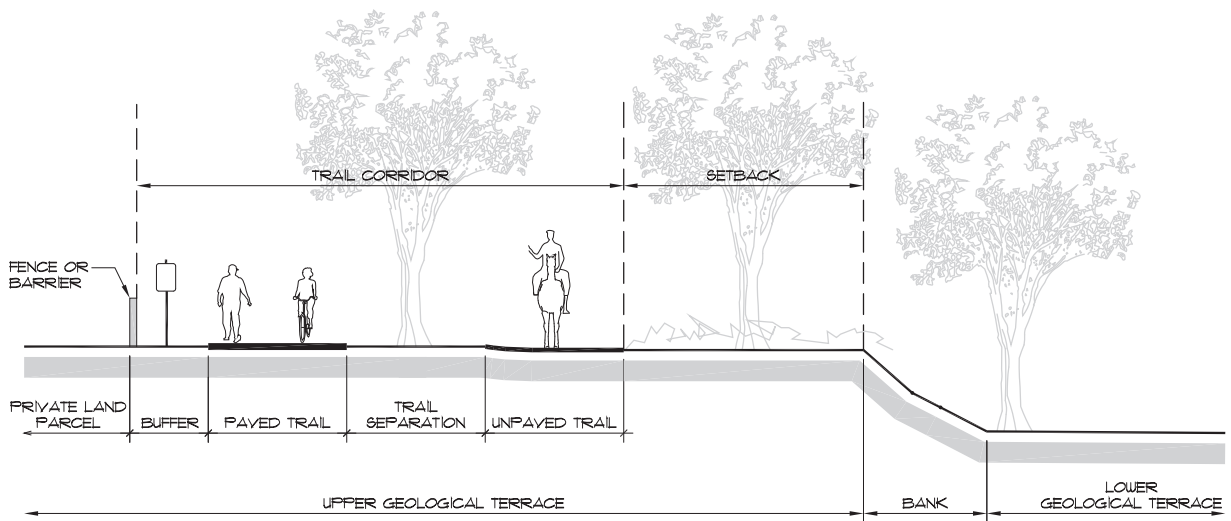
This narrow trail corridor includes a paved trail only on the upper terrace. Use B2 when a wider trail corridor on the upper terrace is not feasible and/or equestrian use is not compatible with adjacent land uses. Where suitable, also provide an equestrian trail per Trail Setting D1.

	B1	B2
Trail Corridor	18'-35'	10'-15'
Paved Trail	8'-10'	8'-10'
Unpaved Trail	4'-10'	-
Trail Separation	10' or 4' (w/fence)	-
Buffer	2'-5'	2'-5'
Vertical Clearance General	8'	8'
Vertical Clearance Equestrian	12'	-

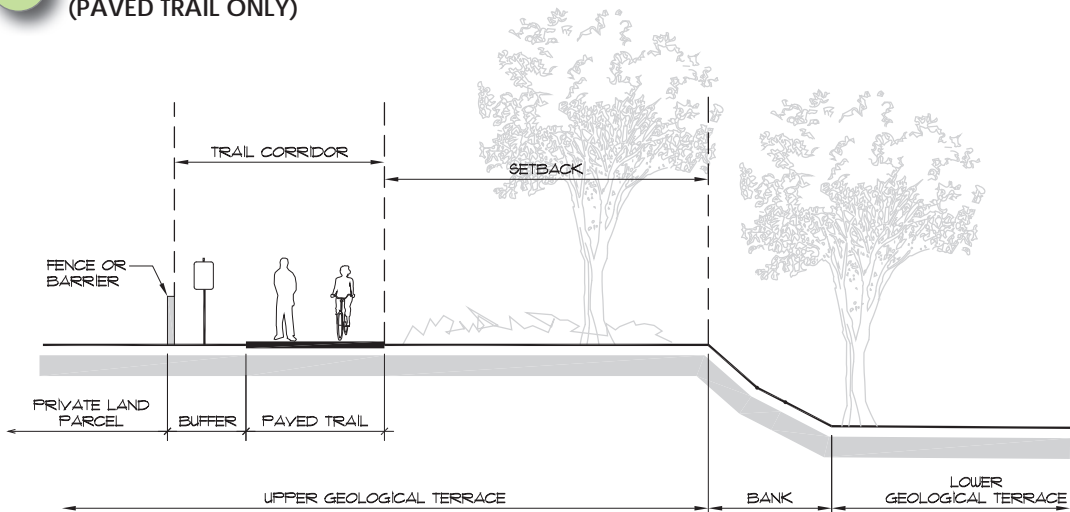
GUIDELINES

- Provide fencing only as needed, such as areas along steep and unstable river bank slopes and areas adjacent to sensitive wildlife areas.
- In general, limit trail use to daylight hours only. Trail lighting to be installed based on further investigation and analysis of site conditions and trail design. Consider security purposes and property owners/adjacent land use. If installed, shield along trails and bridges to prevent light spillage into riparian and stream corridors. Limit lighting to low bollard-style security-type lighting.
- Provide signage listing trail regulations, including trail use designations. Provide wayfinding and directional signage as needed.
- Provide benches and other amenities.
- Provide landscaping as needed for buffers and revegetation. Where landscaped trails are located adjacent to native habitat areas, use native trees and shrubs for landscaping.

B1 PEDESTRIAN, BICYCLE & EQUESTRIAN
(PAVED & UNPAVED TRAILS)



B2 PEDESTRIAN & BICYCLE
(PAVED TRAIL ONLY)



C CONFINED CORRIDOR SETTING

C1 PEDESTRIAN, BICYCLE & EQUESTRIAN

This trail corridor includes separated (parallel) paved and unpaved trails on the upper terrace. Use C1 when site conditions allow for a wider trail corridor on the upper terrace and it is not feasible to provide an equestrian trail within the floodplain further away from urbanized land uses.

C2 PEDESTRIAN & BICYCLE

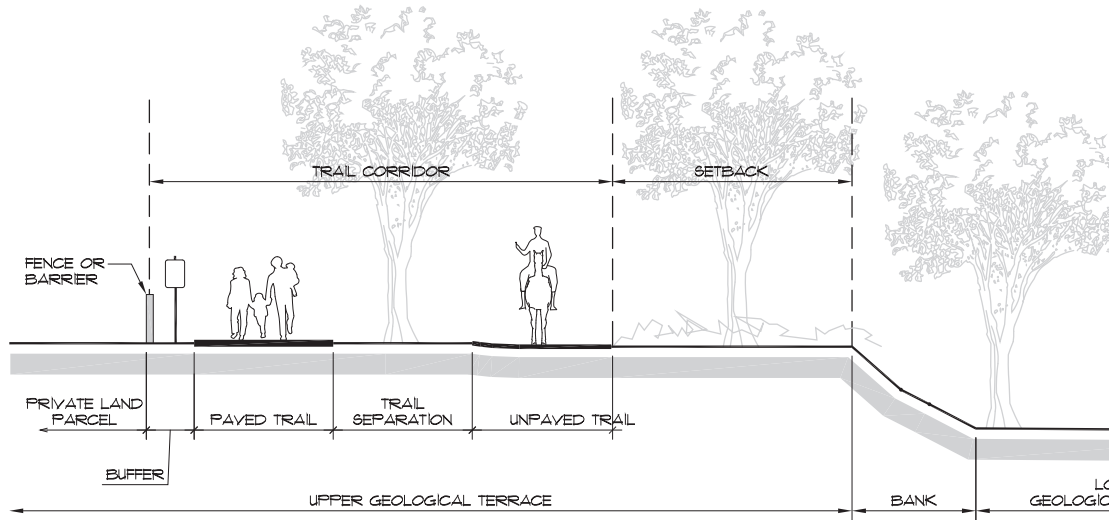
This narrow trail corridor includes a paved trail only on the upper terrace. Use C2 when a wider trail corridor on the upper terrace is not feasible and/or equestrian use is not compatible with adjacent land uses. Where suitable, also provide an equestrian trail per Trail Setting D1.

GUIDELINES

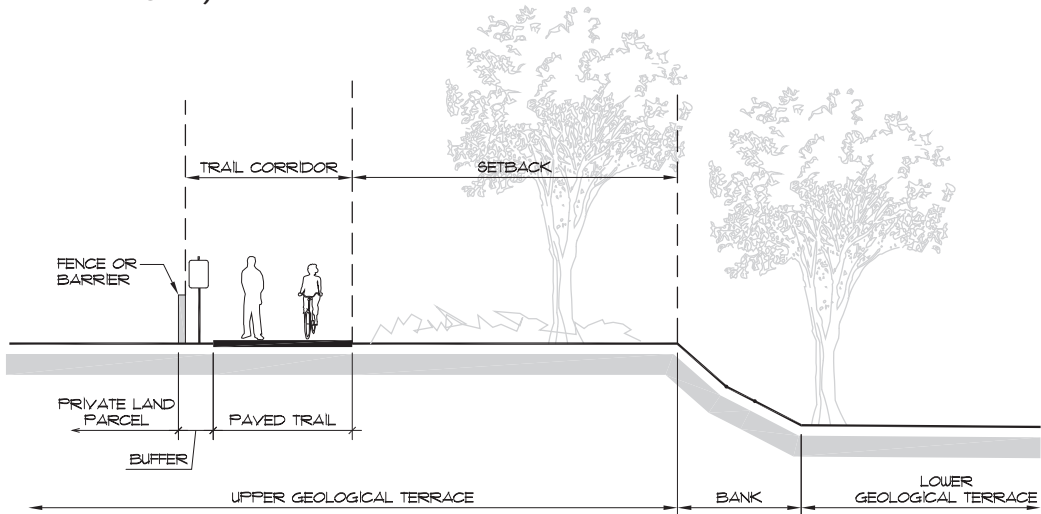
- Provide fencing as needed to provide separation/buffer between trails, along steep banks and areas adjacent to sensitive wildlife areas, and adjacent land uses.
- In general, limit trail use to daylight hours only. Trail lighting to be installed based on further investigation and analysis of site conditions and trail design. Consider security purposes and property owners/adjacent land use. If installed, shield along trails and bridges to prevent light spillage into riparian and stream corridors. Limit lighting to low bollard-style security-type lighting.
- Provide signage listing trail regulations, including trail use designations. Provide wayfinding and directional signage as needed.
- Minimize benches and other amenities in confined corridor, so as not to impede safe flow of trail use.
- Provide landscaping as needed for buffers and revegetation. Avoid difficult to maintain narrow planting strips and installation of irrigation along eroding river banks. Temporary establishment period irrigation is acceptable.

	C1	C2
Trail Corridor	18'-35'	10'-15'
Paved Trail	8'-10'	8'-10'
Unpaved Trail	4'-10'	-
Trail Separation	10' or 4' (w/fence)	-
Buffer	2'-5'	2'-5'
Vertical Clearance General	8'	8'
Vertical Clearance Equestrian	12'	-

C1 PEDESTRIAN, BICYCLE & EQUESTRIAN
(PAVED & UNPAVED TRAILS)



C2 PEDESTRIAN & BICYCLE
(PAVED TRAIL ONLY)



D FLOODPLAIN SETTING

D1 PEDESTRIAN & EQUESTRIAN (& MOUNTAIN BIKE WHERE SUITABLE)

This narrow trail corridor includes an unpaved trail only within the floodplain. Use D1 when trail use is compatible with adjacent habitat areas and avoids impacts to the low flow channel. Use an existing trail, unpaved road, or other previously disturbed area as the designated trail route. Where soil conditions are suitable, designate trail for mountain bike use also.

D2 PEDESTRIAN & MOUNTAIN BIKE (& EQUESTRIAN WHERE SUITABLE)

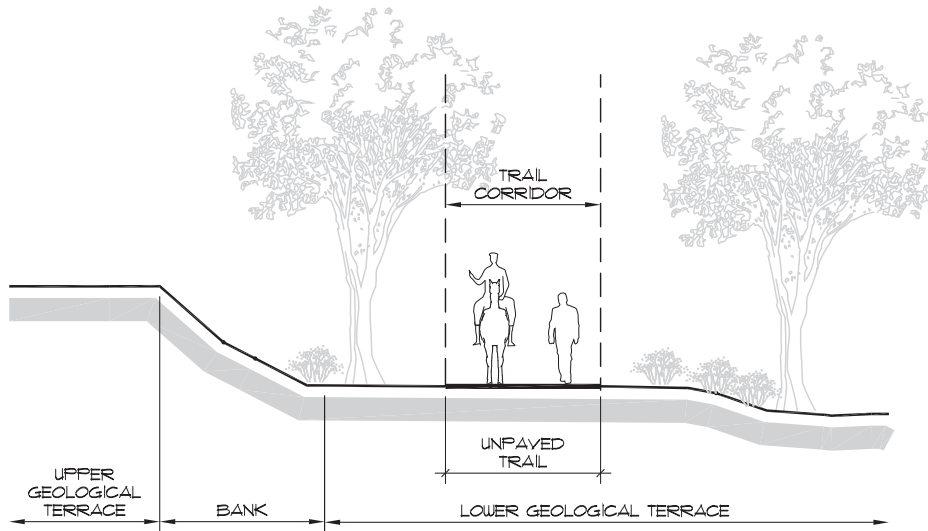
This narrow trail corridor includes an unpaved trail only on an existing berm or levee, created as a result of prior mining operations. Use D2 when an existing berm or levee is of sufficient width and stability to allow trail use. Where the berm/levee width and side slopes are suitable, designate trail for equestrian use also.

	D1	D2
Trail Corridor	4'-10'	4'-10'
Paved Trail	-	-
Unpaved Trail	4'-10'	4'-10'
Trail Separation	-	-
Buffer	-	-
Vertical Clearance General	-	-
Vertical Clearance Equestrian	12'	12'

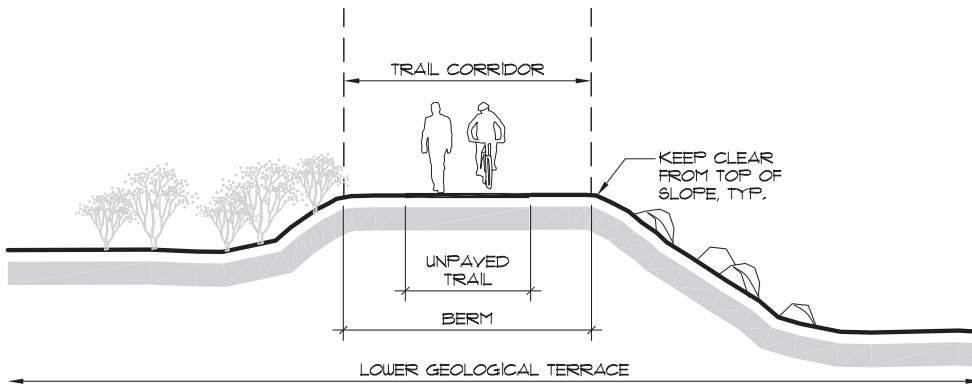
GUIDELINES

- Trails identified for mountain bike use should avoid areas of loose sandy soils.
- Utilize existing unpaved roadways/pathways/berms/levees and previously disturbed areas for trail alignments to maximum extent feasible.
- Design trail alignments to follow natural contours.
- Avoid trail gradients greater than 10% slope on natural surface trails to minimize erosion.
- Provide vegetated buffer between the trail and low flow channel(s).
- Provide signage listing trail regulations, including trail use designations, at trail entrances. Provide wayfinding and directional signage as needed on markers at trail intersections.
- Re-vegetate disturbed or degraded areas as needed with native species only.
- Install vehicular barriers to prevent off-highway vehicle access at trail entrances and/or trail intersections.

D1 PEDESTRIAN & EQUESTRIAN (MOUNTAIN BIKE WHERE SUITABLE CONDITIONS)
(UNPAVED TRAIL ONLY)



D2 EXISTING BERM
PEDESTRIAN & MOUNTAIN BIKE (EQUESTRIAN WHERE SUITABLE CONDITIONS)
(UNPAVED TRAIL ONLY)



E ROADWAY SETTING

E1 PEDESTRIAN, BICYCLE & EQUESTRIAN (BOTH SIDES OF ROADWAY)

This trail corridor includes a paved trail on one side of the roadway and an unpaved trail on the other side of the roadway. Use E1 when the right-of-way is limited and equestrian use is compatible with the adjacent land uses on at least one side of the roadway.

E2 PEDESTRIAN, BICYCLE & EQUESTRIAN

This trail corridor includes separated (parallel) paved and unpaved trails along the roadway on the same side of the road. Use E2 when the right-of-way is sufficiently wide and equestrian use is compatible with the adjacent land uses.

E3 PEDESTRIAN & BICYCLE

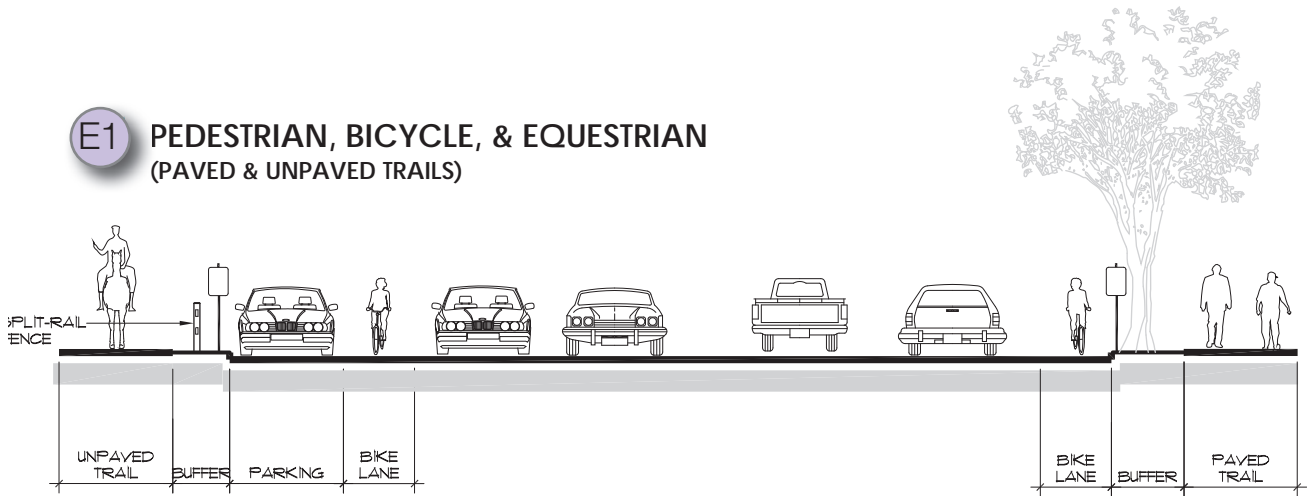
This trail corridor includes a paved trail only along the roadway. Use E3 when the right-of-way is limited in width and/or equestrian use is not compatible with the adjacent land uses. Where suitable, also provide an equestrian trail per Trail Setting D1.

GUIDELINES

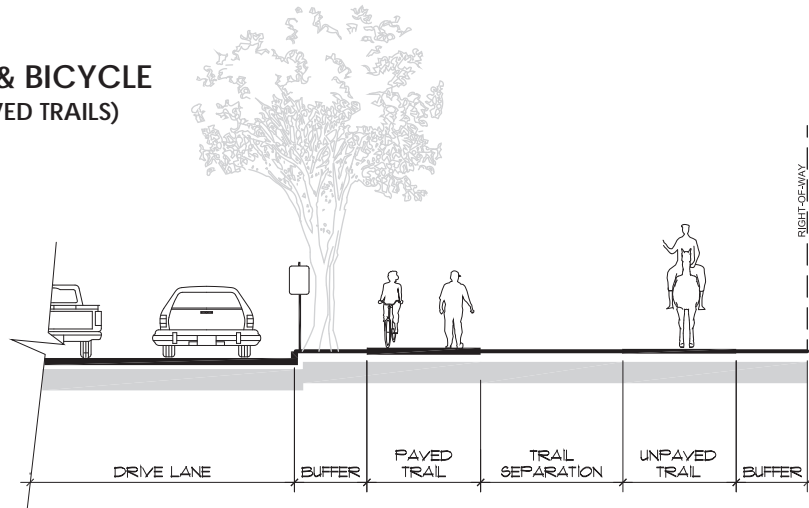
- Locate paved trail closest to roadway.
- Provide fencing only as needed for a separation/ buffer between trails and along roadways and adjacent land uses.
- Provide fencing at intersections to guide users to designated road crossing.
- Provide lighting as needed.
- Provide signage listing trail regulations, including trail use designations. Provide wayfinding and directional signage as needed.
- Provide benches and other amenities near staging areas and access nodes.
- Provide landscaping as appropriate.
- Install bollards to prevent unauthorized motor vehicle access at intersections.

	E1	E2	E3
Trail Corridor	12'-15'	20'-40'	10'-15'
Paved Trail	8'-10'	8'-10'	8'-10'
Unpaved Trail	4'-10'	4'-10'	-
Trail Separation	10' or 4' (w/fence)	10' or 4' (w/fence)	-
Buffer	2'-5'	2'-5'	2'-5'
Vertical Clearance General	8'	8'	8'
Vertical Clearance Equestrian	12'	12'	-

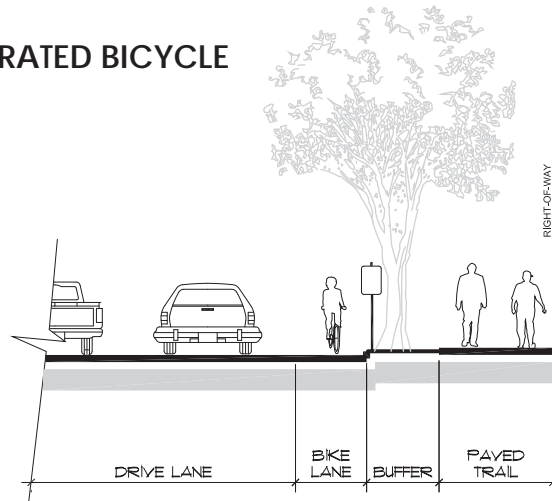
E1 PEDESTRIAN, BICYCLE, & EQUESTRIAN
(PAVED & UNPAVED TRAILS)



E2 PEDESTRIAN & BICYCLE
(PAVED & UNPAVED TRAILS)



E3 PEDESTRIAN & SEPARATED BICYCLE
(PAVED TRAIL ONLY)



1

SECTION 1

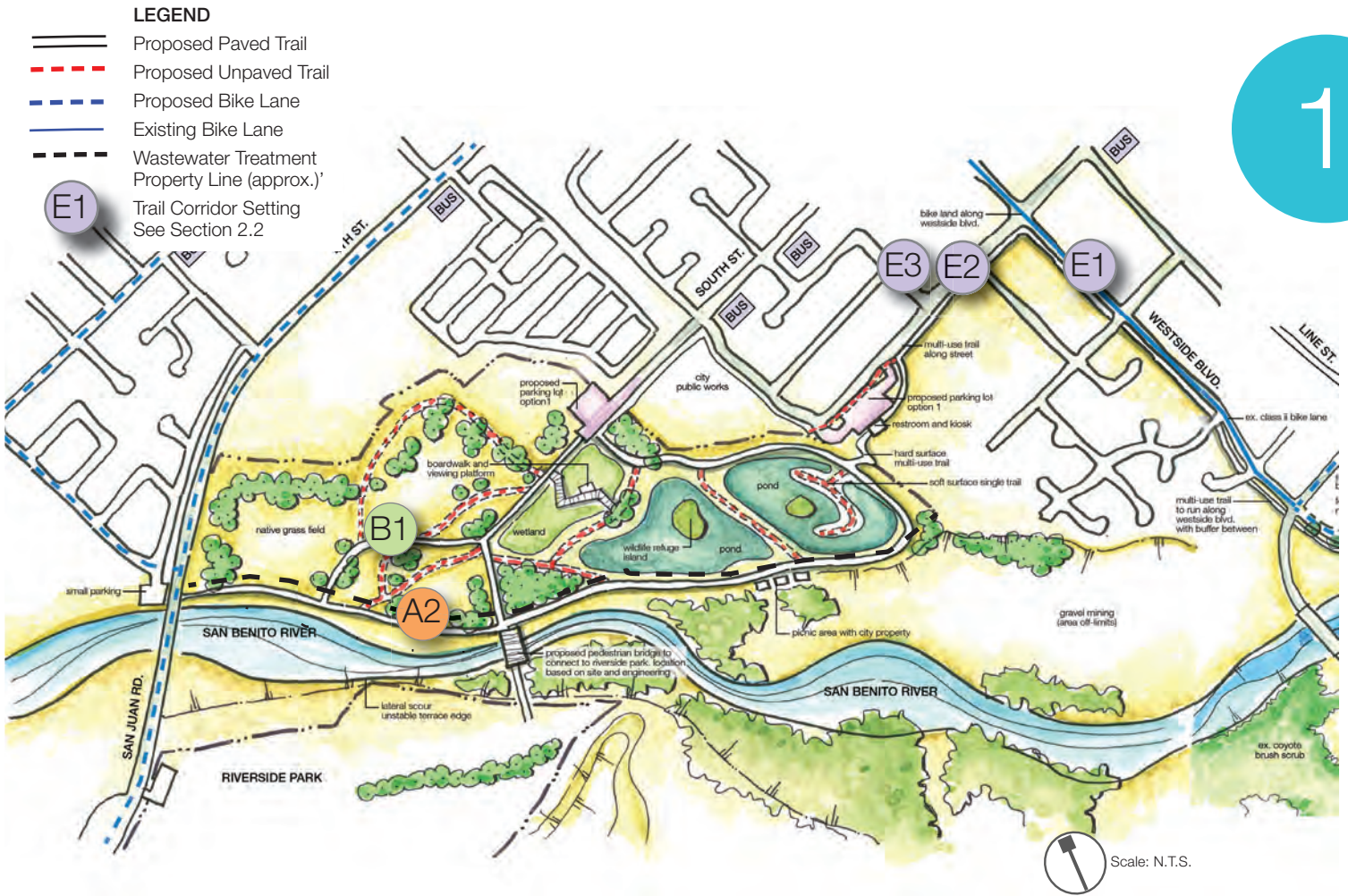
4TH STREET TO NASH ROAD

DESIGN CONCEPT

Beginning at the 4th Street bridge:

- A secondary staging area or small access point at the end of Bridge Road, and a bridge underpass provides connectivity between neighborhoods west of 4th Street to the proposed River Parkway Trail.
- A paved multi-use trail parallel to the River along the City Industrial Wastewater Treatment Plant property line could follow an existing access road. Refer to Trail Corridor Setting A.
- A 10' wide pedestrian/bicycle bridge is proposed to link Riverside Park with the River Parkway and connect to a future bike lane along the San Juan Road Bridge location, based on appropriate site and engineering.
- Picnic area opportunities along multi-use trail exist near the easterly most treatment pond.
- A primary staging area provides parking and trail access either at Apricot Lane or Wastewater Treatment Plant facilities parking area (end of South Street depending on development).
- Collaboration with the City Wastewater Treatment Plant exists. Consider expanding trail network around future abandoned wastewater treatment ponds and create a birding sanctuary with lookouts and nesting opportunities. See Section 1.3 this report for further information.
- A multi-use trail continues east along Apricot Lane and south down Westside Boulevard. Refer to Trail Corridor Setting E.





**FIGURE 2-3
FOCUS AREA ENLARGEMENT PLAN-SECTION 1**



2

SECTION 2

NASH ROAD TO REGIONAL PARK

DESIGN CONCEPT

Beginning at Nash Road:

- Pedestrian access/crossing at Westside Boulevard and Nash Road is critical. Consider traffic lights, or pedestrian tunnel under Nash Road during construction of Westside Boulevard Extension.
- A multi-use trail continues beside the proposed future Westside Boulevard Extension. When feasible, it is separated from the boulevard to provide a safer, more enjoyable environment. A possible interim connection to the parkway from Westside Boulevard could come from Nash Road and south along the school district property line.
- As the parkway corridor widens, an unpaved trail is provided, separate from the multi-use trail. See Trail Corridor Setting B.
- A pedestrian tunnel is proposed under the future Westside Boulevard Extension to provide an uninterrupted connection to the Regional Park. The tunnel is proposed to be at least 10' wide and 12' clear, and should be well lit and attractive to encourage use and discourage unwanted activity. The tunnel should be considered a feature to the Regional Park and not have the feeling of a pedestrian 'culvert'.
- Various length looped trails are provided to encourage all user abilities and a range of timed circuit activities.
- A small seasonal footbridge is provided over an existing drainage gully.
- Par course equipment is proposed along the multi-use trail in this section.
- A few select unpaved trails are provided in the lower terrace and offer opportunities to reach the waters edge. See Trail Corridor Setting D.
- An opportunity for a secondary unpaved trail on the south side of the River could exist and provide a longer loop connecting both sides of the River.





FIGURE 2-4
FOCUS AREA ENLARGEMENT PLAN-SECTION 2



3

SECTION 3

REGIONAL PARK TO UNION ROAD BRIDGE






DESIGN CONCEPT

Beginning at the Regional Park:

- A street pedestrian crossing is provided at the proposed future Westside Boulevard Extension and the proposed round-about entrance into the Regional Park.
- A multi-use trail parallels the proposed future Westside Boulevard Extension as it connects to San Benito Street, to provide access to neighborhoods east of San Benito Street and downtown.
- Another paved multi-use trail follows the top of the river terrace and forms a short paved loop. An unpaved trail may run beside this paved trail or be separated from it.
- Par course equipment is proposed along the multi-use trail in this section. Coupled with a short loop, this will be ideal for lunch time fitness breaks.
- A primary staging area is provided off the proposed future Westside Boulevard Extension.
- Unpaved trails are provided in the lower terrace, but access is limited due to the steepness of the bank. Steps or switchback in trail may need to be provided to gain safe access to lower bank. See Trail Corridor Setting D.
- As the corridor narrows, a single paved multi-use trail is provided through a potential easement, connecting with Union Bridge. See Trail Corridor Setting C.
- A proposed bridge underpass provides a continuous multi-use trail east of the future Union Street bridge (existing bridge is shown dashed on the plan).
- There is a potential for select pedestrian and equestrian trails in the lower terrace to connect to the south side of the river. Further investigation is recommended for the potential of a limited, seasonal river crossing for equestrians due to the flow of the river near Union Bridge.



LEGEND

-  Proposed Paved Trail
-  Proposed Unpaved Trail
-  Proposed Bike Lane
-  Existing Bike Lane
-  Trail Corridor Setting
See Section 2.2

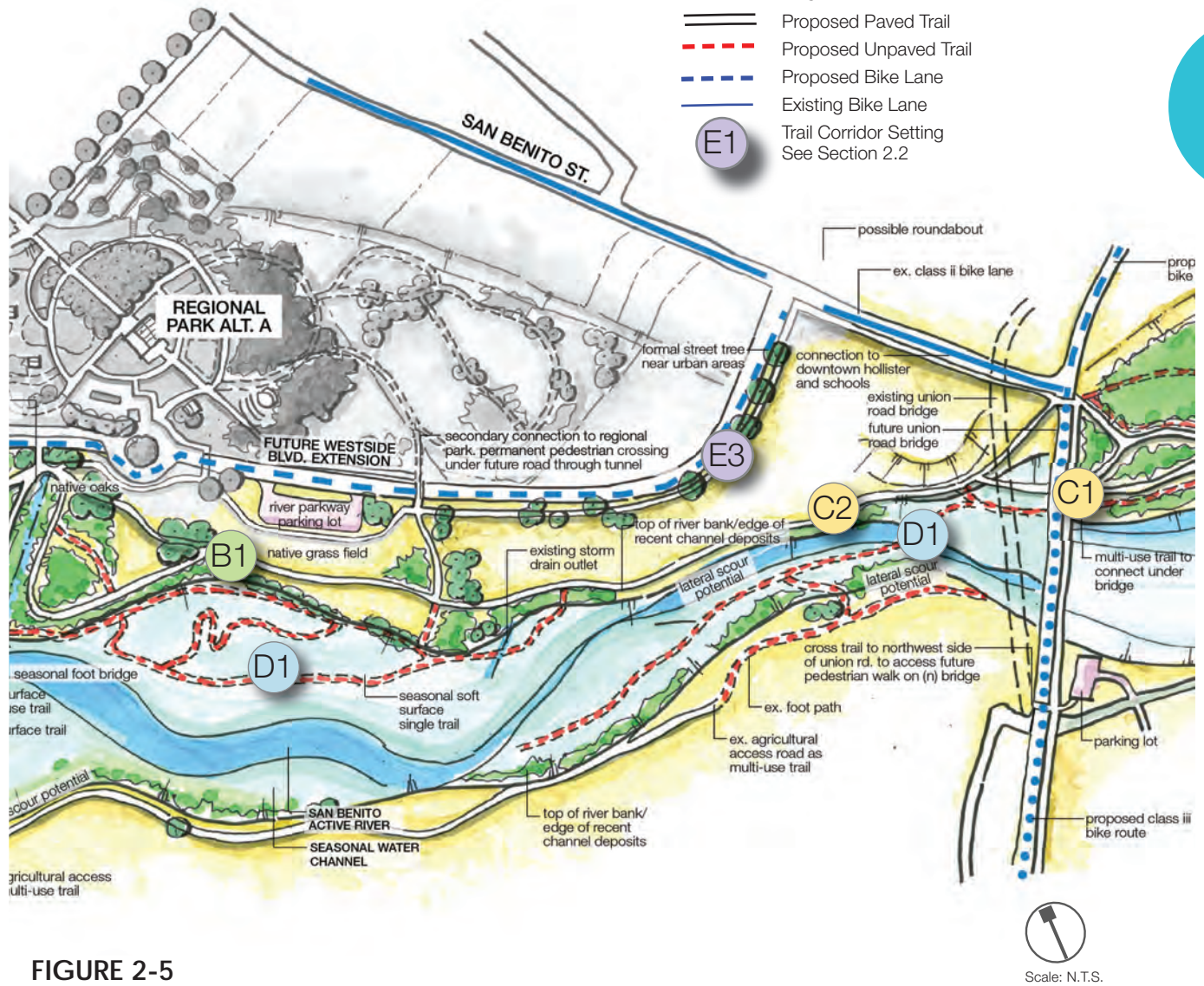


FIGURE 2-5
FOCUS AREA ENLARGEMENT PLAN-SECTION 3



4

SECTION 4

UNION ROAD TO HOSPITAL ROAD

DESIGN CONCEPT

Beginning at the Union Road bridge:

- A bike lane and sidewalk is proposed across the Union Road bridge. Bike lanes are proposed for both sides of the bridge and sidewalks on one side to provide safe pedestrian access from the high school and proposed secondary staging area at the end of Cienega Road.
- A paved, multi-use trail follows old mining berms and abandoned roads that show signs of current use.
- Unpaved trails meander through the corridor as it widens, providing a circuit of trails for cross country track students.
- A separation of users, such as equestrians and bicyclists is recommended, particularly near trail heads at the Hospital Road staging area and the Union Road bridge/San Benito Street crossing.
- A picnic area is provided near Union Road, under existing Cottonwood trees.
- Low-impact, passive recreation areas are provided near Hospital Road, at the old mining operations areas. This area has the potential for a neighborhood park with a small playground, disc golf course or dirt pump track. It should be noted that due to its proximity to the river reclamation site in the river, area program and amenities will need to be reviewed in terms of their potential for disturbing biotic resources. For example, active recreation, such as soccer fields, is not recommend.
- A primary staging area is provided, with a separate drive off the future Hospital Road bridge.
- A secondary staging area is provided on the south side of the future Union Road bridge. This area can service possible Wine Trail bike riders, as well as the River Parkway.





FIGURE 2-6
FOCUS AREA ENLARGEMENT PLAN-SECTION 4





View North from within the site looking at the bank that edges the site.



View South from above site at Northeast corner. The upper area is the proposed school expansion site, the lower area is the proposed park site.



View South looking from above the site. The dirt road extends from West Street, The San Benito River riparian corridor is beyond with the Hollister Hills in the distance.

3 REGIONAL PARK

3.1 SETTING

Adjacent to the Focus Area, on the edge of Hollister city limits, a 53 acre site has been identified as a proposed location for a Regional Park. The central location along the River Parkway corridor, proximity to downtown Hollister, schools and resources, and views of the surrounding hills, makes this site ideal for a Regional Park.

The site is located south of San Benito High School near the intersection of Nash Road and San Benito Street. It is bound on the north by an existing steep bank (approximately 3:1) and the current school; to the east by a bank of varying steepness and private land owners; to the south by flat undisturbed grasslands, the proposed River Parkway Focus Area and San Benito River; and to the west undeveloped grasslands and private residences. The landscape on site is classified as grassland that has been disked to maintain the growth of the grasses. There are a few scattered trees on the site, but no built structures. Apart from the banks to the north and east, the site is relatively flat and slopes gradually south toward the San Benito River. A topographic survey has been completed as part of this project and is available through the County.



Scale: N.T.S.

**FIGURE 3-1
REGIONAL PARK LOCATION MAP**

COMMUNITY CENTER



FUN • GAMES • NATURAL RESOURCES • EDUCATION
INTERACTIVE • HUB • SOCIAL • AGRARIAN ROOTS • PROGRAMS

LIFE LABS



GARDEN • FLOWERS • BUG HUNT • COMPOST • COOKING
NUTRITION • OUTDOOR CLASSROOM • FARM TO SCHOOL

NATURE TRAIL



MEANDERING • PICTURESQUE • FIELDS • VIEWS • INTERACTIVE
FAMILY • RETREAT • NATURALIZED • OAK WOODLANDS • PEACEFUL

Preliminary character renderings

3.2 GENERAL CONCEPTS AND GUIDELINES

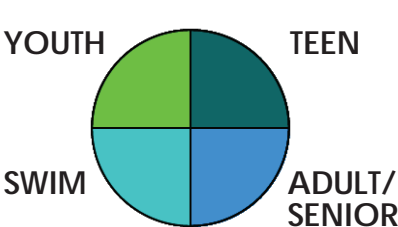
The overall character of the Regional Park should fit into its agrarian context and have a rural, farm look. The park is intended to have a casual, yet sophisticated, feel with a formal layout at its core and a more natural, curvilinear layout closer to its perimeter. The landscape should create a native looking environment suited to San Benito County with oaks and sycamore trees. Ornamental plantings should be kept to a minimum and be used around high profile areas such as entries. Building materials and finishes should be modest yet tasteful and create a sense of place. The park should be designed and constructed with quality in mind to withstand the test of time and to minimize maintenance. The design should accommodate the potential for future phasing or partnership opportunities for economical stability.

PARK ORIENTATION AND ACCESS

The Regional Park is laid out along a project north-south axis with a Central Hub, the heart of the park, centered on the end of West Street (within the school site). A tree lined pedestrian allee provides a strong connection and axis connecting San Benito High School to the Central Hub. There are three park entrances: a primary entrance off San Benito Street along an improved Baler Alley to an upper parking lot at the top of the bank; a primary entrance off the proposed future Westside Boulevard Extension to the Central Hub; and a secondary entrance off Westside Boulevard Extension to the softball complex. There are three parking lots, each at an entrance, which provide a total of 300-340 parking spaces. The parking lots should be designed with shade trees and meet County stormwater management requirements.

CENTRAL HUB

The Central Hub acts as the heart of the Regional Park. The Hub is anticipated to be lively, educational, and economically sustainable with vendor kiosks and community events, such as festivals and theater performances. Its shape mimics a crop circle and is structured to allow for high intensity uses. The Hub is organized into four quadrants that are intended to share resources and allow users to move freely between areas. A two-story Community Center building with restrooms, a kitchen facility, and recreation and theater facilities, is proposed as an anchor to the Hub. Each quadrant is programmed with a focus on age groups and user types and all are intended to function as a whole and not independent of each other. The Quadrant's focus and program are:



- **Youth/Entertaining Quad** with a theme playground, outdoor terraced amphitheater, a small plaza and Community Center building (+/-15,000 sf). Amphitheater is to be designed to accommodate day-to-day activities with built-in terraced seating for around 200 (+/-3,500 sf) and overflow turf/field seating beyond for concerts, theater, or other forms of community performance gatherings. A small stage and audio system should be provided. The Amphitheater is oriented for east-west for best solar aspect and located close to restrooms and parking.
- **Teen Quad** with basketball courts, climbing wall and bouldering area integrated into existing bank, and demonstration orchard. Its proximity to the Community Center is key for program integration and adult supervision. An enclosed dirt BMX/pump track (+/-14,000 sf) located against the existing bank, east of the teen quadrant should relate to the Hub but be designed to minimize user conflicts. A demonstration orchard or grove of trees provides a vegetated buffer between the track and the adjacent adult/senior quadrant.
- **Adult/Senior Quad** with life labs/educational gardens, picnic tables and shade trellis/structure, and gaming such as outdoor bocce courts, table tennis, pickleball and/or checkers. This area could be used for outdoor evening farm dinners and wedding events. South of this quadrant, along the central pedestrian path, a fenced asphalt



multi-use court (+/- 20,000) is provided to allow for roller hockey, ball sports or simply learning to ride a bike.

- *Swim Quad* with a recreation center/pool house (+/-1,800 sf), swimming pool (+/-5,200 sf), wading pool, spa, lawn and shade trellis, lighting, planting and 6' perimeter fence.

SOFTBALL COMPLEX

To the south of the Central Hub are four regulation size softball fields that form a complex that can support local little league and adult regional tournaments. A small concession, restroom, and maintenance building is equipped with an audio system for announcements. The fields are proposed with fencing, dugouts, sports lights, and electronic scoreboards. The fields are recommended to be synthetic turf to extend the life of the field and minimize maintenance. A small playground and sheltered picnic areas are provided for families and spectators. The complex is located adjacent to a large parking lot which should support a minimum 100 vehicles (currently designed for 120)



OPEN PARK SPACE

Woodland groves and open, unprogrammed spaces surround the Central Hub and Softball Complex areas to help create a natural, native looking environment and provide a buffer to the neighboring residences. These open spaces are designed to provide quieter, more intimate uses with nature trails, individual picnic areas and open lawn areas for playing. A group picnic shelter is located near the amphitheater and playground and could be rented to generate funding and help support maintenance costs.



Pedestrian paths are to be strategically located to provide a connection to the adjacent Focus Area. Pedestrian tunnels are to be considered as a safe and uninterrupted method of crossing the proposed future Westside Boulevard Extension. If tunnels are not feasible, pedestrian crossing lights are recommended.

PARK BUDGET

A preliminary cost estimate was developed for the construction of the Regional Park. The park construction costs for the proposed program and features are estimated to be \$37,250,000 - \$41,000,000. This includes the aquatic center, community center and sports complex (features that may be considered for private or quasi-public partnerships).



3.3 REGIONAL PARK CONCEPTUAL PLAN



**FIGURE 3-2
REGIONAL PARK CONCEPTUAL PLAN**

PARK PROGRAM AND FEATURES

CENTRAL HUB KEY ELEMENTS

- (2) Basketball courts
- Bouldering area and climbing wall
- Agrarian theme playground
- Outdoor amphitheater for 200 seated guests
- Community center building with indoor recreation, kitchen, theater, and possibly administration offices
- Public swimming pool and wading pool with small entry building/restroom
- Educational gardens/life labs
- Bocce ball courts
- Demonstration orchard with ornamental non-fruiting trees
- Parking lot (approx. 100 spaces)

SOFTBALL COMPLEX KEY ELEMENTS

- (4) Adult fields with dugouts, lights and electronic score boards
- Concession/restroom building
- Small playground
- Picnic shelters (non reservable)
- Parking lot (approx. 100-120 spaces)

ADDITIONAL PARK KEY ELEMENTS

- Asphalt multi-use court
- BMX pump track
- Picnic pavilions (reservable)
- Picnic shelters (non reservable)
- Sand/turf volleyball court
- Nature trails through Oak woodland
- Parking lot with shade trees with approx. 100-120 spaces

4 HABITAT PROTECTION AND ENHANCEMENT

4.1 GUIDELINES

The Focus Area and vicinity of the regional park site feature various habitat types, including grasslands, mulefat scrub and grasslands. The trail corridor, parkway amenities, and Regional Park should be compatible with adjacent habitat and wildlife area and also provide opportunities for habitat enhancement. The Focus Area also provides opportunities for habitat protection and enhancement. General habitat protection and enhancement guidelines are presented in this section of the Master Plan. Environmental review of the proposed Focus Area and Regional Park improvements under the California Environmental Quality Act will provide a detailed evaluation of potential impacts to habitat and wildlife and identify measures to avoid or minimize potential impacts as needed.

FOCUS AREA GUIDELINES

PROTECTION OF RIPARIAN AND WETLAND HABITATS

- Retain existing stands of riparian woodland, particularly large stands on the east bank.
- Control public access to the river channel, limiting recreational activities to passive recreational (i.e., pedestrian and equestrian trails); provide signage to encourage use of designated creek crossings.
- Minimize impacts to mature riparian woodland where the bridge is proposed across the river, by choosing a location that lacks mature vegetation, if possible.
- Align trail to avoid or minimize removal of mature native trees, riparian woodland, mulefat scrub, and in-channel wetlands.
- Shield any night lighting along trails or bridges to prevent light spillage into riparian and stream corridors; limit lighting to low bollard-style security-type lighting, if feasible.
- Limit uses within proposed recreational area to low-impact uses to protect riparian resource values near Hospital Road.

SPECIAL STATUS SPECIES AND HABITAT

- Conduct focused presence-absence surveys for mulefat scrub, Pinnacles buckwheat and Indian Valley bush mallow and implement habitat avoidance and/or minimization measures when constructing trails, if the species are found.
- Confer with applicable regulatory agencies if steelhead, California tiger salamander, California red-legged frog, western spadefoot toad, San Joaquin whipsnake, western burrowing owl, northern harrier, white-tailed kite, western mastiff bat, western red bat, San Joaquin kit fox, and American badger or their habitat occur.
- Avoid construction during the nesting season within 200 feet of trees supporting nesting raptors.
- Conduct vegetation removal outside the bird breeding and nesting season, to avoid affecting nesting birds,.

HABITAT MANAGEMENT

- Remove/control occurrences of invasive, non-native plant species where they are encountered along or adjacent to the multi-use trail and nature trail to minimize their spread into natural areas.
- Utilize native grasses and groundcovers wherever feasible for erosion control.
- Utilize native trees and shrubs for landscaping where such landscaping is located within 100 feet of the riparian woodland.
- Encourage passive restoration of riparian vegetation along the stream bank to allow degraded areas to recover; implement active revegetation to close gaps in the riparian corridor.
- Include information on significant biological resources within the project's interpretive materials, where applicable.
- Restrict dogs to on-leash use at all times to minimize impacts to native habitat and species.

REGIONAL DESIGN GUIDELINES

PROTECTION OF RIPARIAN AND WETLAND HABITATS

- Retain existing stands of riparian woodland along the stream bank and on the terrace (i.e., in and around proposed nature trail and amphitheater).
- Discourage public access to the river channel; provide signage to encourage users to stay on the multi-use river parkway trail; provide vegetation screening and/or fencing to discourage access to the riverbed.
- Require dogs to be on-leash on the multi-use trail; prohibit dogs from the nature trail.
- Provide native vegetation screening and/or perimeter fencing to delineate the limit of the open play fields to avoid inadvertent impact to the adjacent riparian woodland.
- Shield any night lighting along trails or bridges to prevent light spillage into riparian and stream corridors; utilize low bollard-style lighting, if feasible.

SPECIAL STATUS SPECIES AND HABITAT

- Confer with applicable regulatory agencies if impacts to these species or their habitat may occur.
- Conduct presence-absence surveys for the following special status wildlife species prior to regional park construction: burrowing owls; confer with applicable regulatory agencies if impacts to these species or their habitat may occur.
- Avoid construction during the nesting season within 200 feet of trees supporting nesting raptors.
- Conduct vegetation removal outside the bird breeding and nesting season to avoid affecting nesting birds.

HABITAT MANAGEMENT

- Remove/control occurrences of invasive, non-native plant species where they are encountered along or adjacent to the trail to minimize their spread into natural areas.
- Utilize native grasses and groundcovers wherever feasible for erosion control.
- Utilize native trees and shrubs for landscaping where the trail is located within or adjacent to native habitats.
- Encourage passive restoration of riparian vegetation along the low-flow channel to allow degraded areas to recover. If trespass into the river channel is observed, install perimeter fencing to discourage unauthorized access to allow woody vegetation to regenerate.
- Include information on significant biological resources within the project's interpretive materials, where applicable.

APPENDIX A

Focus Area Workshop Meeting Notes
September 13, 2012

What makes you healthy?

- Gardening
- Walking – safe walkways
- Equal access to recreation facilities
- Good transportation system
- Affordability of programs and facilities
- Teen programs
- Bike lanes and navigable roads
- Respectful use of facilities
- Allow skateboarding on trail system
- Signage and use rules

Community Input on Regional Park and River Parkway, Reach 3

- Ensure trail design documents address pedestrian access at the intersection(s) with Nash Rd.
- Design for long-term sustainability and quality.
- Provide info on use of reclaimed water – river flow
- Limit financial resources expended and minimize permanent infrastructure in river bed area. It is unstable.
- Present to the Business Counsel with cost estimates
- Look at options when designing horse staging areas.
- Separate trails from cars at intersections with Nash Road/Westside and Westside/Regional Park

Post-its

- Nature and Learning Center labs should not be added – staffing issues and already @ schools
- The area should stay as natural as possible.
- No pool, sports fields, library or playground
- Amphitheater and picnic areas are great.
- Support for the outdoor theater with stage for community theater performances
- Can pool be designed to nestle into place?
- Move dog park to another location to add more open recreation
- Consider reducing dog park area
- Develop a maintenance plan for the dog area.
- Look into moving the sports fields to the proposed Riverside Park.
- Are there other places in Hollister that would support the sports fields, or pool, or dog park (spread out the activities and save the area for more natural feel)
- Add active recreation facilities for senior adults near youth playgrounds – often seniors are caring for children and gives them something to do besides just sit on a bench.
- Incorporate a disk golf area either in the regional park or river parkway.
- Ensure that there is outreach on the special district to the Hispanic community – is a great park and recreation facility for the community!
- Want a paved bike path

APPENDIX B

SELECTED



REGIONAL PARK CONCEPTUAL PLAN

PROGRAM ELEMENTS

CENTRAL HUB KEY ELEMENTS

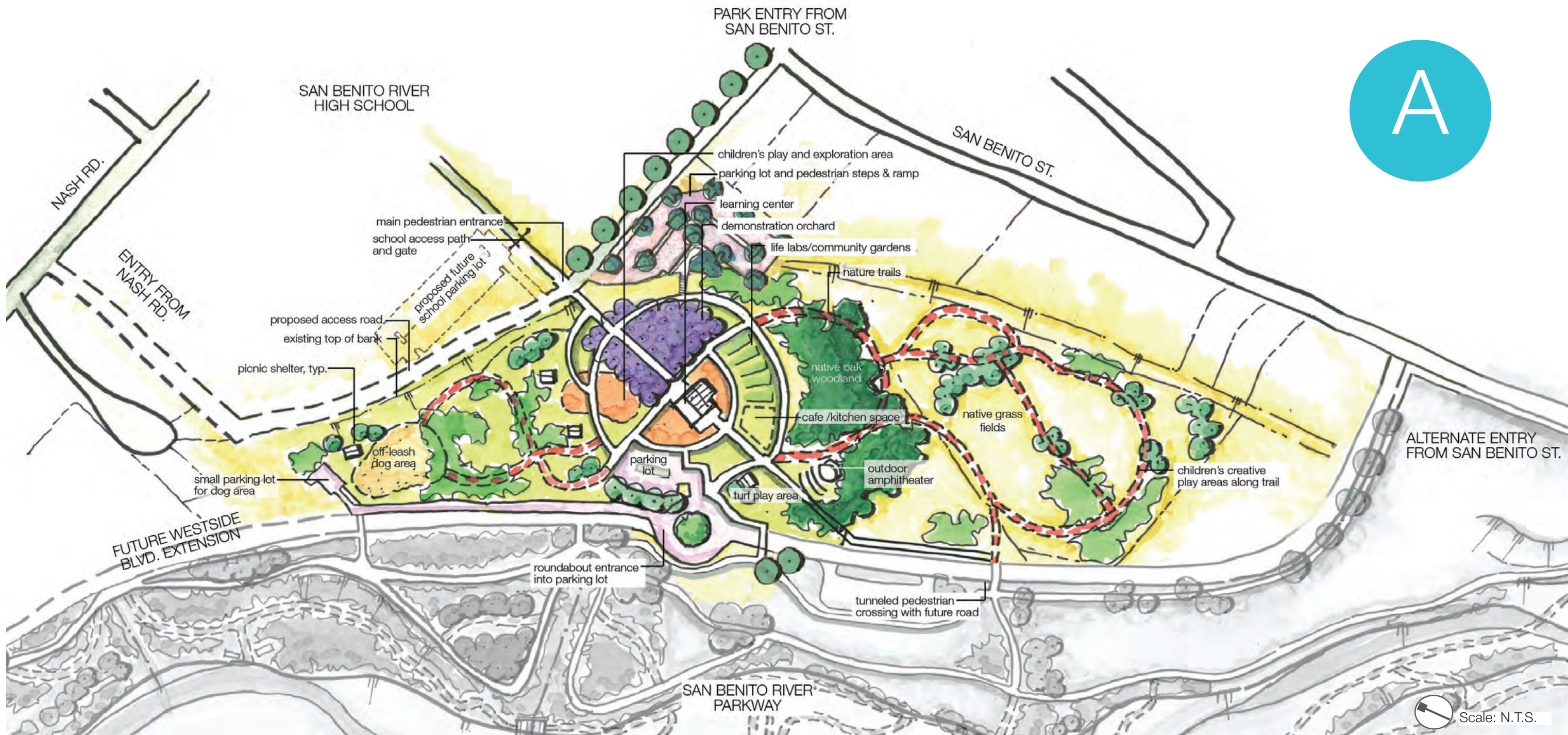
- (2) Basketball courts
- Bouldering area and climbing wall
- Agrarian theme playground
- Outdoor amphitheater for 200 seated guests
- Community center building with indoor recreation, kitchen, theater, and possibly administration offices
- Public swimming pool and wading pool with small entry building/restroom
- Educational gardens/life labs
- Bocce ball courts
- Demonstration orchard with ornamental non-fruiting trees
- Parking lot (approx. 100 spaces)

SOFTBALL COMPLEX KEY ELEMENTS

- (4) Adult fields with dugouts, lights and electronic score boards
- Concession/restroom building
- Small playground
- Picnic shelters (non reservable)
- Parking lot (approx. 100-120 spaces)

ADDITIONAL PARK KEY ELEMENTS

- Asphalt multi-use court
- BMX pump track
- Picnic pavilions (reservable)
- Picnic shelters (non reservable)
- Sand/turf volleyball court
- Nature trails through Oak woodland
- Parking lot with shade trees with approx. 100-120 spaces



REGIONAL PARK CONCEPTUAL PLAN OPTION A

PROGRAM ELEMENTS

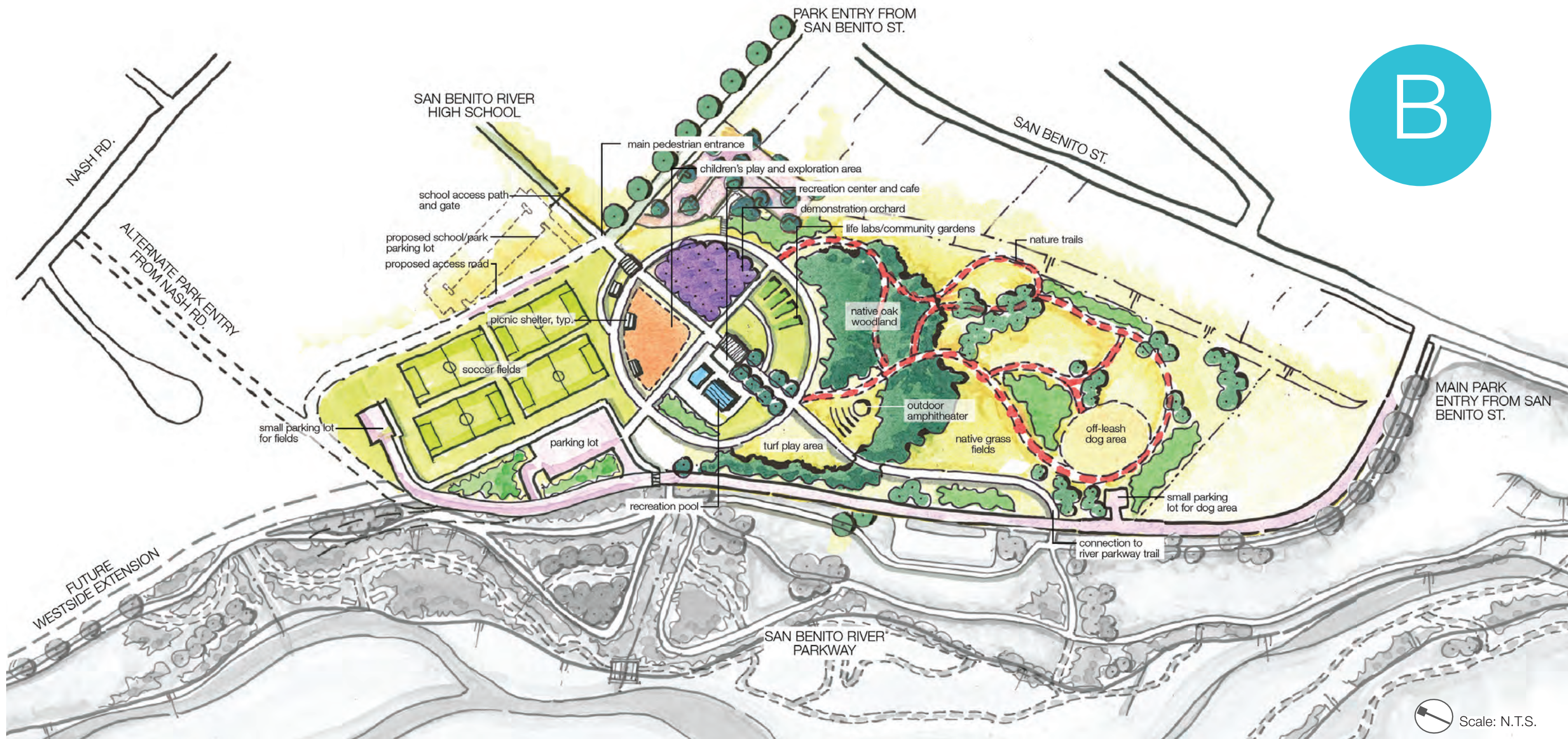
CENTRAL HUB KEY ELEMENTS

- Recreation center building with restroom and cafe
- Merchant kiosks
- Agrarian theme playground
- Educational gardens/life labs
- Horseshoes
- Large demonstration orchard with ornamental non-fruiting trees
- Round-about entry and drop off area
- Parking lot (approx.. 50 spaces)

ADDITIONAL PARK KEY ELEMENTS

- Learning and play areas along nature trails
- Nature trails through Oak woodland
- Outdoor amphitheater for 200 seated guests
- Picnic pavilions (reservable)
- Picnic shelters (non reservable)
- Large Off-leash dog area and trails with small gravel parking lot (approx. 10 spaces)
- Paved parking lot (approx. 120 spaces)

B



REGIONAL PARK CONCEPTUAL PLAN OPTION B

PROGRAM ELEMENTS

CENTRAL HUB KEY ELEMENTS

- Recreation center building with restroom and cafe
- Bouldering area
- Agrarian theme playground
- Public swimming pool and wading pool with small entry building/restroom
- Educational gardens/life labs
- Bocce ball courts
- Horseshoes
- Large demonstration orchard with ornamental non-fruiting trees
- Parking lots (approx. 175 spaces)

SOCCER FIELDS KEY ELEMENTS

- (4) youth fields
- Picnic shelters (non reservable)
- Small gravel parking lot (approx. 20 spaces)

ADDITIONAL PARK KEY ELEMENTS

- Nature trails through Oak woodland
- Outdoor amphitheater for 200 seated guests
- Picnic pavilions (reservable)
- Picnic shelters (non reservable)

APPENDIX C

San Benito River Parkway Focus Area (Section 3)

San Benito County, CA



Estimate of Probable Construction Costs for 1.5 miles of Parkway

Trail Cost

Description	Quant.	Unit	Unit Cost	Extension Cost	Extension + 10%
• Preparation and Grading	1	allow	\$ 60,000	\$60,000	\$66,000
• Parking lot- gravel with gate	1	allow	\$ 20,000	\$20,000	\$22,000
• 10' Concrete trail with 30" unpaved shoulder	6,200	lf	\$ 60	\$372,000	\$409,200
• Unpaved trail- crusher fines	1,700	lf	\$ 15	\$25,500	\$28,050
• Unpaved trail-dirt	1,800	lf	\$ 8	\$14,400	\$15,840
• Split rail fence along private property	2,100	lf	\$ 65	\$136,500	\$150,150
• Site furnishings	1	allow	\$ 20,000	\$20,000	\$22,000
• Planting	1	allow	\$ 100,000	\$100,000	\$110,000
• Temporary irrigation	1	allow	\$ 150,000	\$150,000	\$165,000
Trail Cost Total				\$898,400	\$988,240
Design Contingency (20%)	0.2			\$179,680	\$197,648
Construction Contingency (15%)	0.15			\$134,760	\$148,236

Project Total: \$1,212,840 \$1,334,124

APPENDIX D

San Benito River Parkway Trail Maintenance Costs

San Benito County, CA



Estimate of Probable Annual Maintenance Costs for 1.5 miles

Reach three- West of Union Rd. south of Regional Park to edge of School District Site.

Cost Estimate for approx. 1.5 miles of trail

Annual Trail Maintenance

Description	Quant.	Unit	Unit Cost	Extension Cost	Extension + 10%
• Gravel Parking lot (grading and repair)	3,600	sf	\$ 0.50	\$1,800	\$1,980
• Asphalt Trail (repair and patch)	800	sf	\$ 6.00	\$4,800	\$5,280
• Asphalt Trail (life cycle replacement dollars to be set aside)	1	year	\$ 19,000.00	\$19,000	\$20,900
• Un-paved dirt trail- humans & equestrian adj. to asphalt	7,900	lf	\$ 0.90	\$7,110	\$7,821
• Brushing of paved trail by small mower w/ arm	16	hrs	\$ 85.00	\$1,360	\$1,496
• Brushing of un-paved trail by hand trimmer (3' setback)	102	hrs	\$ 45.00	\$4,590	\$5,049
Trail Maintenance Total				\$30,910	\$34,001

Annual Maintenance/Repairs

Description	Quant.	Unit	Unit Cost	Extension Cost	Extension + 10%
• Drainage (minor repairs)	1	allow	\$ 2,500.00	\$2,500	\$2,750
• Erosion control (hand seeding erosion mix/and watering truck for establishment)	1	allow	\$ 5,000.00	\$5,000	\$5,500
• Vandalism repair/maintenance	12	month	\$ 500.00	\$6,000	\$6,600
Yearly Maintenance/repairs Total				\$13,500	\$14,850

Daily/Weekly Maintenance

Description	Quant.	Unit	Unit Cost	Extension Cost	Extension + 10%
• Parking lot access (locking and unlocking gates . Service by private security company like First Alarm)- Daily	181	hrs	\$ 55.00	\$9,955	\$10,951
• Garbage service	52	wk	\$ 350.00	\$18,200	\$20,020
• Portable Restroom rental and cleaning service (2 restrooms)	52	wk	\$ 100.00	\$5,200	\$5,720
Daily/Weekly Maintenance/repairs Total				\$33,355	\$36,691

Project Total: \$77,765 \$85,542

Assume that initial plant establishment by watering truck, any redesign or major repair work take place within the first 6-12 months and be included in the construction contingency.

APPENDIX E

San Benito County Regional Park

Hollister, CA



Summary of Estimated Construction Costs

Selected Conceptual Plan

November, 2012

DESCRIPTION	LOW RANGE	HIGH RANGE
General Conditions Total	\$212,040	\$233,244
Demolition Total	\$242,145	\$266,359
Street Improvements Total	\$2,993,000	\$3,292,300
Grading Total	\$2,521,447	\$2,773,592
Site Utilities Total	\$782,700	\$860,970
Site Lighting Total	\$1,997,250	\$2,196,975
Building / Structures Total	\$6,654,000	\$7,319,400
Hardscape Total	\$3,918,825	\$4,310,708
Swimming Pool and Building Total	\$2,572,530	\$2,829,783
Sports / Play Amenities Total	\$2,399,690	\$2,639,659
Community Gardens/ Life Labs Total	\$46,644	\$51,308
Planting & irrigation Total	\$3,540,911	\$3,895,002
Site Furnishings Total	\$221,600	\$243,760
Project Subtotal:	\$28,102,781	\$30,913,060
General Conditions (includ profit / overhead-15%)	\$4,215,417	\$4,636,959
Program and Construction Contingency (15%)	\$4,215,417	\$4,636,959
Bonds and Insurance (2.5%)	\$702,570	\$772,826
Total Project Cost	\$37,236,185	\$40,959,804