

TO: JAMES L. APP, CITY MANAGER

FROM: MEG WILLIAMSON, ASSISTANT TO THE CITY MANAGER  
ANN ROBB, LIBRARY & RECREATION SERVICES

SUBJECT: SALINAS RIVER CORRIDOR PLAN STATUS REPORT

DATE: JANUARY 17, 2006

---

Needs: To update Council on the status of Salinas River Corridor Plan design workshop efforts (“Follow the River – Follow the Dream”).

Facts:

1. In 2003, the City received grant funding from the National Park Service (NPS) to begin exploring options for the Salinas River corridor through community involvement.
2. In December 2004, the City Council created a budget and authorized staff to work with NPS to collect community input and shape a vision for the Salinas River corridor.
3. In early 2005, a Steering Committee was established to strategize an approach for public involvement and to identify the vision and desired outcomes of a design workshop for the river corridor.
4. The Steering Committee has consisted of a multi-agency and multi-interest core group that has met regularly to plan the community open house and intensive three-day design workshop events. This core group continues to meet and remains committed to the completion of a Salinas River Corridor Plan.
5. A Community Open House was held on September 22, 2005 and was well attended. This open house was a forum to bring the public up to speed on the planned Design Workshop process and to reconfirm community input collected at the 2003 Vision Workshop.
6. The collection of community input culminated in a 3-day Design Workshop held between September 29 and October 1, 2005. The participants at this workshop were stakeholders (resource agencies, property owners, community groups) and professional designers (volunteers from the American Society of Landscape Architects) whose goal was to translate community input into four alternatives for a multi-use river corridor plan. (See Attachment 1 – Design Workshop Vision/Outcomes).
7. The Design Workshop was attended by over 50 participants who ultimately broke into four separate design teams. Within that group, there were over 20 landscape architects and artists who volunteered their time, as well as multiple representatives from State and Federal resource agencies, and neighboring

jurisdictions. (See Attachment 2 – Design Team Assignment List). Note: This list is not exhaustive of all participants since some attended partial sessions.

8. The workshop kicked off with a guided tour of the Salinas corridor through Paso Robles and an orientation by the core working group as to the key challenges and opportunities identified by the community and resource agencies. (See Attachment 3 – Workshop Agenda).
9. The following days consisted of those assembled breaking into four design teams to share their varied disciplines and skills to collaborate on four design alternatives. The themes/focus of these alternatives were: Recreation, Environment/Conservation, Economics, and Connections.
10. At the conclusion of the workshop, the four teams presented their results to the members of the community that attended the final Saturday public session.
11. The graphic and written policy/design guidance products generated by each of the teams were then captured through digital scanning and manual compilation. The team products reflect significant amounts of creative energy and technical skill, but in a “raw” format that was purposely unhindered by the potential constraints of environmental, permitting or related technical influences. (See Attachments 4 through 7).
12. The feedback received from Workshop participants was overwhelming positive (See Attachment 8 – response excerpts).
13. The work produced by this high energy/creative workshop is still a preliminary step in achieving a preferred vision for the future of the river corridor. The Core Planning group (aka Steering Committee) has identified the following next steps for “collapsing” the four design alternatives down into a plan concept that can be brought forward to Council for final consideration:
  - Workshop Catalog - A Workshop “Catalog” to capture the process and product of the design event will be compiled. Catalog product will include background, participant list, vision statement, process documentation, testimonials, and work product in an electronic and reproducible hard copy format. Catalog will outline next steps in the corridor plan process. (*Estimated in Jan/Feb 2006*)
  - Web-Site Availability - Posting of Design Workshop Catalog on City’s Web-site with next steps outlined. (*Estimated in Jan/Feb 2006*)
  - Constraints Critique – The Core Group will function as the technical team (bringing in resource agency assistance when appropriate) to conduct a “constraints critique” of all four design options. This step will provide a filter of “realism” to design elements proposed by the teams (e.g. environmental and permitting constraints may prohibit a proposal to

create a standing water feature within the existing floodway). *(Estimated in Feb/March 2006)*

- Development of a Preferred Alternative – With the assistance of a facilitator and graphic design support, the four design alternatives will be “rolled out” and public response collected. The facilitator will help further mine the thoughts of community and consolidate that input towards a preferred alternative (collapsing/combining the most important elements of each alternative into a single alternative). The graphic design assistance will help translate the single alternative into a visual product. *(Estimated in April/May 2006)*
- Workshops/Town Meetings – A series of meetings, designed to reach broad factions of the community will be the integral tool for compiling the preferred alternative. *(Estimated in April/May 2006)*
- Finalize a Corridor Plan Concept - Once a preferred alternative can be described, a corridor plan concept document can take form. The final “product” of this stage of the corridor planning is envisioned to be a summary document that captures the short, mid, and long term vision for the Salinas River Corridor. The document will contain both graphics, and text that will describe the general policies and steps essential to achieving that vision over time. (See Attachment 9 – Sample product from another community’s design efforts showing envisioned level of detail). *(Estimated in June 2006)*
- City Council approval – By late June or early July, 2005 it is hoped that the Salinas Corridor Plan Concept document can be brought to Council for consideration and approval. At this time, or shortly after, the Council would be presented with implementation strategy options and funding analysis. *(Estimated June/July 2006)*
- Salinas Corridor Master Plan – A more comprehensive, detailed and policy driven implementation document will follow the Salinas corridor concept plan. It is envisioned that this document will necessitate involvement of professional/technical assistance, and will be the subject of environmental and resource agency review and approval. *(Estimated start in 2007 pending confirmation of budget resources)*

Analysis  
and  
Conclusion:

The assistance received and partnering with National Park Service and, the American Society of Landscape Architects to host the “Follow the River – Follow the Dream” Design Workshop was the root of the event’s success. In addition, the dedication of the multi-interest Core Planning Group to develop the strategy, conduct public outreach, and to play key roles during the Community Open House and Design Workshop were invaluable.

The product generated from the Design Workshop will require additional refinement and consensus building before a preferred alternative can be brought to the City Council for final consideration. There has been renewed commitment by participants to date, to continue their involvement and dedication of time towards this important effort. That group has expressed hope that, as outlined in the future action steps, this project will continue to gain momentum - and property owners and the community will be drawn in to the public process more and more during the months ahead.

Policy

Reference: General Plan (Adopted 2004)  
City Council Goals for Fiscal Years 2004-2007 (Adopted 2/18/03)

Fiscal Impact: The Council's 2005/2006 FY budget has appropriated funds for river project planning efforts.

Options: a. Receive and file status report  
b. Amend, reject, or modify the above option.

Attachments:

1. Follow the River, Follow the Dream – Design Workshop Vision and Desired Outcomes
2. Design Team Assignment List
3. Design Workshop Agenda of Events
4. Team Recreation – Raw Text and Graphics
5. Team Environmental – Raw Text and Graphics
6. Team Economics – Raw Text and Graphics
7. Team Connections – Raw Text and Graphics
8. Excerpts from Workshop Participants
9. Example Concept Plan document from community of Beatty, Nevada



# The Salinas River Corridor

## Follow the River, Follow the Dream

### A Design Workshop

#### VISION

Encourage our community to embrace the Salinas River as it travels through Paso Robles by creating a corridor that enhances social, economic and environmental opportunities that tie to our heritage and connect to our future.

#### DESIRED OUTCOMES

1. A multi-use corridor plan for the Salinas River as it travels through Paso Robles.

Design elements should:

- ~ Enhance the community's connection to the river by providing identifiable and controlled access
- ~ Bring together the east and west sides of Paso Robles
- ~ Locate trails in a manner that protects sensitive habitat, acknowledges private property, and encourages connections to existing trail systems
- ~ Encourage awareness and appreciation of the river corridor and its heritage by including appropriate interpretive, educational and artistic elements
- ~ Recognize seasonal flows and flood control needs
- ~ Improve water quality
- ~ Encourage suitable economic development
- ~ Recognize the social, economic and environmental connection of the corridor to the greater Salinas River watershed
- ~ Exemplify environmental and sustainable design

2. "Branding" ideas and images for the Salinas River corridor as it travels through Paso Robles that:

- ~ Establish interesting and innovative design standards unique to our community that recognize the rich natural and cultural heritage of the river and the region
- ~ Address safety and vandalism issues
- ~ Provide clear way-finding mechanisms for the visitor to the area
- ~ Enhance the visual quality and character of the area



## DESIGN TEAM ASSIGNMENTS

| <b>Environment TEAM</b> |                           | <b>Economic TEAM</b> |                     | <b>Recreation TEAM</b> |                 | <b>Connections TEAM</b> |
|-------------------------|---------------------------|----------------------|---------------------|------------------------|-----------------|-------------------------|
| Susan DeCarli           |                           | Frank Mecham         |                     | Annie Robb             |                 | Meg Williamson          |
| Karen Frankel           | Trust for Public Land     | Mike Harrod          | Property Owner      | David Steaffens        | PRAC            | Greg Haas               |
| Alan Gonzalez           | Cal Poly                  | Dennis Fansler       | City Superintendent | Charlotte Gorton       | City Recreation | Rande Salke             |
| Cliff Smith             | 1 <sup>st</sup> District  | Larry Werner         | Chamber & NCE       | Alex Watt              | ACOE            | Brady Cherry            |
| Stuart Bussian          | ASLA                      | Chris Taranto        | Chamber/VCB         | Joan Dolan             | ASLA            | Denise Kuperman         |
| Mike Heacox             | ASLA                      | Woody Dike           | ASLA/Wallace        | Mike Heacox            | ASLA            | Aileen Loe              |
| DJ Funk                 | RCD                       | Kathe Hustace        | De Anza Trail       | Sarah McCandliss       | ASLA            | Ditas Esperanza         |
| Lindsay Ringer          | Cal Poly                  | Chris Rafferty       | ASLA                | Brandon Medeiros       | ASLA/Wallace    | Lief McKay              |
| Dorothy Jennings        | County Parks Commissioner | Jennifer Webster     | Cal Poly            | Kevin Vincent          | Cal Poly        | Darren Brown            |
| Monica Hunter           | Planning Conservation     | Karen Armitage       | Artist              | Dave Smith             | NPS             | Roslyn Rubesin-Eigler   |
| Michele Roest           | NMFS                      | Steve Gregory        | CWG/Citizen         | Todd Gillens           | Artist          | Katie Ruff              |
| Marti Johnson           | RCD                       |                      |                     | Dominic Roques         | RWQCB           | Fred Sweeney            |
| Ellen Perryess          | RCD                       |                      |                     | Ron Rose               | Archaeologist   |                         |
| Jim Wilcox              | CWG                       |                      |                     |                        |                 |                         |
|                         |                           |                      |                     |                        |                 |                         |

|                                |               |
|--------------------------------|---------------|
| <b>FLOATING: Joe Donaldson</b> | Cal Poly/ASLA |
| <b>Sally Sheridan</b>          | NPS           |

# Follow the River, Follow the Dream: A Design Workshop

| Time    | Thursday, September 29th<br>City Hall   | Friday, September 30th<br>Cith Hall   | Saturday, October 1<br>City Hall   |
|---------|---|---|--|
| 7-8 am  |   | Breakfast Buffet  | Breakfast Buffet   |
| 8-9     |   | <b>Roll up your Sleeves</b><br>Design Teams hear about: work and plans currently underway, key resources, public needs and ideas, and gain a better understanding of the Salinas River and its context to town. Working groups form and design work begins. | <b>Finalize Design Concepts</b><br>Set Up for Public Presentation  |
| 9-10    |   |   |  |
| 10-11   |   |   |  |
| 11-12   |   |   |  |
| 12-1 pm |   | Working Lunch   | Working Lunch  |
| 1-2     | <b>Hop Aboard the Wine Trolley!</b><br>Design Team meets at City Hall/Library Conference Center for a quick welcome by Mayor Frank Mecham, and then proceeds to take a guided tour of the Salinas River as it travels through Paso Robles. Key challenges and opportunities will be discussed, resources highlighted, and access points identified. | <b>Public Presentation:</b> A chance for the public to review design work and provide feedback  | <b>Public Presentation:</b><br>Design Team presents design solutions for <i>Follow the River, Follow the Dream</i> . |
| 2-3     |   |   |  |
| 3-4     |   |   |  |
| 4-5     |   | <b>Design Work Continues</b>  |  |
| 5-6     |   |   |  |
| 6-7     | <b>Dinner and Memories</b><br>Join your fellow design team members at a local's favorite, Harris Stage Lines, for a delicious dinner and an entertaining presentation by Phil Dirx, a local historian.  | Another fabulous <b>Dinner</b> at Park Ballroom.  |  |
| 7-8     |   |   |  |
| 8-9     |   |   |  |

## Color Key

- Public Involvement
- Design Development
- Field Trip
- Food!
- Wrap-up

*DRAFT Agenda at a Glance*

# Team Recreation

## Team Leader

Annie Robb

## Participants

Joan Dolan

Charlotte Gorton

Todd Gilens

Annette Heacox

Sarah McCandliss

Brandon Medeiros

Dominic Roques

Ron Rose

Dave Smith

David Steaffens

Kevin Vincent

Alex Watt



# Team Recreation

## THE BRAIDED RIVER

**MISSION:** To encourage the community of Paso Robles to embrace the Salinas River by creating a corridor that enhances important habitat and open spaces, provides recreational opportunities, ties to our heritage, and connects to our future.

### GOALS:

#### Trails – Develop River Trails Master Plan

- River trails from primitive within riverbed to more highly developed along bluffs
- Linkages to other communities (regional), state, & national trails
- River trail linkages to bikeways and other trails, parks, schools, downtown, and neighborhoods
  - (IE: Include Centennial Park trail to river, Ramboulet, Union Rd to Barney Schwartz Park, pedestrian bridging downtown to river, etc.)

#### Parks – Develop river park system

- Includes new and already established parks running from south to north with access into the river from each
- Nature center, river laboratory, learning center

#### Open Space – Encourage preservation and acquisition of open space

- Protect river viewshed
- Promote conservation of river environment
- Incorporate principles of conservation biology in open space designations

#### Events & Festivals – Promote development of river oriented events & festivals ie:

- River Run
- De Anza Festival
- River winds to vines
- Overnight camping
- Temporary art exhibits



# Team Recreation

## POLICY CONSIDERATIONS:

Opportunities for public involvement – include all users groups –

- Hikers
- Bicyclists
- Bird watchers
- Dog owners
- Equestrians
- Educators
- Scientists
- Decision makers
- Business owners
- Land owners
- Regulatory agencies

Create policies that address:

- Accessibility
- Trail loops
- Sensitive habitat
- Cultural & historical resources
- Unauthorized access
- Dumping & trash
- Security and safety
- Lighting
- Off road vehicle use
- Bi-lingual signage
- Interpretive signage
- Fundraising from a diverse base
- Rest facilities (bathrooms, picnic areas)
- Conflict resolution
- Study of river's natural history
- Importance of river connection to downtown
- Importance of creating Paso Robles River Parkway System that serves as core backbone of community connecting local, regional, and national trail systems (e.g. De Anza Trail)



# Team Recreation

- Encourage unique interpretive focus at each park component/unit, including thematic playscapes
- Possible integration of wastewater reclamation with parkway water features
- Integrating public education and River recreation opportunities
- Public transit connections to River

## DESIGN CONCEPTS

### Trails

- Connected in parkway, connect to other existing & proposed trails
- Three 3-mile loops, or 10 mile round trip
- Permanent bluff trail (ADA compliant) on both sides of river, paved, multi-use (but not equestrian)
- Semi permanent (DG) bench trail, transitional, hikers, mountain bikes, equestrian
- Seasonal trail, primitive, subject to flooding, equestrian, hiking, bird watching; low flow channel
- Trailhead parking (12 -15 spaces) at LM Park, 13<sup>th</sup> Street bridge & WW treatment area
- Interpretive habitat & historical signage

### Parks/Recreation

- Community/Neighborhood parks as access to corridor for residents with restrooms, picnic tables, links to trails (6 – near River Oaks, near ww treatment, 13<sup>th</sup> Street bridge, Ronconi well site, LMPark, proposed water treatment plant)
- Sports fields (near River Oaks)
- Overlooks – Spring & 1<sup>st</sup>, City center, River Oaks, Capitol Hill, Tres Lomas
- Open space – Hwy 46 to 13<sup>th</sup> Street; South of LM Park
- Equestrian staging areas at WW treatment area & Ronconi well site
- Interpretive signage, natural history component



# Team Recreation

## Downtown

- Connection between city & river – Passage at street level, freeway below
- Gateway from south on Paso Robles Street
- Promenade river walk
- Constructed water features – passive along promenade edge, active (fishing, small boats) south of promenade
- Civic Center – city hall, natural history museum, amphitheater
- Views to river
- Bike & fishing equipment rental
- Festival space
- Permanent farmer's market

## BRANDING

Concept that can be translated into many forms.

### Logo

Idea of the braid as logo:

Braided river – unique to Paso/Salinas river

Woven uses, user groups, people from

Simple graphic in single material

#### Coloration:

Color and no color:

Colors of sand/vegetation/water

#### Use in:

Banners

Logo

Drain covers

Paving, tile motif

Benches

Signage

Walls & fences





# Team Recreation

## Plant selections – native & ornamental

Cottonwood  
Oak  
Sycamore  
Reeds  
Grasses

## Public Art

Compatibility with river history, environment, & habitat

## FUNDING & PHASING TIMELINE

### Funding

US Army Corps of Engineers (Continuing Capital Program)

- Eco-system aquatic restoration
- Flood control
  - COE funding \$5 - \$7 million
  - Local funding 25% - 35%

Other public funds availability

Private funding

### Process

Local perception of water resource problem

Contact COE

COE study authority exists

City contacts local congressional delegation

Congress provides study authorization or earmarks dollars

COE district requests funds for reconnaissance

Money appropriated, project begins



# Team Recreation

## Time Line

Reconnaissance – 6 months

Feasibility study – 1 year

Design & pre-construction – 1 year

Total – 2 – 3 years

## Cost sharing

Reconnaissance – 100 % Federal

Feasibility – 50/50 Federal & Local

Design & preconstruction 75/25 Federal/Local

Construction 50 – 65% Federal, 35 – 50% Local

Maintenance – 100% Local

## Implementation

County-wide Salinas River project

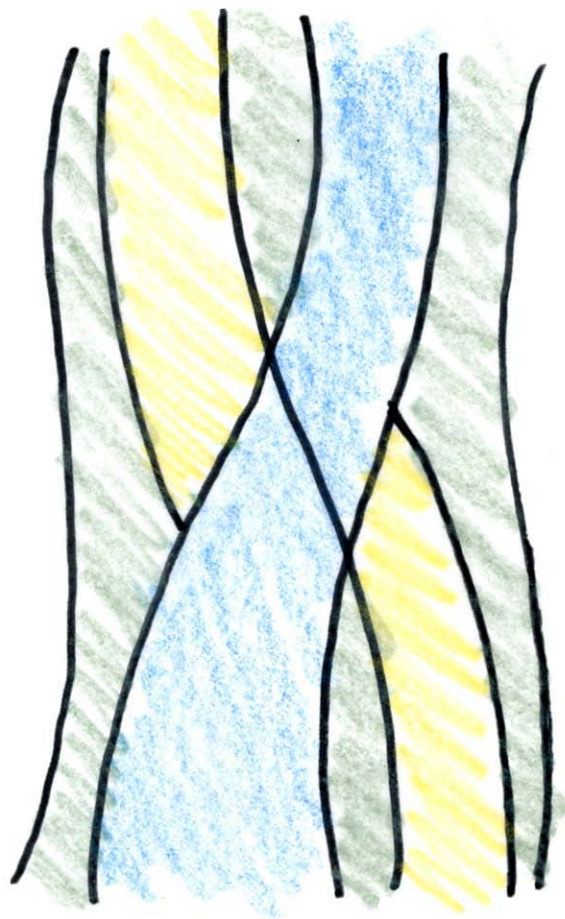
COE congressional contact

EIR Design (100% Federal)

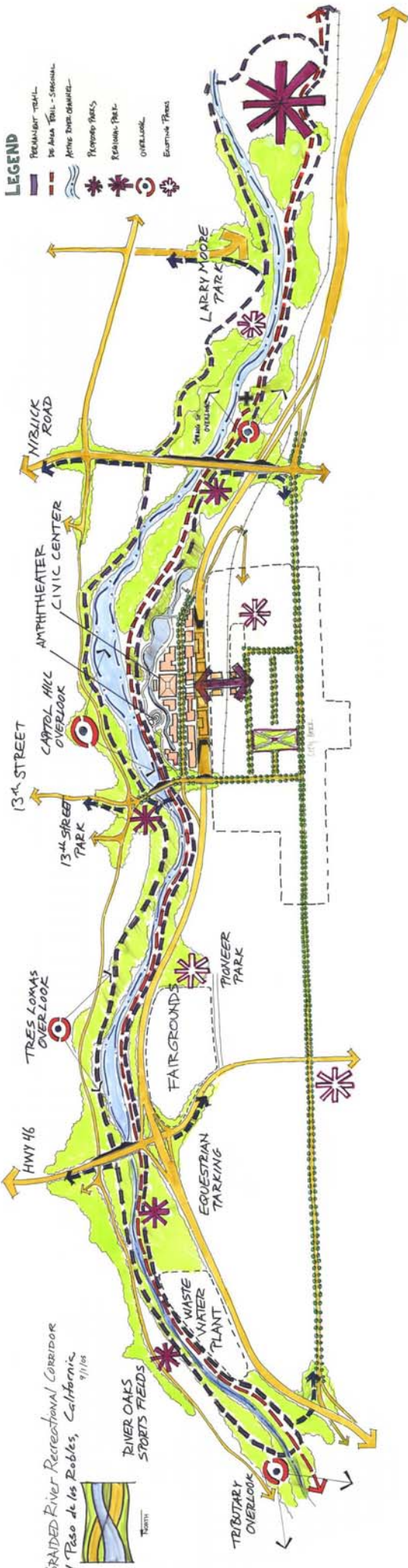
Create Low Flow channel

Logical order of hardscape features





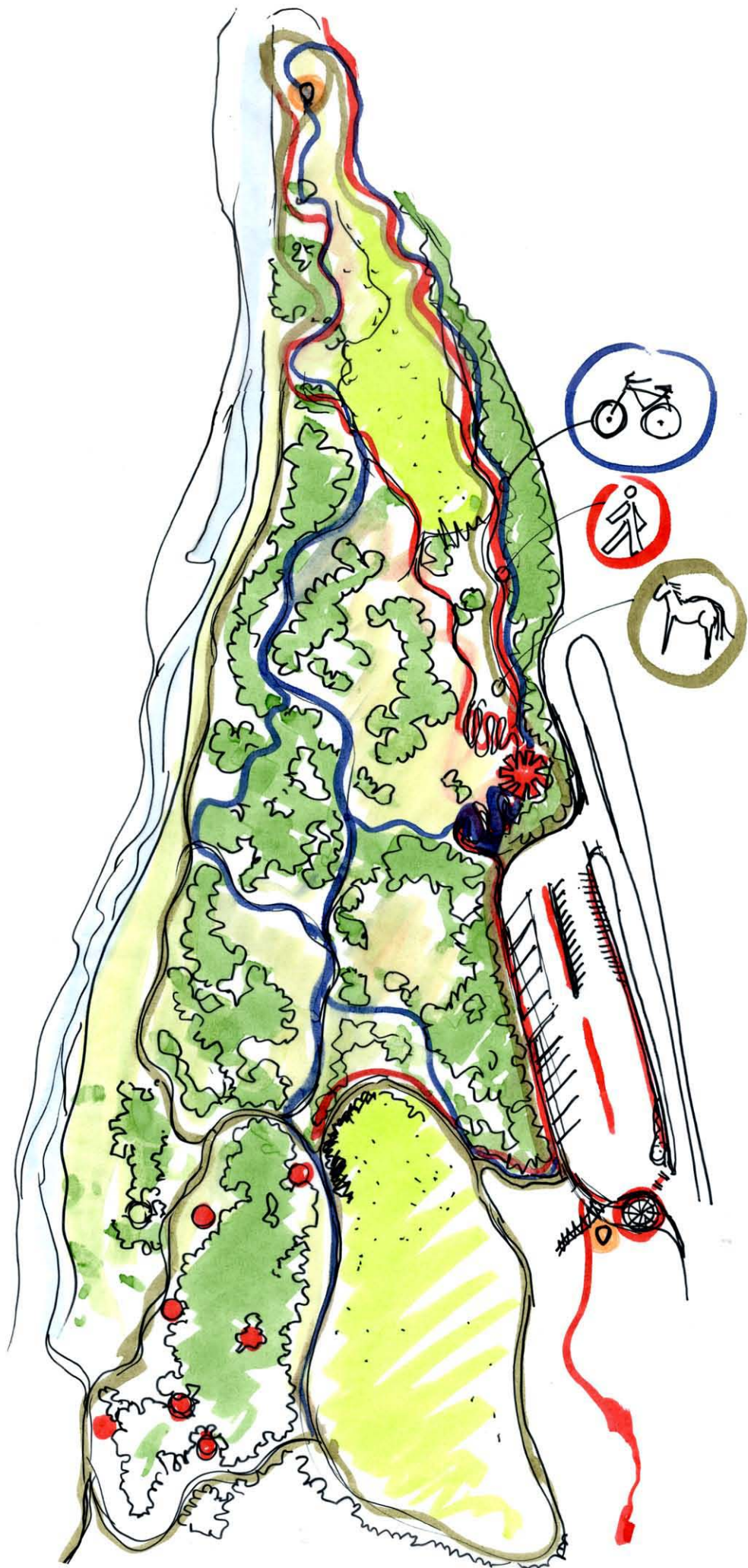
**BRIDGED RIVER RECREATIONAL CORRIDOR**  
 El Paso de los Robles, California  
 9/1/04



**LEGEND**

- Preliminary Road
- De Anza Trail - Seasonal
- Active Topography
- Proposed Paths
- Existing Paths
- Overlook
- Existing Plaza





CITY HALL

RR

101 BELOW GRADE

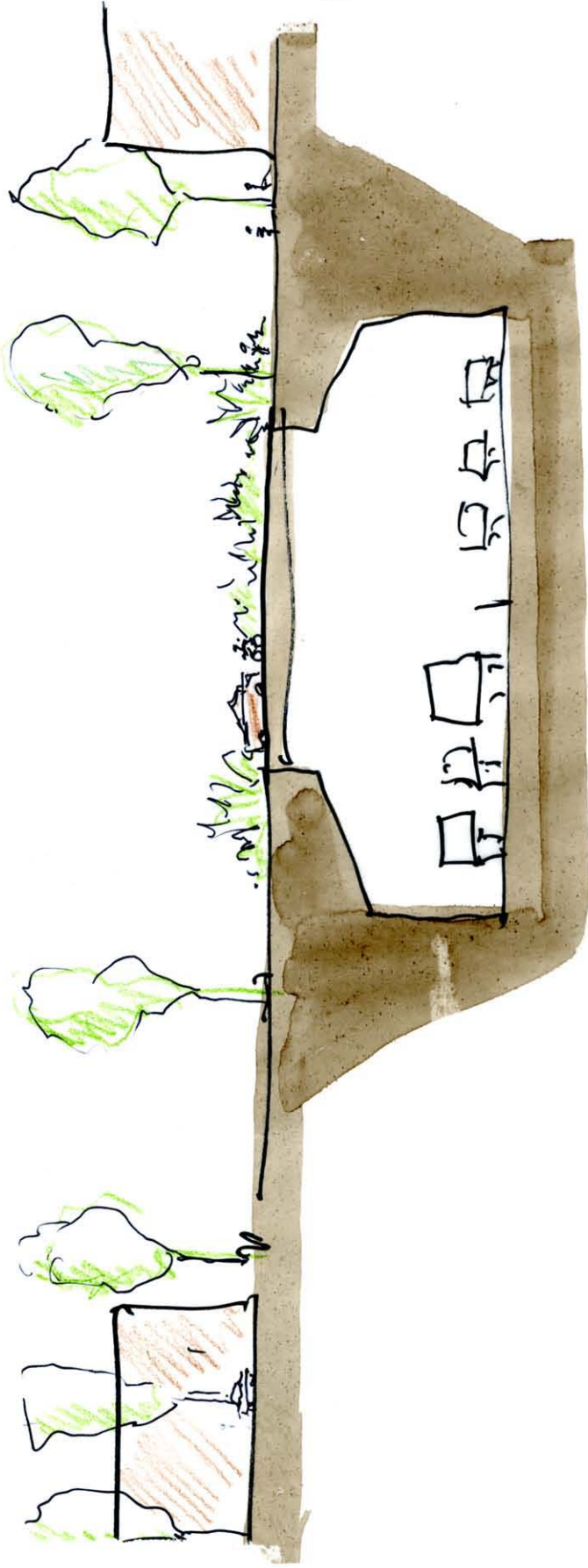
CIVIC CENTER

CANAL + PROMENADE



PRESENT CITY

NEW EXPANSION

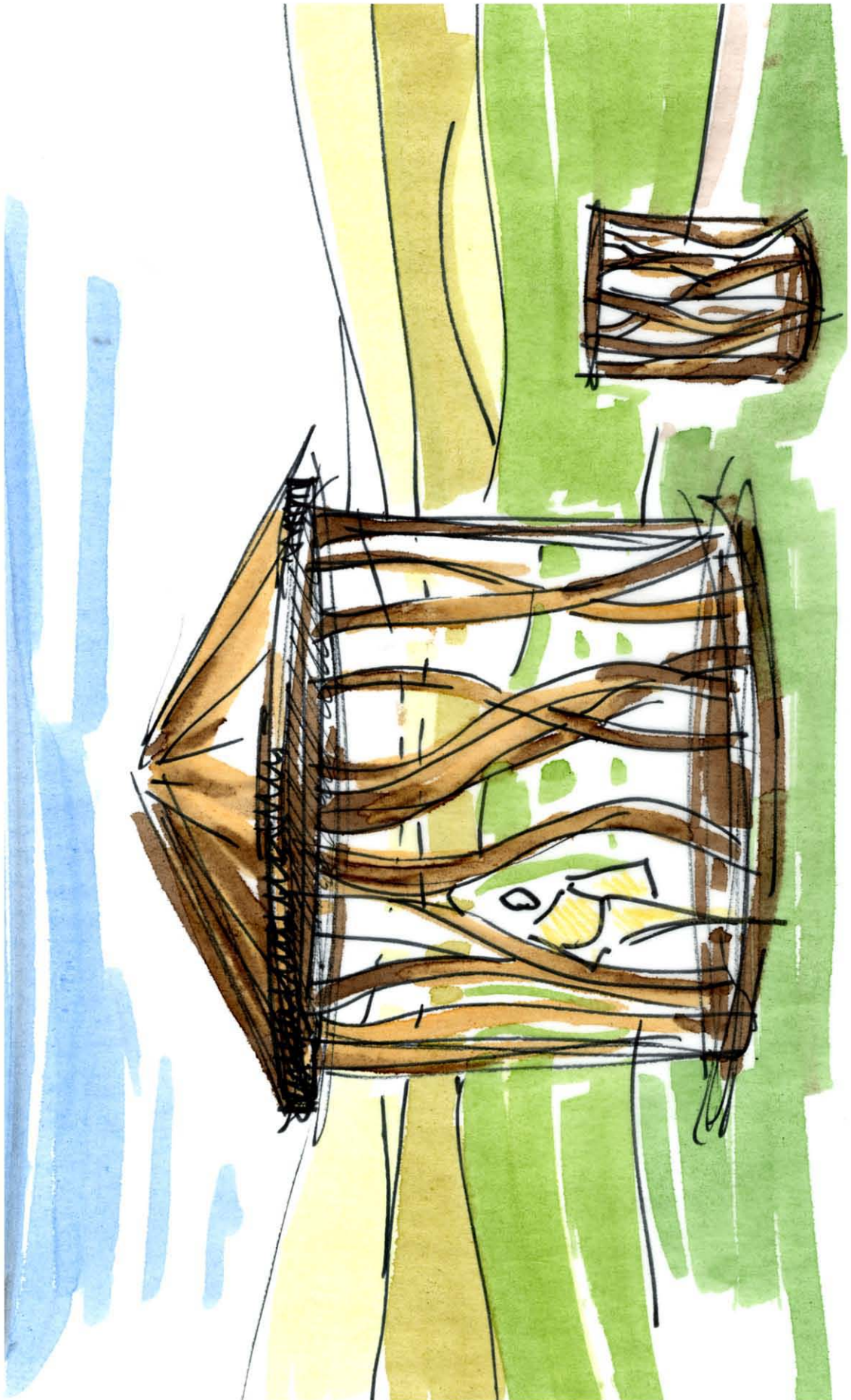


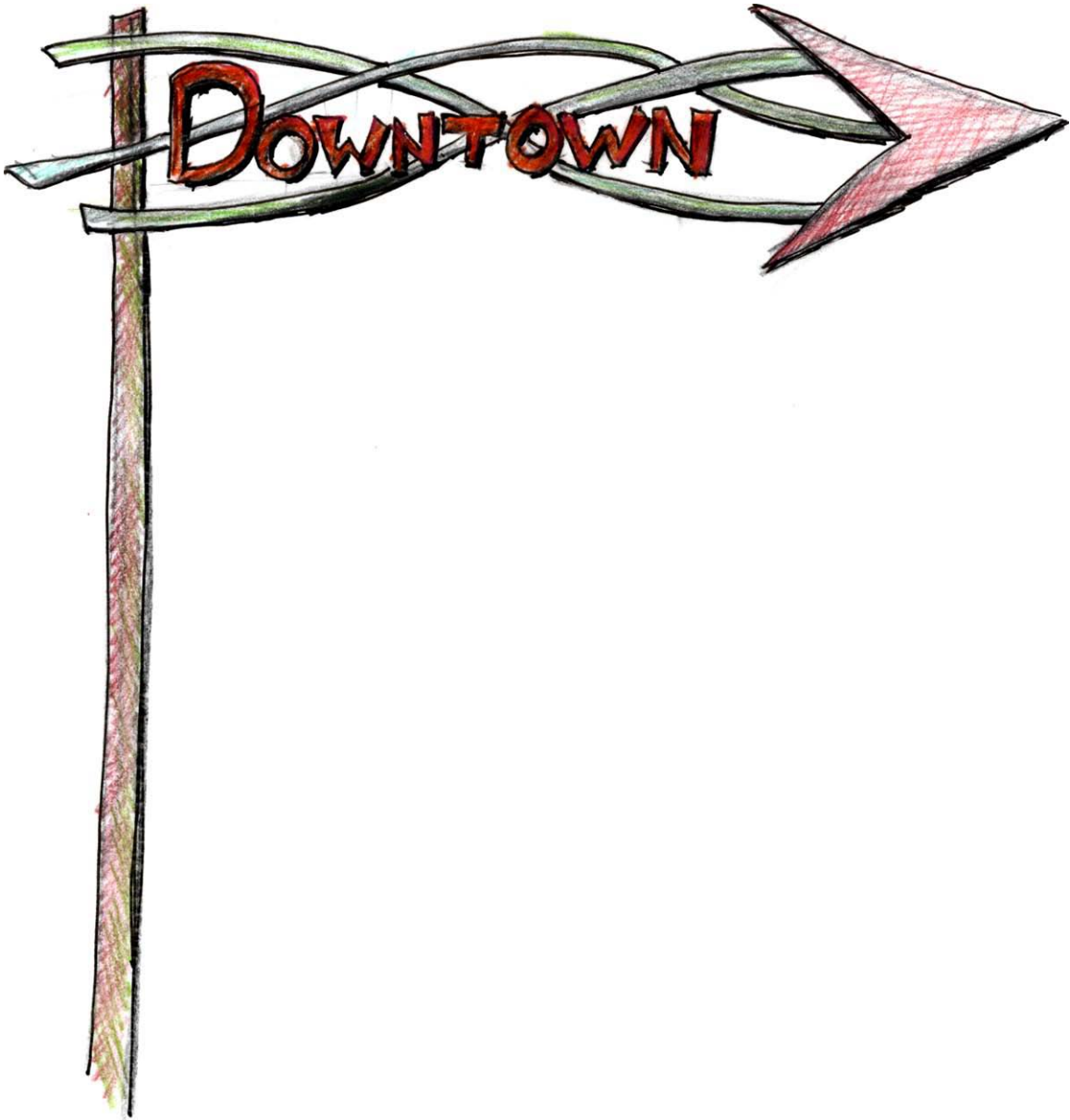
HWY 101







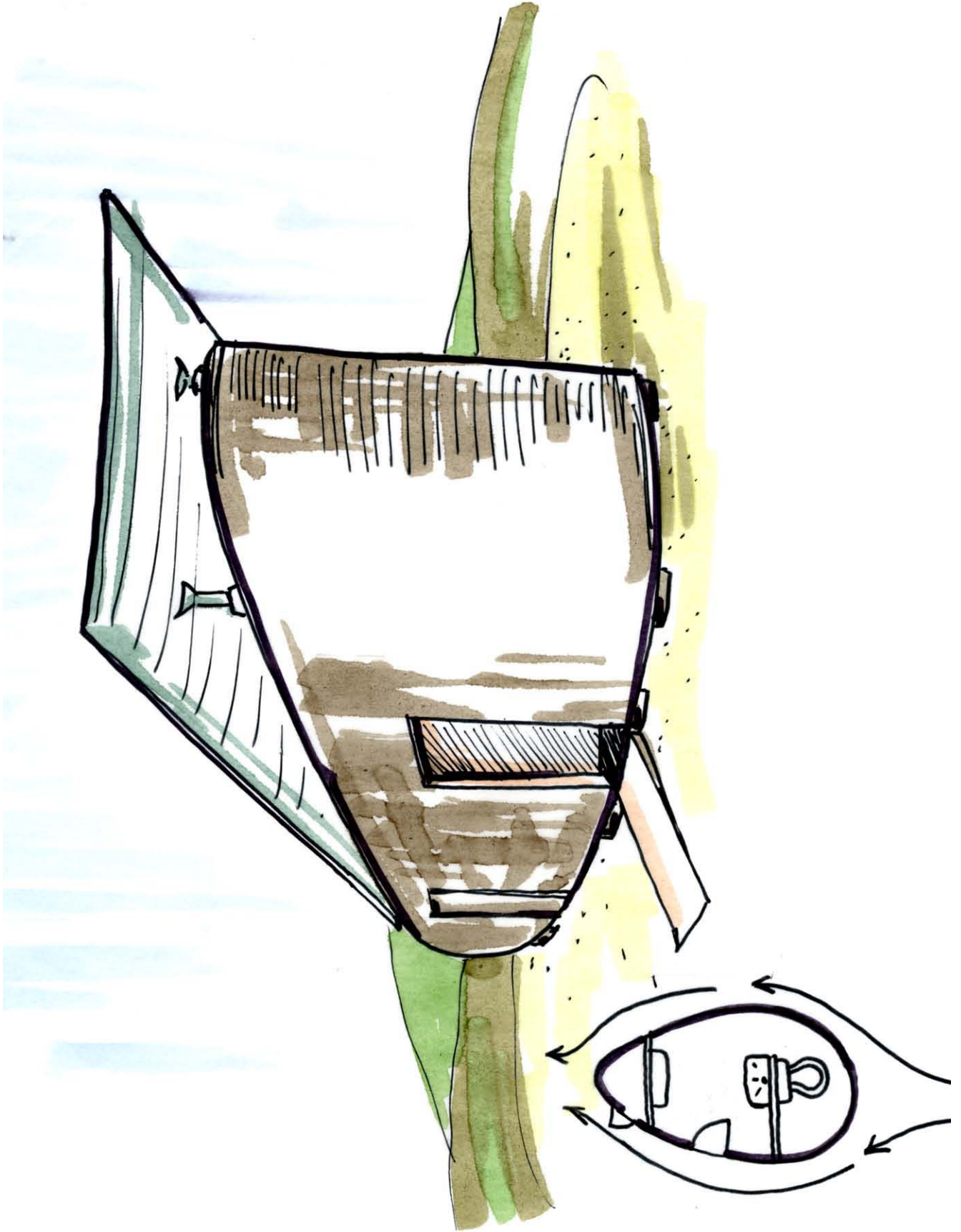
























- SUMMER -



WINTER

# Team Environmental

Team Leader

Susan DeCarli

Participants

Stuart Bussian

Karen Frankel

Alan Gonzalez

Mike Heacox

Monica Hunter

Dorothy Jennings

Marti Johnson

Ellen Perryess

Lindsay Ringer

Michelle Roest

Cliff Smith

Jim Wilcox



# Team Environmental

## Vision Statement and Goals

Restore and enhance watershed functions that will benefit the health and the upper Salinas River, riparian corridor, and uplands through implementation of sustainable practices that re-establish the connection between urban and natural communities.



# Team Environmental

## Goals

- ④ Protect areas that are environmentally productive and restore areas that are environmentally degraded.
- ④ Pursue opportunities to inform engineers, planners and others in the development community about establishing “green” development practices.
- ④ Encourage low impact policies and practices at the community, neighborhood and household levels.
- ④ Educate the general public about the ecology of the Salinas River through passive recreation, interpretive centers and programs and other learning opportunities targeting all ages and languages.



# Team Environmental

## River Corridor

### Flood Zone & Tsunami

- Maintain and enhance the river in its natural state with appropriate passive, motorized non-recreational
- Enhanced riparian bank restoration and plantings
- Enhance continuity of riparian forest and create habitat preserves
- Adhere to regulatory guidelines and mandates
- Enhance natural systems to improve flood conveyance

### Upland

- Apply best management practices to improve river corridor
- Minimize impervious surfaces
- Encourage native/drought tolerant landscaping
- Use detention/retention basing
- Establish tributary corridors for wildlife/habitat connecting

### Buffer

- Create a transition between river/habitat and urban uses with compatible uses
- Low impact development and gathering places, i.e., amphitheater, interpretive, trails, education opportunities, appropriate recreational development such as overviews, soft and hard surface trails, trailheads, restrooms



# Team Environmental

## Implementation Measures

### Restore and Enhance Watershed:

1. Preserve and maintain open space lands in the 100 year flood zone. In general, only consider non-habitable and/or open space uses in the 100 year flood zone.
2. Require development impact fees for river drainage output facilities to include in Capital Improvement Programs.
3. Direct Fed/State/Reg. discharge fines to local river projects (i.e., habitat restoration, erosion remediation).
4. Relocate OV-ATV uses to other area (i.e., airport)

### Sustainable Practices:

1. Water conservation – Develop water conserving landscape regulations, retrofit existing facilities with low-flow water systems, (i.e. irrigation, plumbing fixtures, etc.)
2. Develop revised City street design standards to reduce street widths and paving, use bio-swales, etc.
3. Require onsite water retention for new development

### Re-establish Connections:

1. Establish natural history and environmental museum/center
2. Develop education/outreach program with city, residents, businesses, schools, service clubs, etc.
3. OPEN VIEWS TO THE RIVER!
4. Install educational signs on trails and at overlooks



# Team Environmental

## Partnerships

- MBNSMS
- City (e.g., ordinances on lighting and noise pollution)
- TPL
- NRCS/RCD
- NPS
- California Conservation Corps
- Local NP Orgs
- Private donors and foundations

## Suggestions for Funding, Technical Support or Volunteers

- EPA
- WQ
- Upland
- EDUC Research
- AEOE – TA for interpretation / Ed
- NFWF / Walmart





# Team Environmental

## Funding & Assistance Opportunities

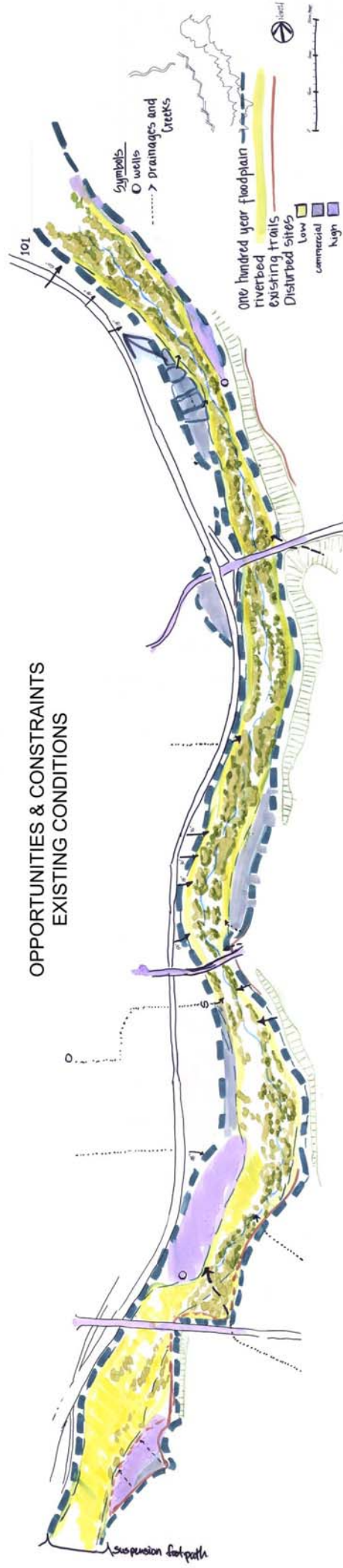
- Caltrans/TEA and EEMP
- RWQCB, SEP-Supplemental Environmental Projects, Mitigation for Money for Riparian Restoration
- Prop 50 – a) Integrated Watershed Management Money (DWR/SWRCB)  
b) River Parkway Money (RSCS Agency)
- Section 6 – USFWS Recovery Land Acquisition
- NFWF – Walmart Partnership
- USFWS – Private Stewardship Grant Program
  - Partners for Fish and Wildlife
  - Landowner Incentive Program
- NOAA – Restoration Center ? / Fisheries
- NRCS
- DFG/WCB Bond Funds
- DOC – Ag Preservation Program
- Oak Woodlands Program – County must apply
- Rangeland Protection
- ACOE – Environmental Enhancement GS/35% split up to \$50 million







# OPPORTUNITIES & CONSTRAINTS EXISTING CONDITIONS



# LEGEND

 COMMERCIAL · MIXED

 RESIDENTIAL · MIXED

 SINGLE FAMILY

 MUSEUM · EDUCATION

 COMMUNITY GARDEN

 EQUESTRIAN STAGING

 PARK / SPORTS

 HABITAT ENHANCEMENT

 FILTER MARSH

 POND · OPEN WATER

 DE ANZA TRAIL

 PEDESTRIAN · BIKE TRAIL

# ENVIRONMENT



0 10 20 Feet

0 10 20 Meters

14th St

13th St

12th St

100' x 100' Grid





# OPEN WATER

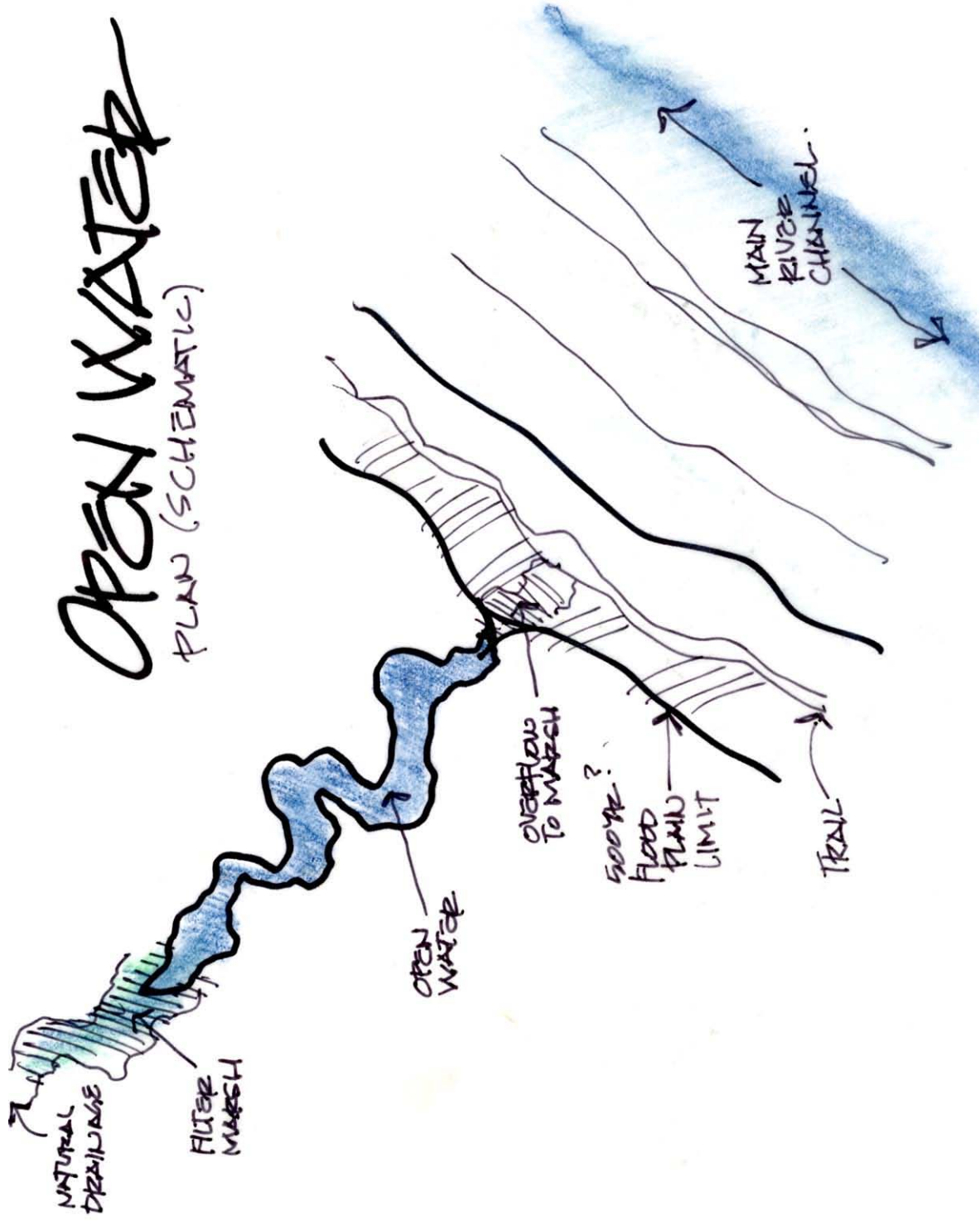
OUTSIDE MAIN RIVER CHANNEL  
TO AVOID SILTATION + FLOOD DAMAGE



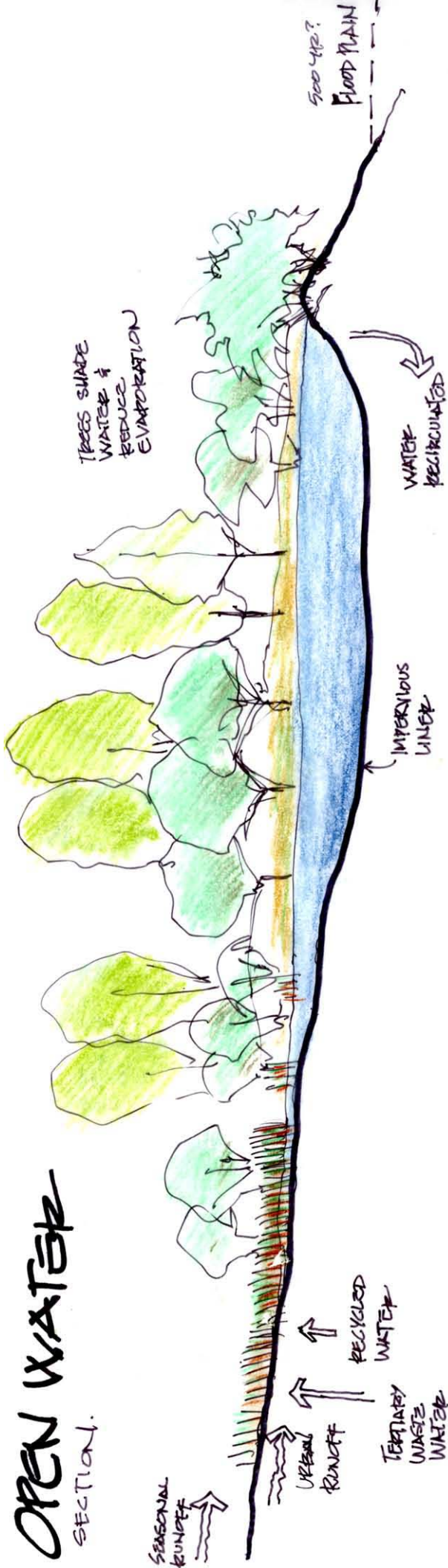


# OPEN WATER

PLAN (SCHEMATIC)



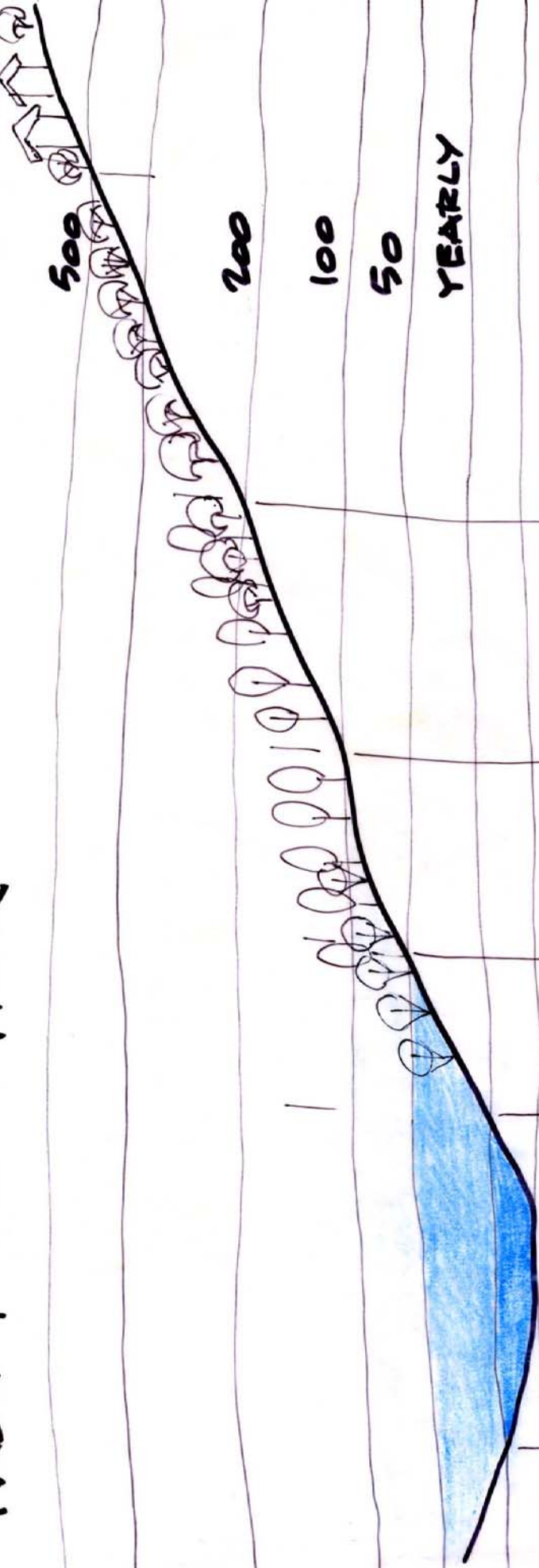
# OPEN WATER SECTION.



# HABITAT-USE MATRIX

FLOOD INTERVAL (YRS)

500  
200  
100  
50  
YEARLY



| FLOOD INTERVAL (YRS) | HABITAT            | USE                              |
|----------------------|--------------------|----------------------------------|
| 500                  | OAK WOODLAND       | URBAN DEVELOPMENT                |
| 200                  | OAK WOODLAND       | NATURE RESERVE                   |
| 100                  | MIXED RIPARIAN OAK | WILDLIFE CORRIDOR                |
| 50                   | COTTONWOOD         | UNPAVED WATER (RUNOFF) TREATMENT |
| YEARLY               | WILLOW RIPARIAN    | PAVED WATER (RUNOFF) TREATMENT   |

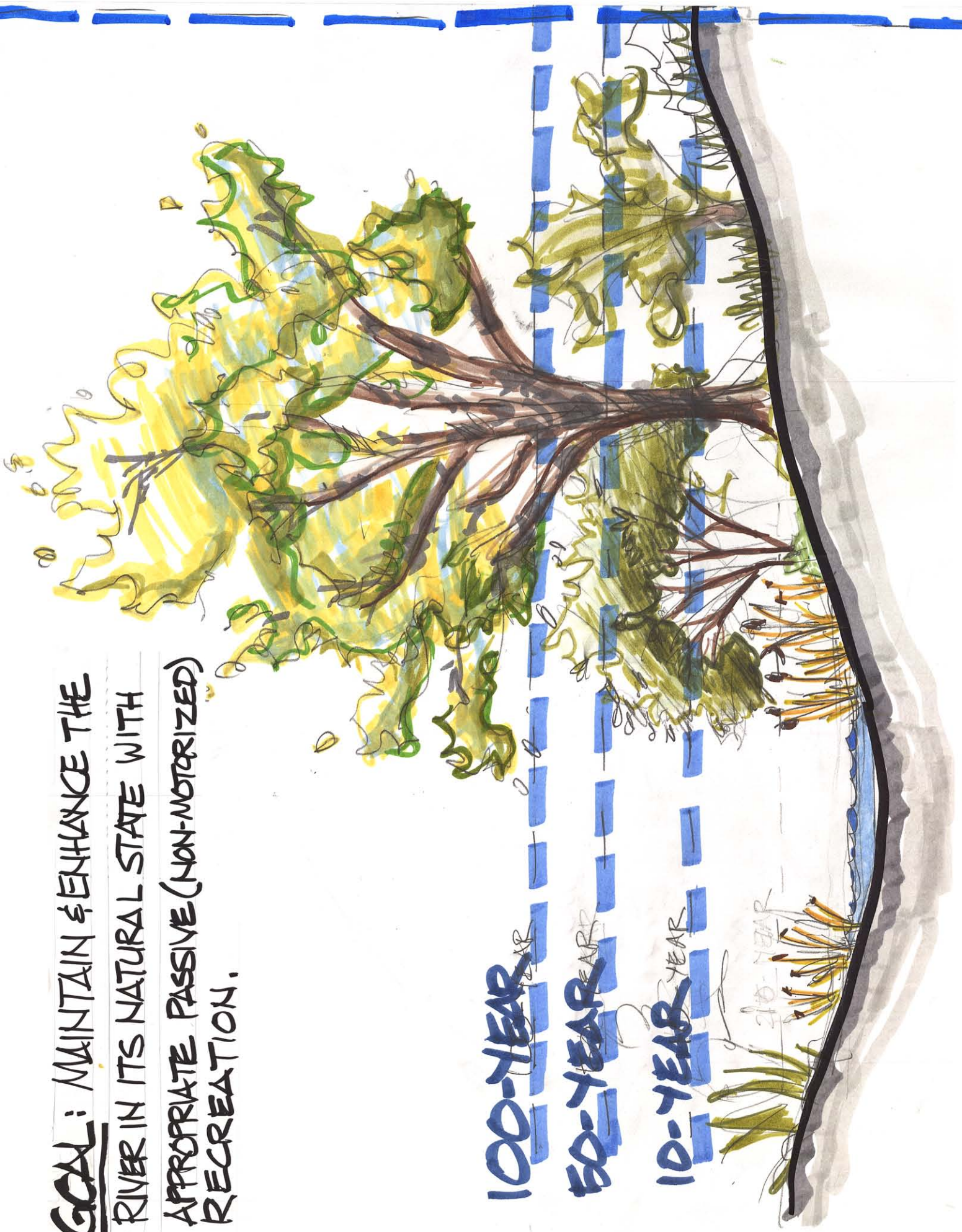
| HABITAT            | USE                            |
|--------------------|--------------------------------|
| OAK WOODLAND       | DEVELOPED RECREATION           |
| OAK WOODLAND       | NATURE RESERVE                 |
| MIXED RIPARIAN OAK | PRIMITIVE RECREATION           |
| MIXED RIPARIAN OAK | NATURE RESERVE                 |
| COTTONWOOD         | PRIMITIVE RECREATION           |
| COTTONWOOD         | NATURE RESERVE                 |
| WILLOW RIPARIAN    | SEASONAL RECREATION (KAYAKING) |
| WILLOW RIPARIAN    | NATURE RESERVE                 |

| USE                              | WATER TREATMENT          |
|----------------------------------|--------------------------|
| DEVELOPED RECREATION             | WATER (SEWAGE) TREATMENT |
| NATURE RESERVE                   | WATER TREATMENT          |
| WILDLIFE CORRIDOR                | WATER TREATMENT          |
| UNPAVED WATER (RUNOFF) TREATMENT | WATER TREATMENT          |
| PAVED WATER (RUNOFF) TREATMENT   | WATER TREATMENT          |



GOAL: MAINTAIN & ENHANCE THE RIVER IN ITS NATURAL STATE WITH APPROPRIATE PASSIVE (NON-MOTORIZED) RECREATION.



100-YEAR  
YEAR

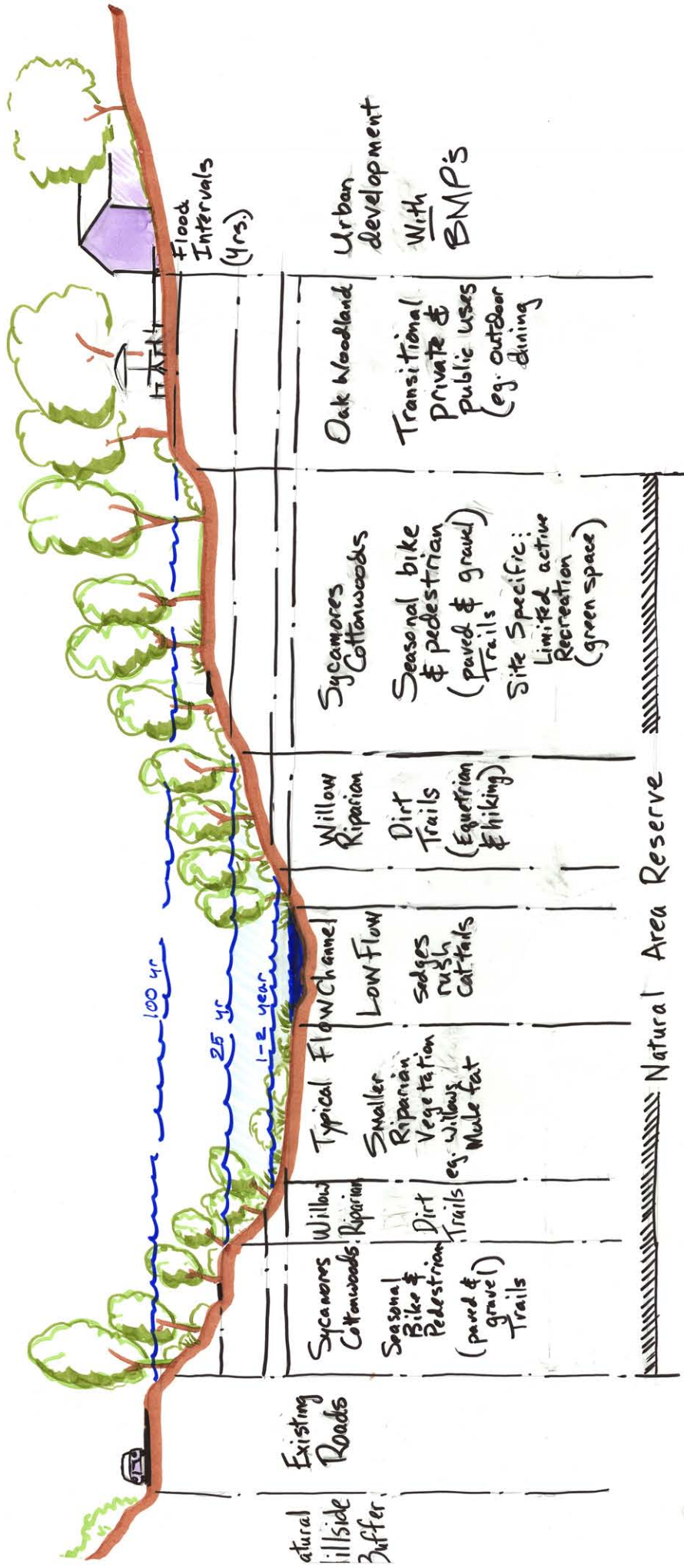
50-YEAR  
YEAR

10-YEAR  
YEAR

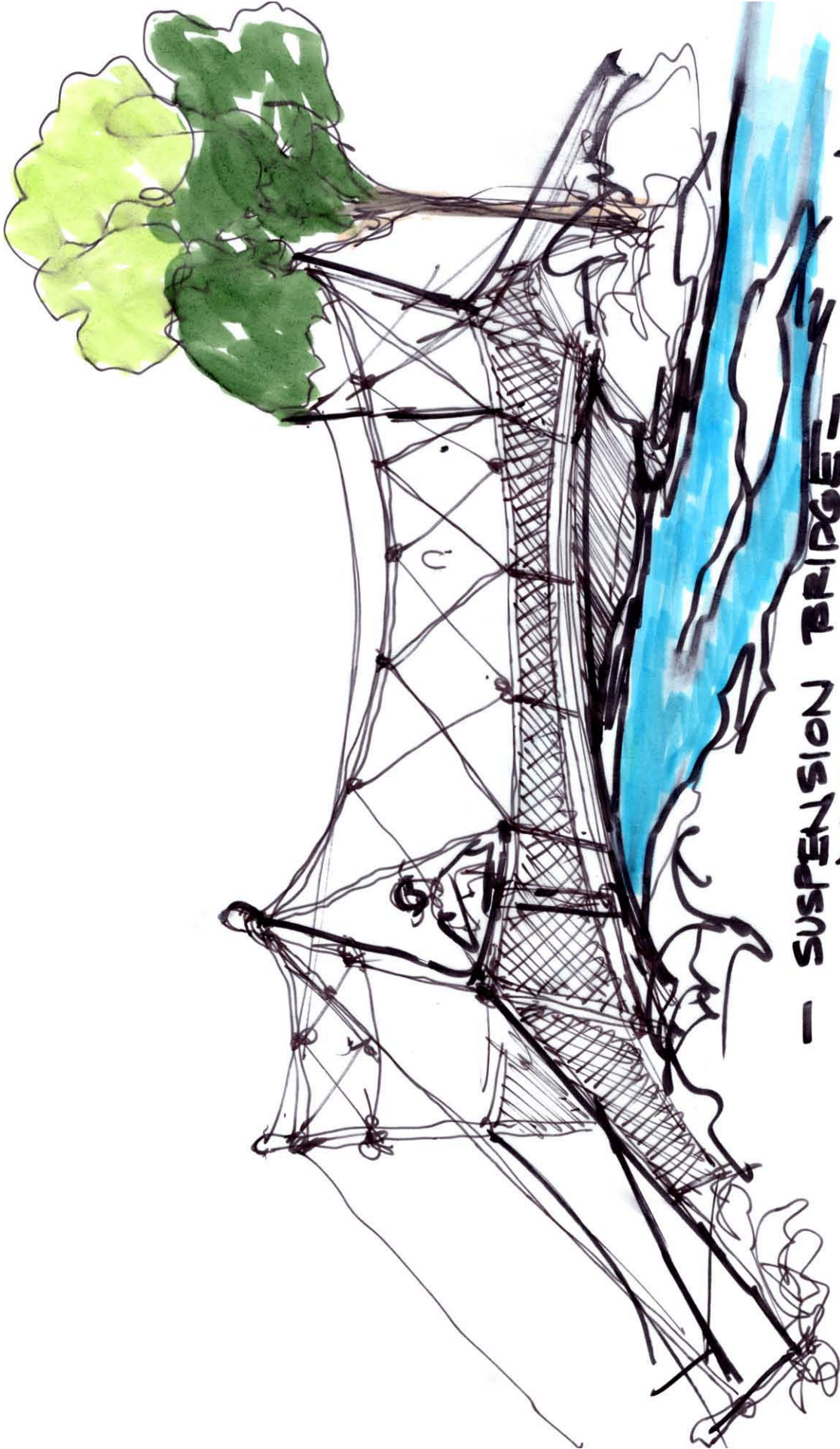
10-YEAR



# RECOMMENDED CHANNEL MATRIX

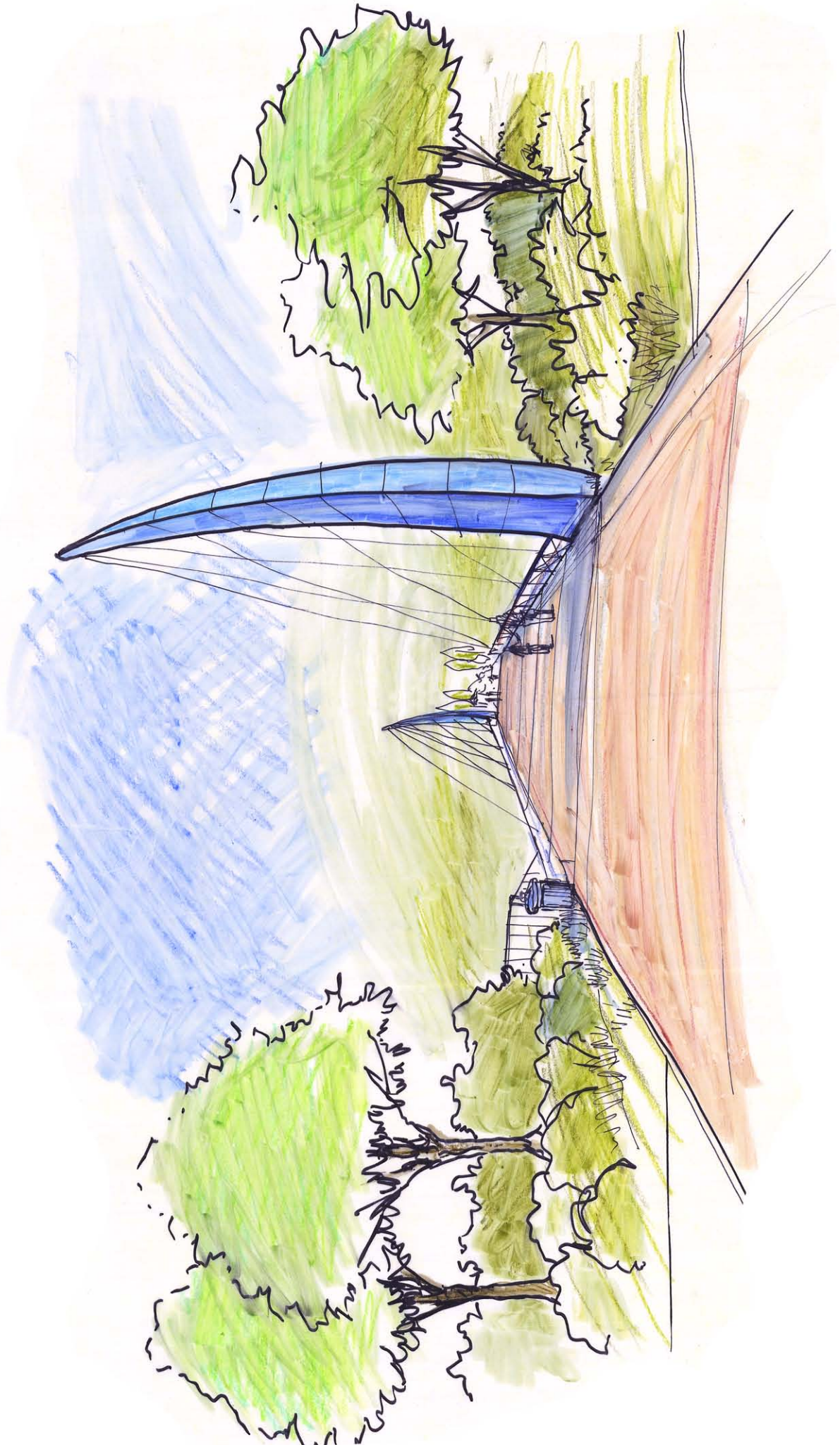






- SUSPENSION BRIDGE -  
NATURAL MATERIALS LOOKING











SENSITIVE  
HABITAT AREA

FENCING  
(IF REQ'D)

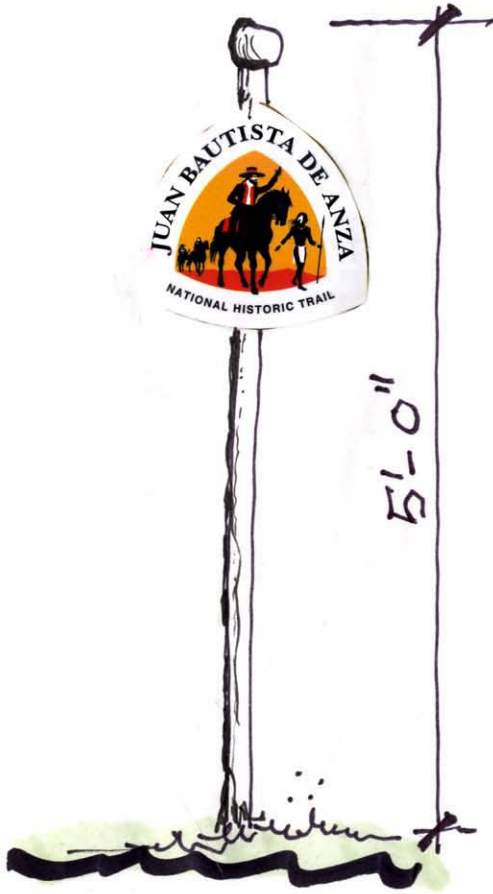
BERM

BUFFER  
ZONE

TRAIL/INTENSIVE  
USE AREA



# WAYFINDING

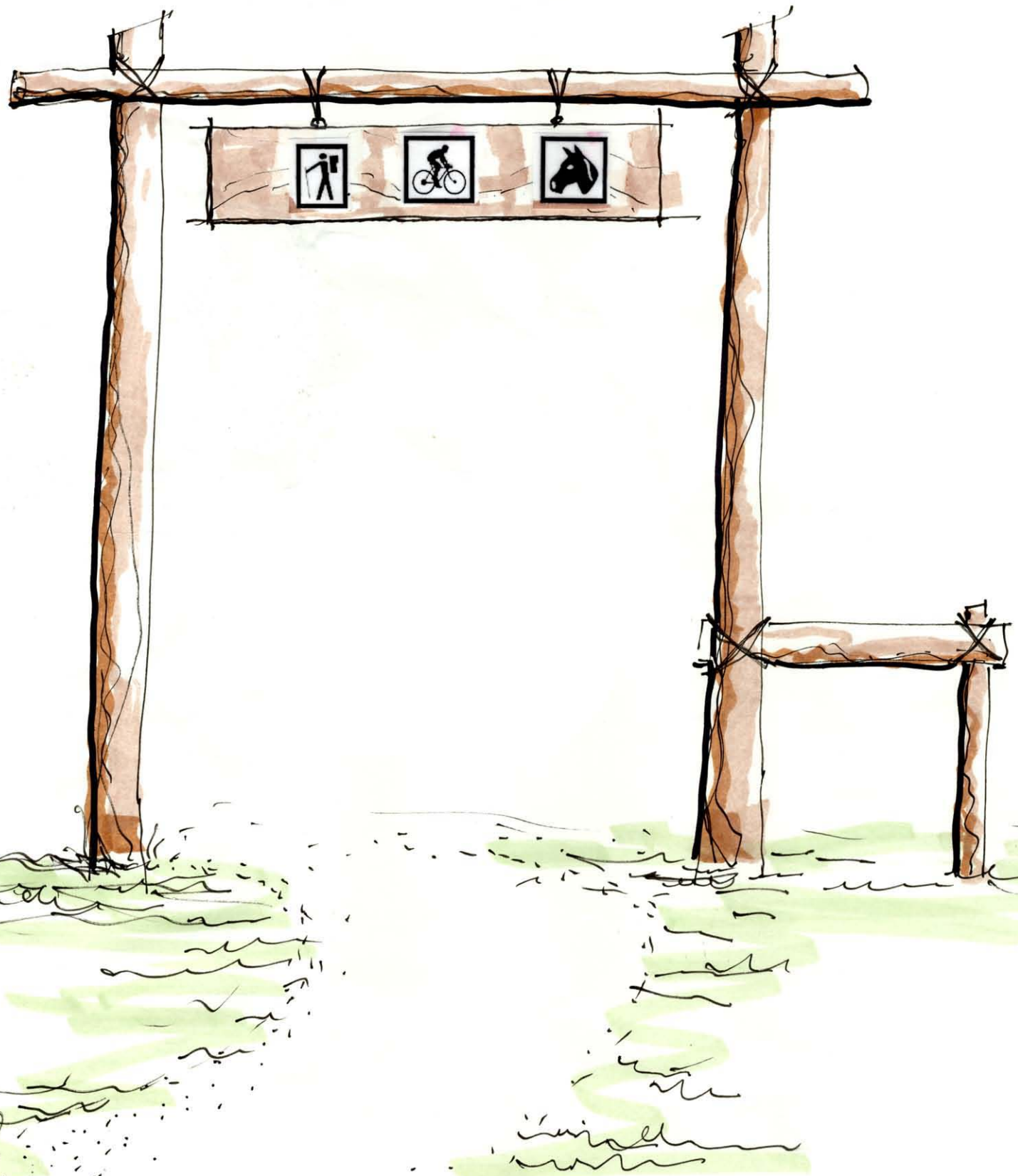


TRAIL  
HEAD



FLIP  
(FLEXIBLE)





TRAIL HEAD

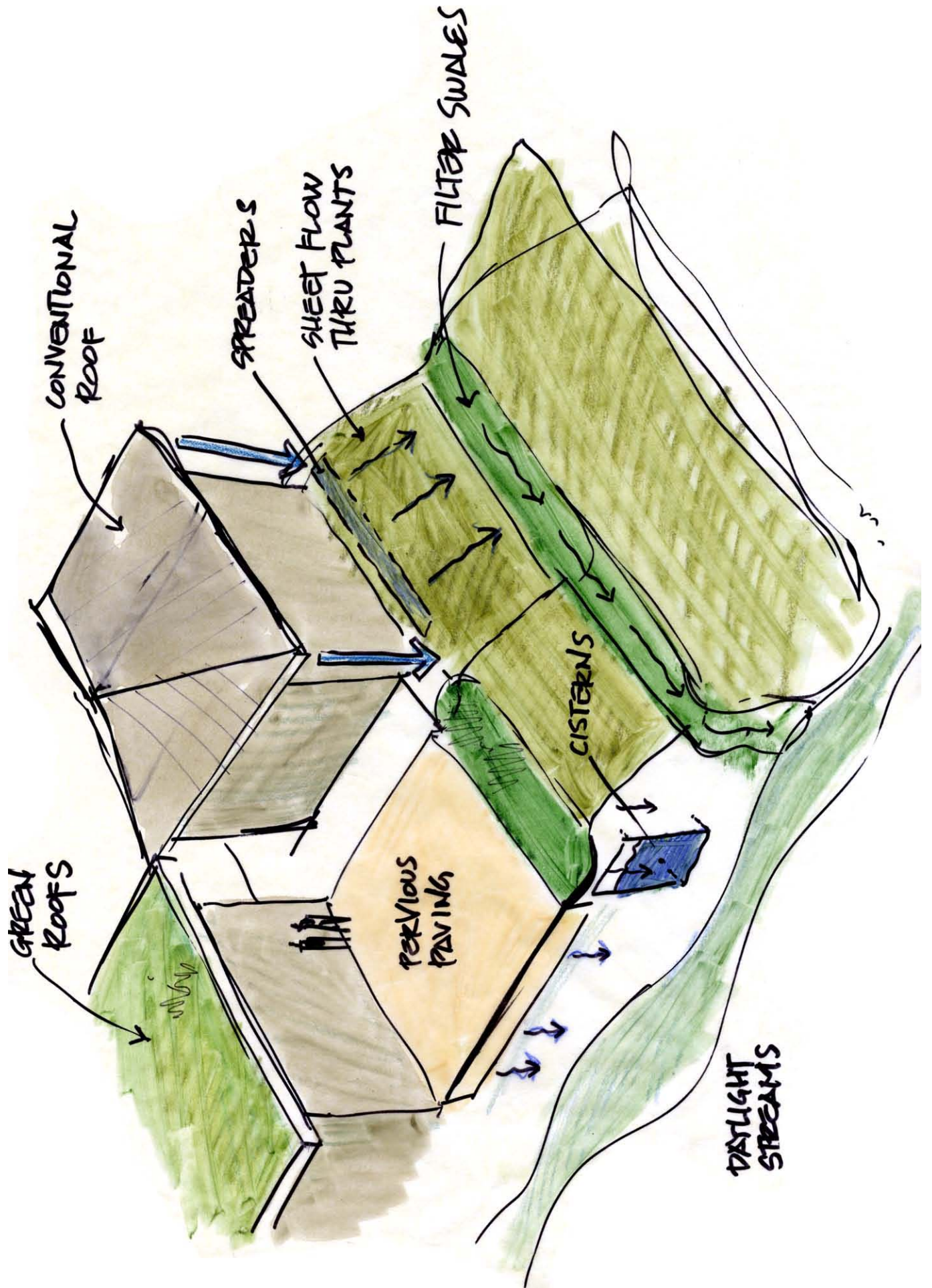


# INTERPRETIVE

- PUBLIC ART









RETENTION  
BASIN

PERVIOUS  
SURFACE FOR  
PARKING LOTS

NATIVE  
DROUGHT-TOL.  
PLANTS

CAPTURE RUNOFF FROM  
ROOFS & OTHER IMPERVIOUS  
SURFACES

GREEN ROOF

ROCK-FILLED  
DITCH w/  
PERFORATED  
PIPE

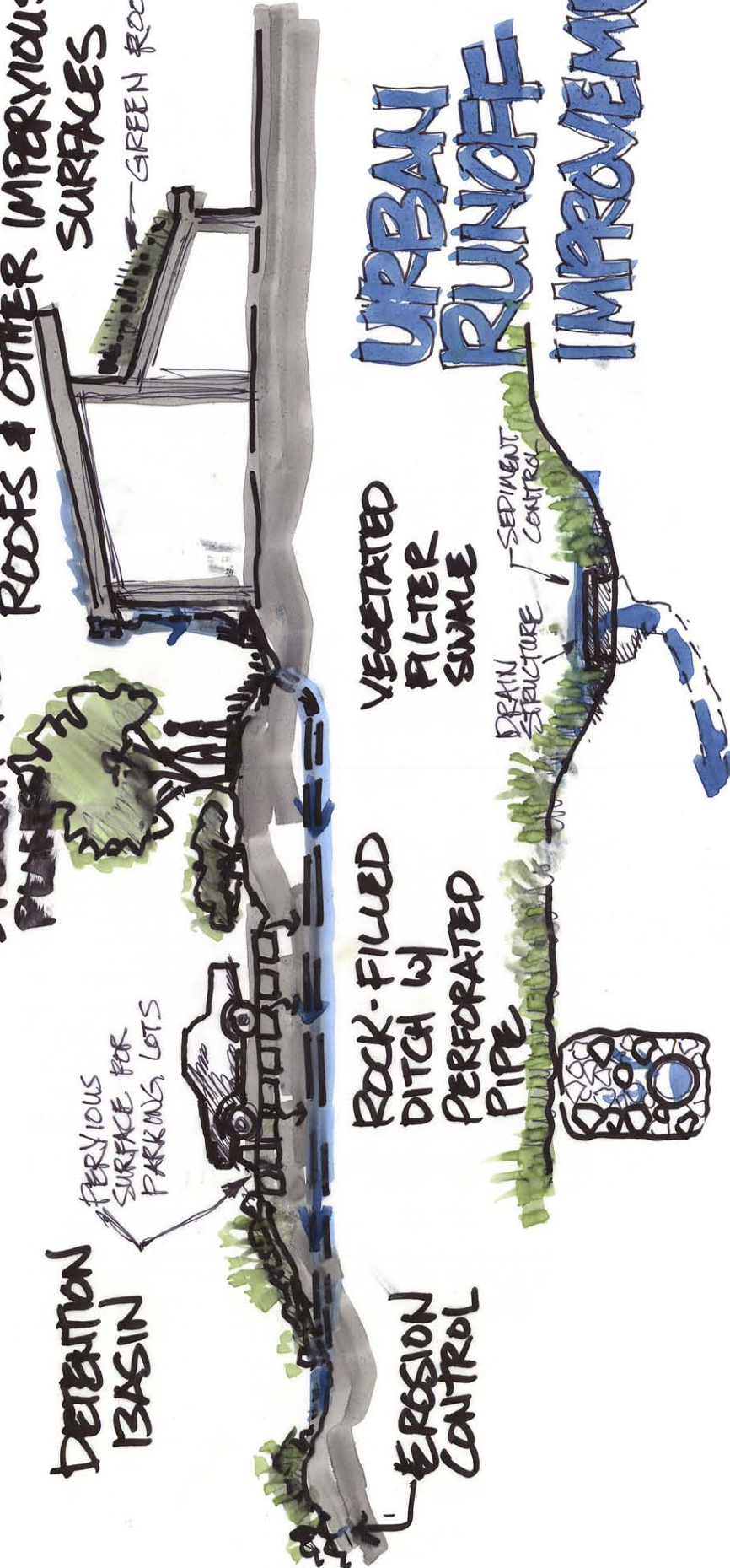
VEGETATED  
FILTER  
SWALE

SEPTIC  
DRAIN  
STRUCTURE

SEDIMENT  
CONTROL

# URBAN RUNOFF IMPROVEMENTS

EROSION  
CONTROL









# Team Economics

## Team Leader

Mayor Frank Mecham

## Participants

Karen Armitage

Woody Dike

Dennis Fansler

Steve Gregory

Mike Harrod

Kathe Hustace

Chris Rafferty

Chris Taranto

Jennifer Webster

Larry Werner



# Team Economics

## Vision Statement

To encourage our community to embrace the Salinas River as it travels through Paso Robles by creating a corridor that enhances appropriate social, economic and environmental opportunities that tie to our heritage and connect to our future.



# Team Economics

## Team Goals

To add to the economic & recreational assets of Paso Robles

- Improve our community health & lifestyle persona
- Expand the diversity of our economic base
- Encourage compatibility vs. competition (expanding the heart of downtown, a current asset)
- Create a sense of connectivity to Downtown (conference center – multi-use)
- To enhance our unique identity for Paso Robles – as a destination
- Promote & Encourage alternative means of transportation ie. trolley, bikes, pedestrian
- Promote Reclamation/Conservation
  - Reuse of water resources
  - Use of alternative energy sources



# Team Economics

## Developing a Brand

- Focus Groups – Local/Regional/out of area
- Elements of the Brand?
- Usage of the Brand?
- What Branding Strategies are currently in place and how will this blend/compliment?

## Elements of our Brand

- Natural Icons
  - River
  - Blue Oak Trees
  - Grapes
  - Hot Springs
  - Brick
  - Cobblestone
  - Oak Savanna/Woodland
- Perception
  - Western
  - Healthy Lifestyle
  - Spanish Colonization
    - De Anza
  - Wine Country
  - Home/Small Town
  - California's Central Coast
  - Historic





# Team Economics

## Usage of our Brand

### • Signage

- Downtown/Robles on the River
- The River
- Pedestrian Directional
- Vehicle – Freeway/Parking
- Interpretive/Eco-Sensitive areas
- Conference Center
- \*\*\*Amenities\*\*\*
- Bathrooms (ADA)
- Trash Receptacles
- Lighting (mindful of light pollution, use of solar)
- Par Course
- Multi-purpose Access Points/Trail Heads/Staging Areas
- Trail Types – DG, Wood, Concrete, Asphalt (ADA)
- Water – Troughs, Fountains, Guzzlers
- Dog Parks
- Camping
- View Stops, Overlooks, Benches (passive usage)
- Public Art
- Volunteer Program – Trash, Trail Work/Maintenance, Education, Directional/Docent, Patrol




# Team Economics

## Existing Brands

**PASO ROBLES**  
Return to the Good Life.

Return to the Good Life.



**PASO ROBLES**  
Over 70 Winery Tasting Rooms • Lakes, Museums and Missions  
Hot Mineral Springs Spa • Historic Downtown • Farm and Ranch Tours  
Halfway between Los Angeles and San Francisco  
Call or Click for a FREE Guide  
877-GO-2-PASO [www.go2paso.com](http://www.go2paso.com)



# Team Economics

## Next Steps

- Economic Phasing Strategy
- Funding Sources

## Economic Phasing Strategy

- Employment of a Grant Writer
- Expansion of Redevelopment Agency
- Contact Private Property Owners
- Request for Proposals
- Encourage Private Investment
- Partner with the Army Corps of Engineers & Other Agencies
- Agency Funding Possibilities



# Team Economics

## Funding Sources

- Army Corp of Engineers
  - Contact: Alex Watt
    - 65/35 matching grants
    - 50/50 recreation grants
    - 10% incidental recreation grants
    - Suggest contacting congressional delegates
- National Park Service
  - Sally Sheridan
    - River Trails & Conservation Assistance Conservancy
- Regional Water Quality Control Board
  - Dominic Roques
    - Supplemental Environmental Projects
    - Clean Water 319H Federal Matching Funds
- Cal Trans
  - Aileen Loe
- SLOCOG
  - Ron Decarli
- Planning and Conservation League
  - Monica Hunter
- Upper Salinas – Las Tablas Regional Conservation District
  - DJ Funk, Marti Johnson, Adriana Morales, Ellen Perryess
- US Fish and Wildlife
  - Mary Root
- Department of Fish and Game
  - Mike Hill & Deb Hilliard
- Monterey Bay Marine Sanctuary
  - Michele Roest





# Team Economics

## Funding Sources

- Archaeologist Groups
  - Ron Rose
- Wastewater Capital Improvement Funds
  - City Staff
- North County Trails
  - Julie Volpi
- Stormwater Management
  - Ditas Esperanza
- Developer funds (technology campus)
  - Mike Herrod, Larry Werner, Ron Rose
- Audubon
  - Roger Zachary (Morro Coast Chapter)
- National Marine Fisheries
- Los Padres California Conservation Corp
- Native American Heritage Commission
- County of San Luis Obispo
- Planning and Conservation League
- Sierra Club
- California Rangeland Trust
- Howard Hughes Foundation - Informal science education funds (grants)
- Packard Foundation
- Carnegie Foundation
- Bill and Mary Gates Foundation
- Irvine Foundation



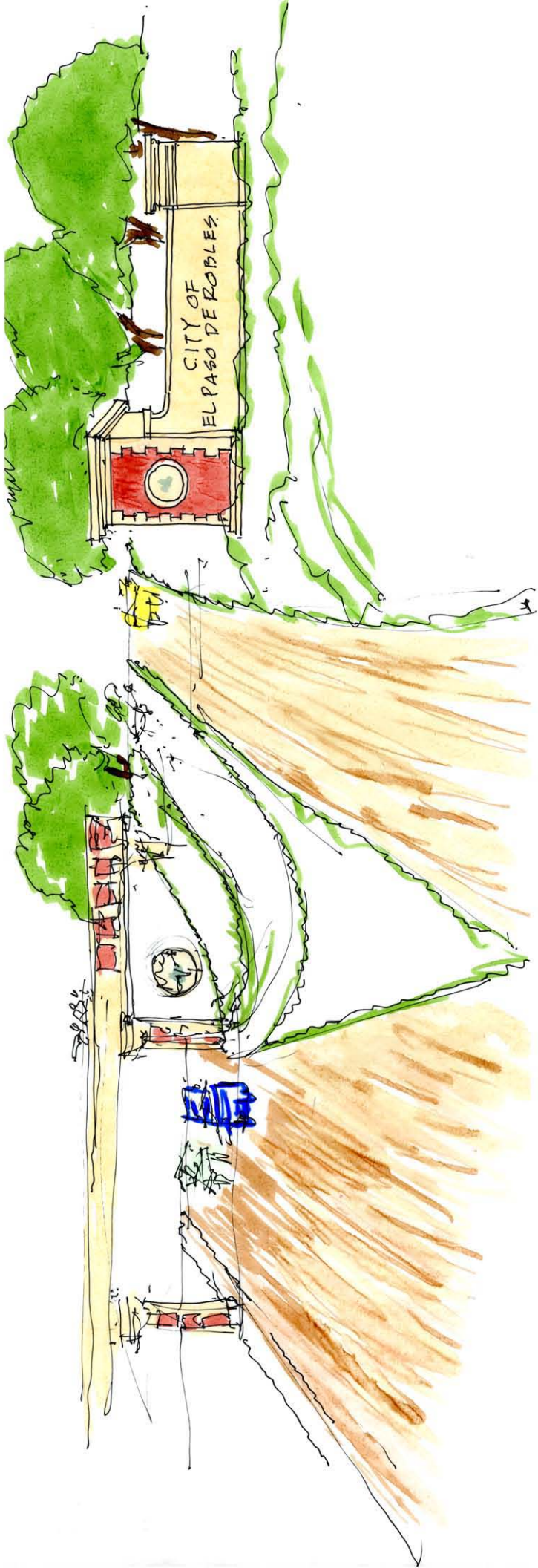
# Team Economics

## Funding Sources

- Getty Foundation
- Trust for Public Lands
  - Karen Frankel
- Cuesta College
- Equestrian Groups
  - Kathe Hustace
- Local Service Groups
- Heritage Foundation









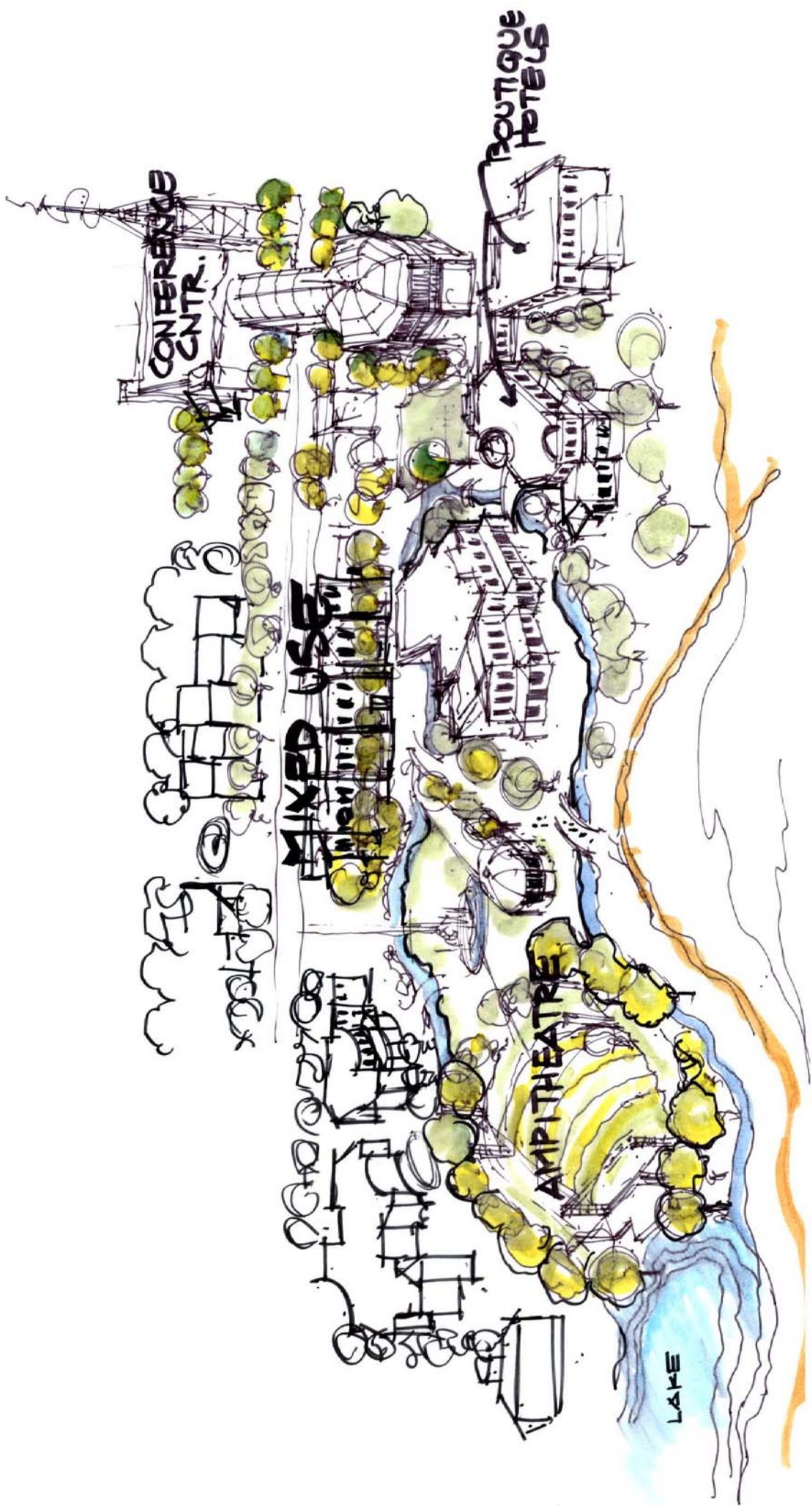












CONFERENCE  
CNTR.

MIXED  
USE

AMPHITHEATRE

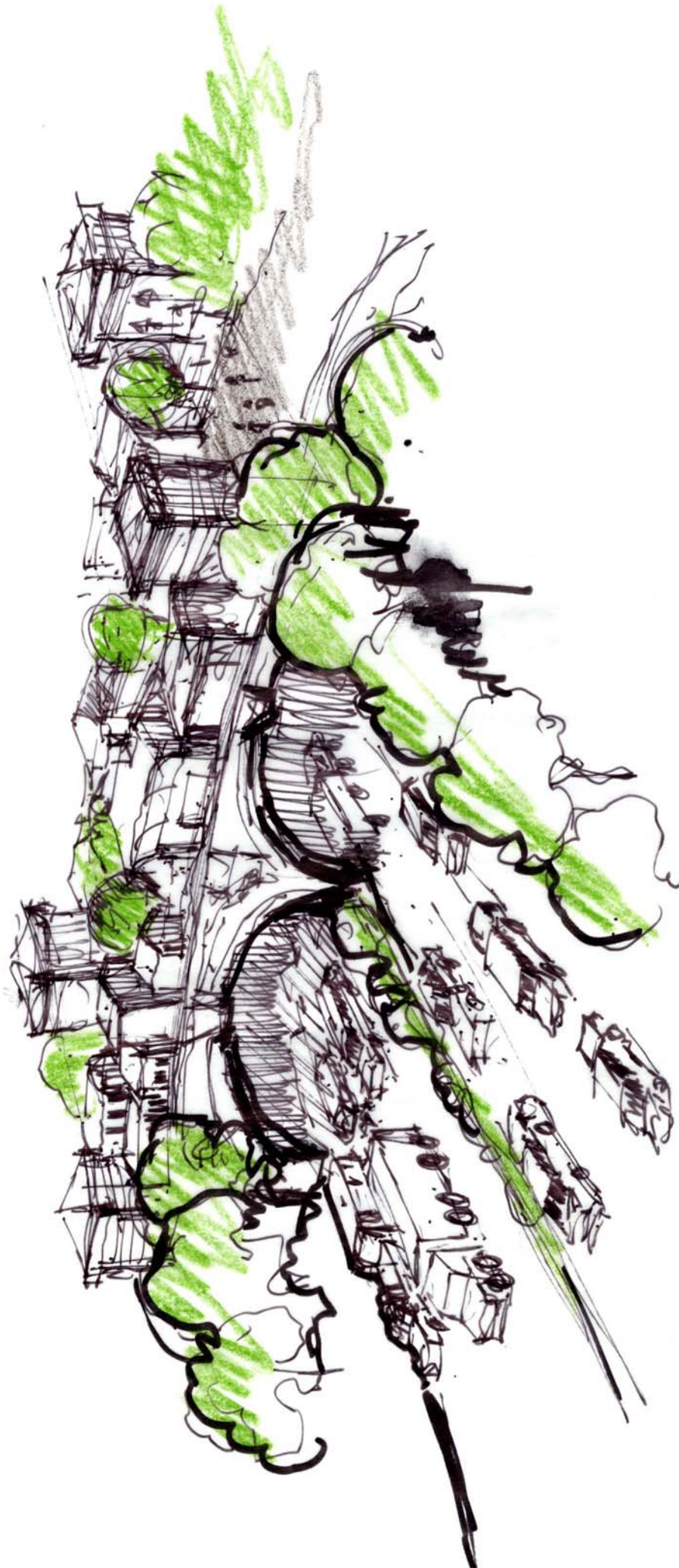
BOUTIQUE  
HOTELS

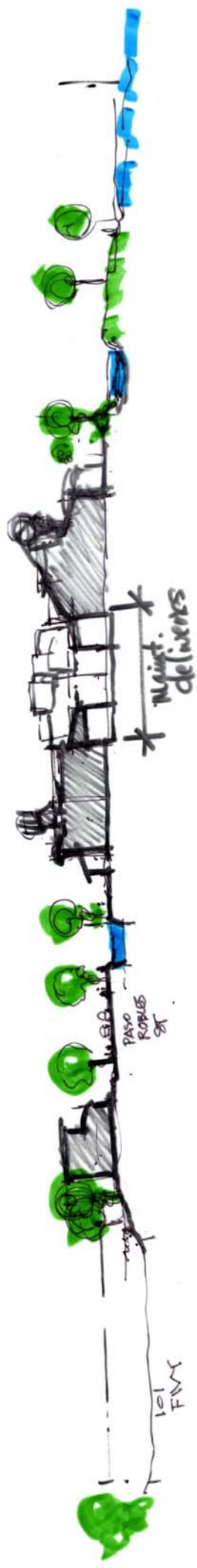
LAKE

IS  
STREET



PEDESTRIAN BRIDGE  
"ROBLES ON THE RIVER"



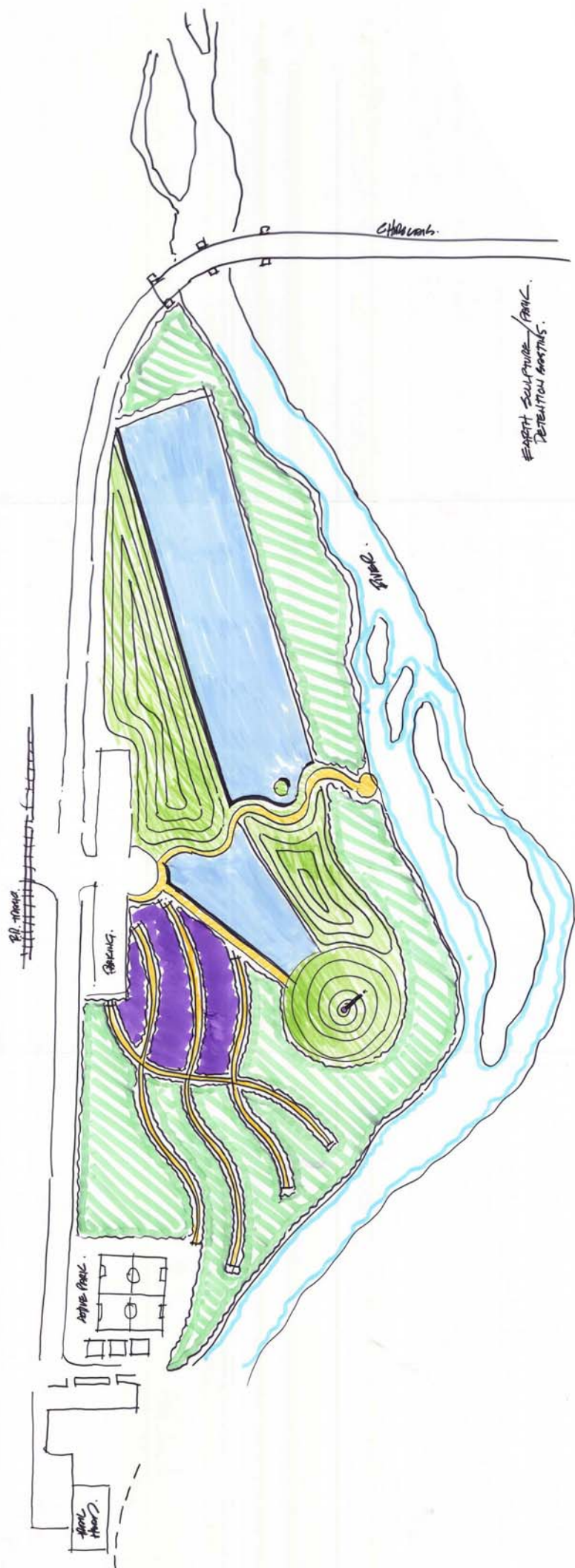












EAST SIDE NATURE PARK  
DETROIT MICHIGAN

Chilworth

Pond

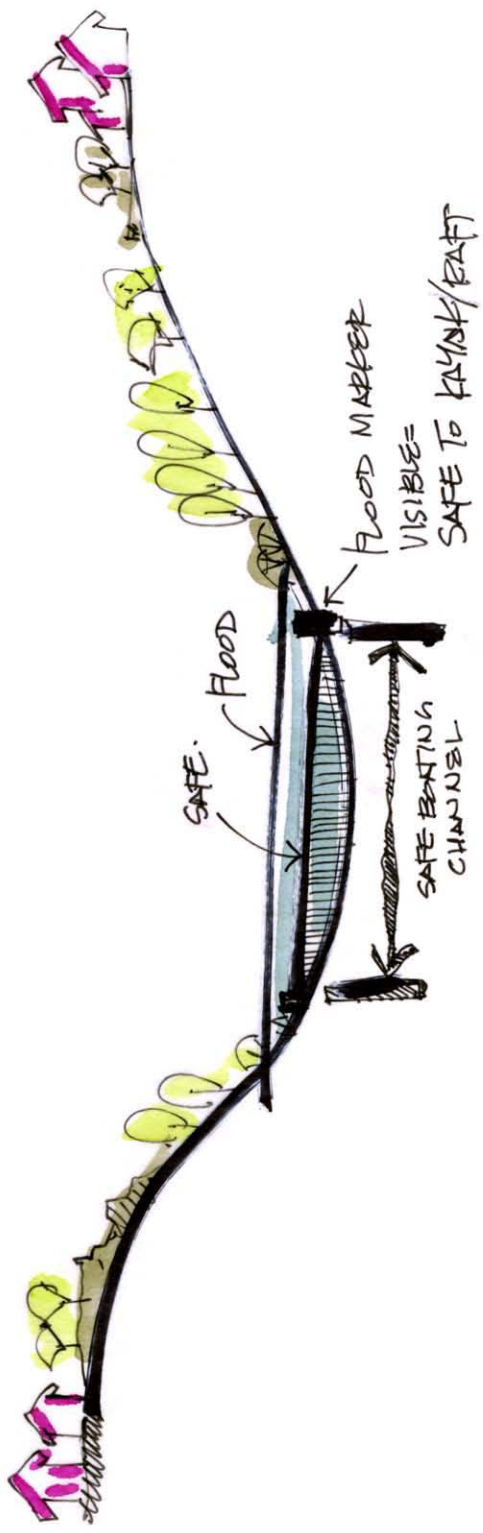
Spawning

Active Park

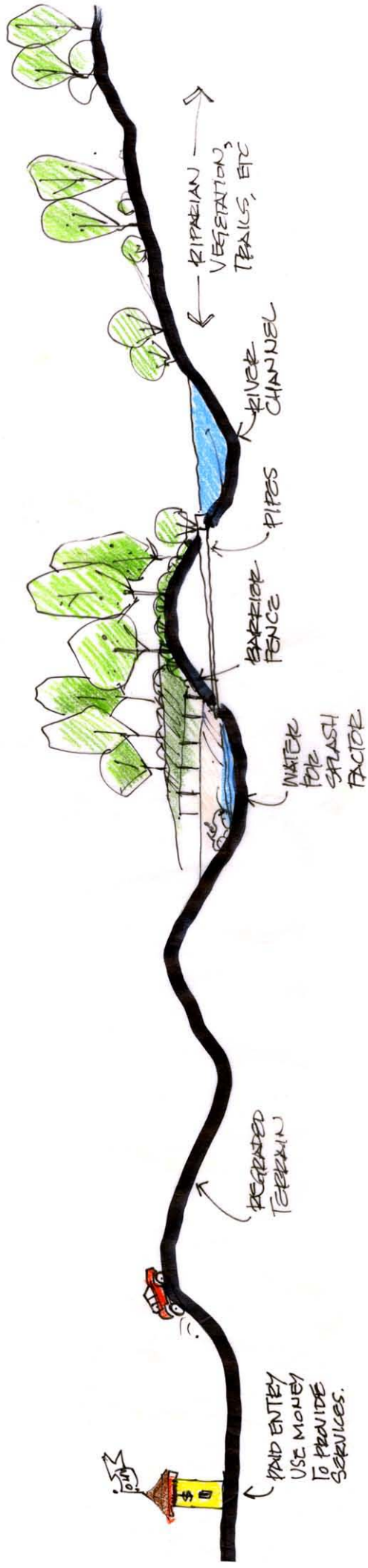
Main House

P.F. fence





SCREENING  
BENEFIT w/VEGETATION





# Team Connections

Team Leader

Fred Sweeney

Participants

Darren Brown

Brady Cherry

Roslyn Rubesin-Eigler

Ditas Esperanza

Greg Haas

Denise Kuperman

Aileen Loe

Lief McKay

Katie Ruff

Rande Salke

Meg Williamson



# Team Connections

## Product Goals

### Regional Connection Overview

Connects East/West

North/South

Tributaries

East/West connections to River  
new auto pedestrian access



# Team Connections

Encourage our community to embrace the Salinas River as it travels through Paso Robles by creating a corridor that enhances social, economic and environmental opportunities that tie our heritage and connect our future.

Paso Robles most important asset is its people, its sense of community. The Salinas River provides an opportunity to tie people to its natural assets.

In California history, the inhabitants literally walked up the River valley to settle here. The town's economy was fostered by its healing waters. Agriculture can exist here because there is water. Now its time to recognize the important role that the river played in the development of Paso Robles and foster a multitude of interactions. With this in mind, our group hopes to acknowledge the diverse connections that exist in the community, then to unite the environmental and visual riches with its people.

## What Are These Connections?

- Natural and man made assets.
- Cultural, recreational and educational institutions.
- The relationship of the new with the old. Traditional downtown with newer East side.
- Regional connections. North/ South corridor. Town to neighboring communities.
- Salinas River to the Monterey Bay.
- Agricultural community to its lands.
- Business community to its source of revenue.
- Historic- Anza trail, Shandon Historic Trail



# Team Connections

## How Could We Connect Them?

- Intertwine different habitats.
- Build environmental and educational opportunities that enhance information about the waterways.
- Connect heritage downtown, with its Central City Park as the heart of the community and newer east side.
- Link Town to nearby communities, regional transit corridor.
- Build physical connections will foster these interactions- pathways, trails, bridges and roads, for pedestrian, equestrian, bicycles and traffic.
- Breakdown barriers between the community and the river. Zone view corridors, transparent fencing, paths, trails, boardwalks.
- Connect the old, traditional urban pattern, to future development.
- Join environmental education institutions or community groups to river (Audubon, Creekwatchers, school science sites)
- Connect the urban with the natural with appropriate and compatible buildings
- Use creeks tributaries for recreational and wildlife corridors.
- Create tree lined (Oaks-Robles) boulevards.
- Build an emerald necklace of open space, paths and habitat restoration.





# Team Connections

What we are trying to connect?

- Visual connections
- Vista points
- Gateways
- California Mid-State Fairgrounds
- Regional Areas
- Short/Mid/Long Range Goals

Cultural Physical

- Pedestrian (no car focus)
- Migration corridor
- Movement

Keep in mind:

1. Things to connect to
2. Circulation identifiers
3. Tentative connection
4. What are the constraints?



# Team Connections

## Goals:

- To bring together the east and west sides
- Enhance the community's connection to the river
- Provide Regional connections (N, S, E & W)
- Include cultural, visual and physical connections
- Create or enhance gateway entries

## 1. Regional Connections:

- North/South connection in River
- East/West connecting Shandon (historic "Union" boulevard) tree lined boulevards visual connection on to the regional landscape.
- Loop connection of green space ("Emerald Necklace")
- Use of tributaries for recreation/wildlife to the River
- Linking cultural destinations on both sides

## 2. South Section – City Limit to Niblick

- Gateway
- Equestrian staging facility and trail head
- Non-paved bike/pedestrian trail
- Start of regional bike path
- Connection to the Anza trail
- OHV staging and park area



# Team Connections

## 3. Mid Section – Niblick to 13<sup>th</sup> Street

- Redeveloped Paso Robles Street corridor with traffic calming, gates and tree lined
- Pedestrian boardwalk adjacent to river to compliment new urban uses (visitor serving (examples: Cannery Row in Monterey or SLO Creekway)
- East/West pedestrian bridge crossing to central business district over use 101 and Riverside to interact with Downtown
- East/West pedestrian promenades
- Overlooks and interpretative sites along boardwalk
- Arizona crossing (low flow) permanent south of 13<sup>th</sup>
- Parking/staging areas on east side of south river
- Parking garage at pedestrian bridge crossing
- Pedestrian/bike continuous trail

## 4. North Section – 13<sup>th</sup> Street to North End of Town

- Long pedestrian path connects to new bridge near Route 46 East
- New local "Fair Bridge" – alternative to 46 East
- East side and West side pedestrian trails North of 46 East
- Equestrian trail on West side with two staging areas and two points of river access
- Seasonal crossing trail to loop back around to town (featuring the "poop loop")
- Gateways for architectural treatment and identity



# Team Connections

## West Side

|                       |                             |                                  |
|-----------------------|-----------------------------|----------------------------------|
| City Hall             | Post Office                 | Skate Park                       |
| City Park             | Public Pool                 | Train Station                    |
| Downtown              | Pioneer Museum & Park       | Vista to Westside Hills (Sunset) |
| Junior High School    | Professional Office Core    | Wineries                         |
| Library               | Regional Center at 46 & 101 |                                  |
| Mid-State Fairgrounds | Robbins Baseball Field      |                                  |

## East Side

|  |                                      |                          |
|--|--------------------------------------|--------------------------|
| Airport                                    | Golf Course                          | Schools                  |
| Barney Schwartz Park                       | High School                          | Senior/Vet Center        |
| Centennial Park                            | Montebello Park                      | Wineries                 |
| Churches                                   | Neighborhood Shopping                | Vista over Union Asphalt |
| Cuesta College                             | Regional Shopping<br>(Kohls/Walmart) | Looking South Upstream   |
| Employment Center<br>(Sherwood Industrial) |                                      |                          |

## North

San Miguel  
Hot Springs/River Oaks/Golf  
Camp Roberts  
Cuesta College  
City Sewer Plant

## South

Templeton (Village)  
Atascadero  
Anza Trail





# Team Connections

## Existing

|                           |                  |
|---------------------------|------------------|
| Railroad                  | Railroad         |
| Frontage Road on Westside | South River Road |
| River                     | River            |

## Corridors

|                        |  |
|------------------------|--|
| Hwy 101 and Railroad   | Creston Road 13 <sup>th</sup> Street and Niblick |
| Highway 46 East & West | Connections to other Communities                 |

## Crossings

24<sup>th</sup> Street, 13<sup>th</sup> Street and Niblick Road

High School

Fairgrounds

Football Stadium

Downtown Core

Templeton

Atascadero

San Miguel



# Team Connections

## Growth Issues

New Bridge by 46 - .. why?

## Growth for SE Section

- Address connections stronger
- Commercial Area

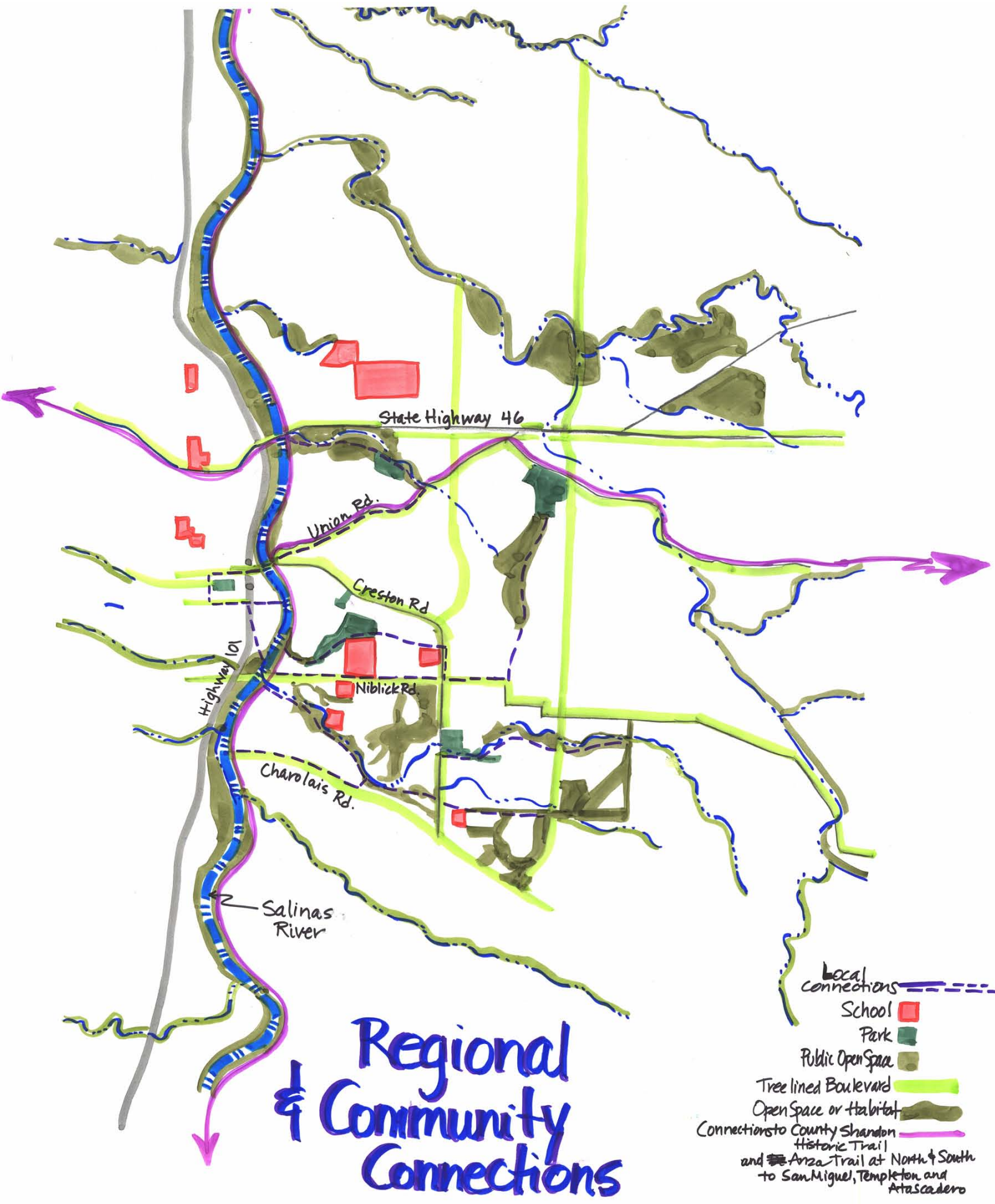
## Promenade

- Strengthen
- Alternative gateway to Paso Robles Street
- Not in competition with Downtown





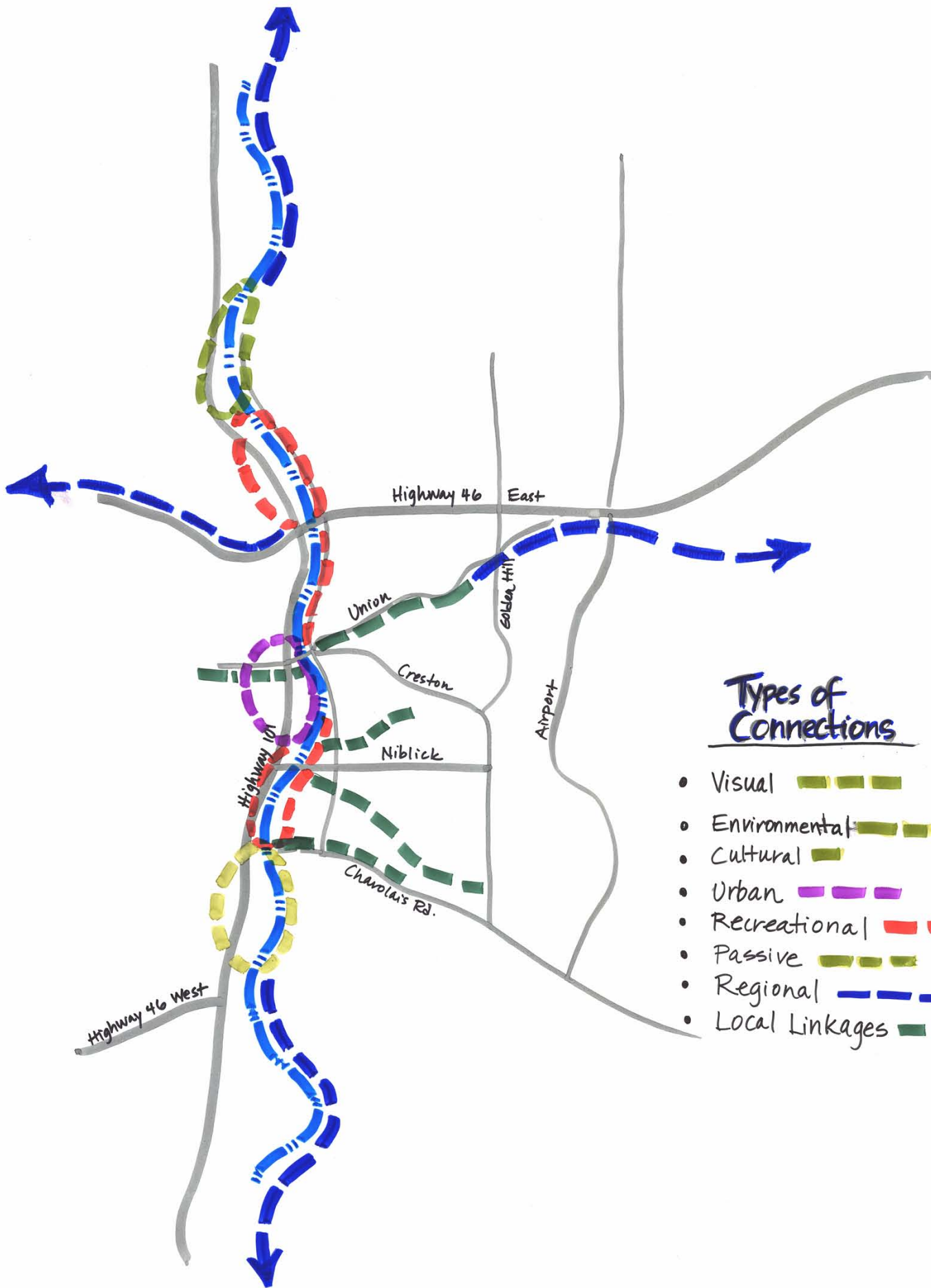




# Regional & Community Connections

- Local Connections - - - - -
- School ■
- Park ■
- Public Open Space ■
- Tree lined Boulevard —
- Open Space or Habitat ■
- Connections to County Shandon —
- Historic Trail —
- and Ariza Trail at North & South to San Miguel, Templeton and Arta Sadero





### Types of Connections

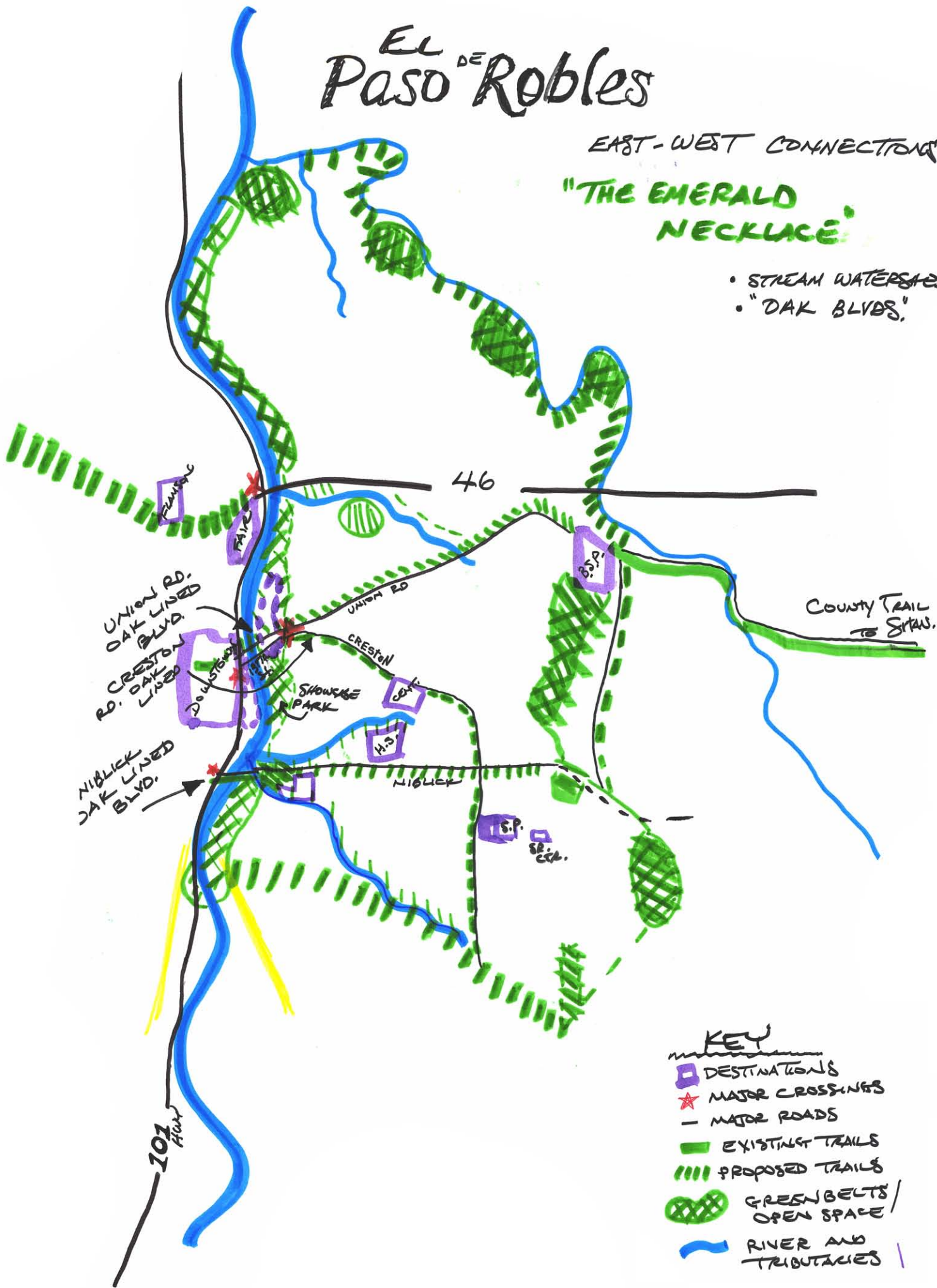
- Visual
- Environmental
- Cultural
- Urban
- Recreational
- Passive
- Regional
- Local Linkages

# EL PASO DE ROBLES

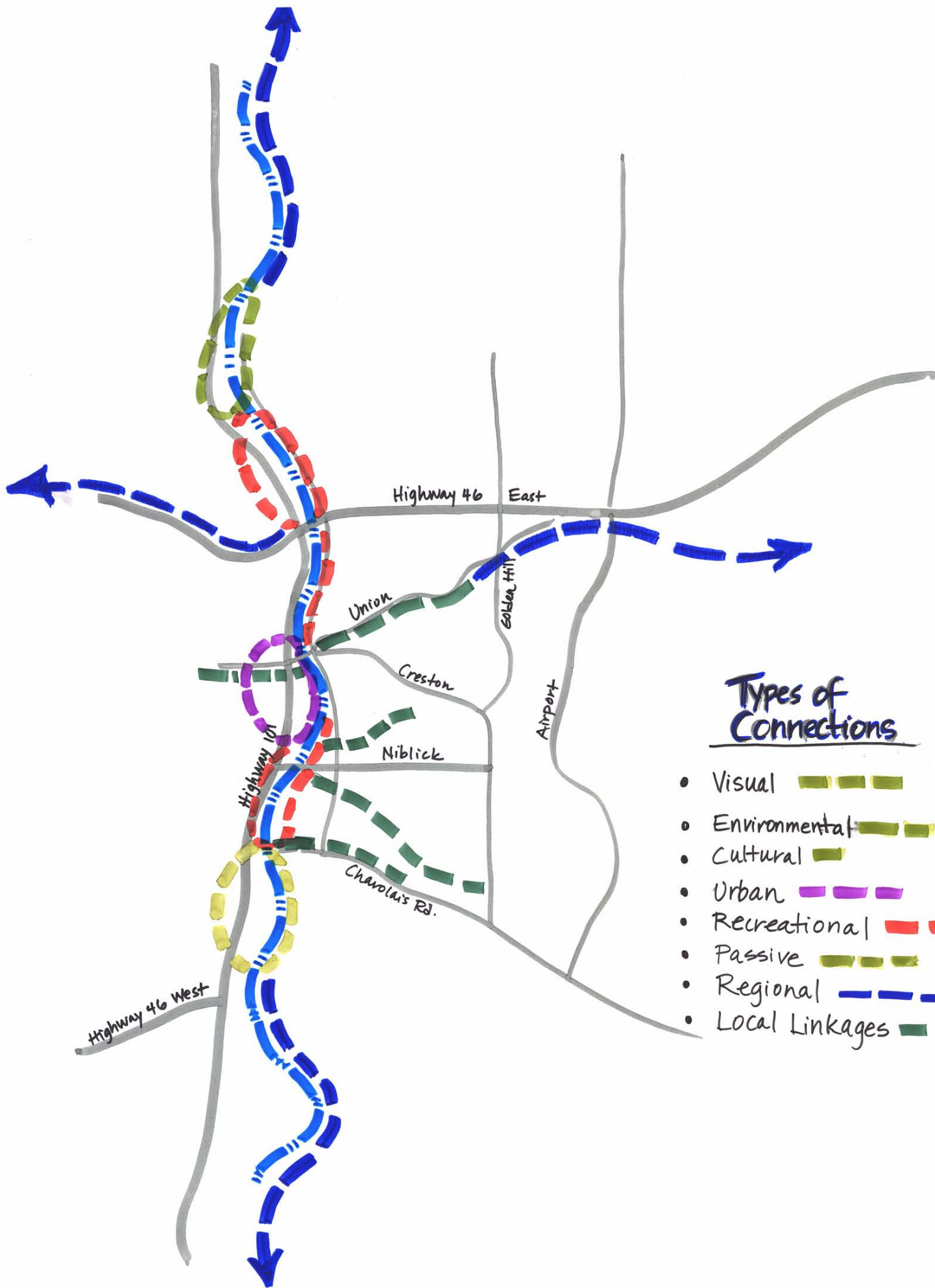
EAST-WEST CONNECTIONS

"THE EMERALD NECKLACE"

- STREAM WATERSHED
- "DAK BLVDs."



- KEY**
- DESTINATIONS
  - ★ MAJOR CROSSINGS
  - MAJOR ROADS
  - EXISTING TRAILS
  - - - PROPOSED TRAILS
  - ▨ GREENBELTS / OPEN SPACE
  - ~ RIVER AND TRIBUTARIES



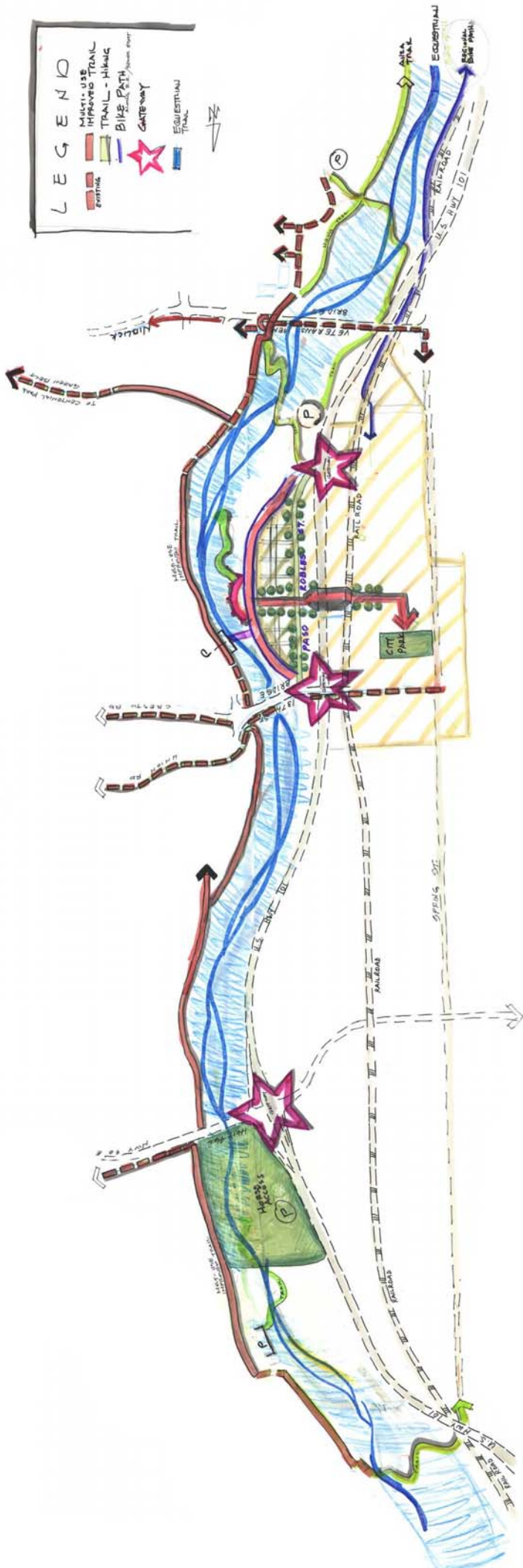
### Types of Connections

- Visual — — — —
- Environmental — — — —
- Cultural — — — —
- Urban — — — —
- Recreational — — — —
- Passive — — — —
- Regional — — — —
- Local Linkages — — — —



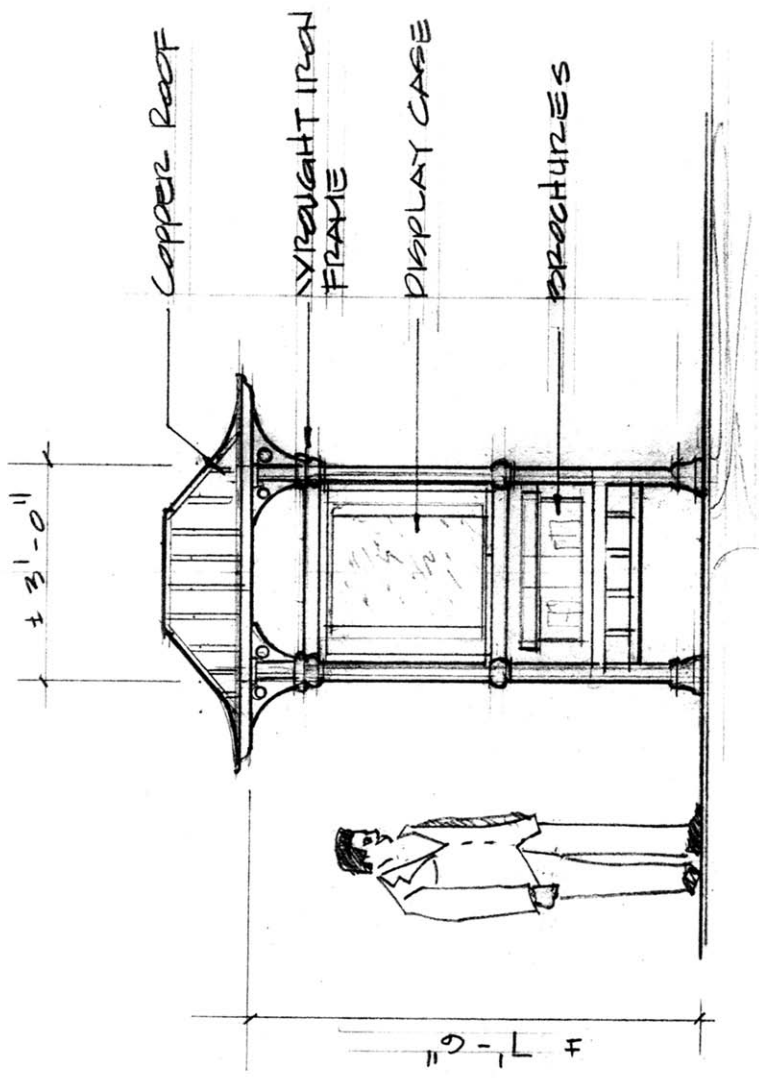
**LEGEND**

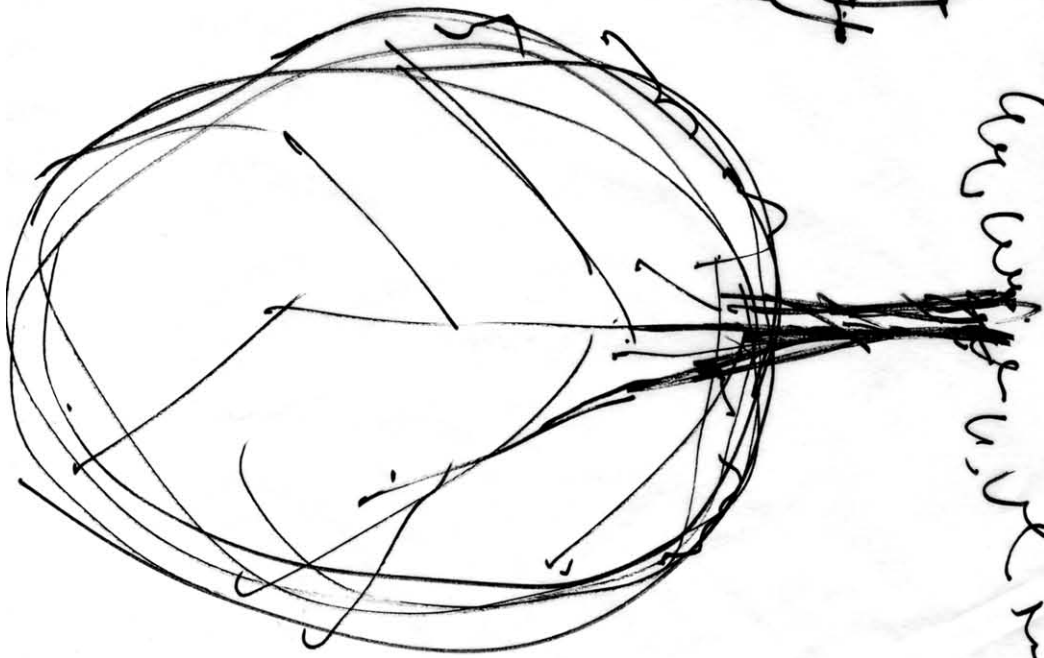
- MUST USE EXISTING
- IMPROVED TRAIL
- TRAIL - HIKING
- BIKE PATH
- GATEWAY
- EQUESTRIAN TRAIL



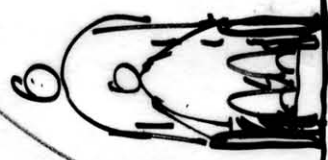
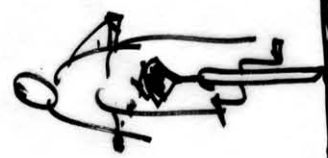








be careful with

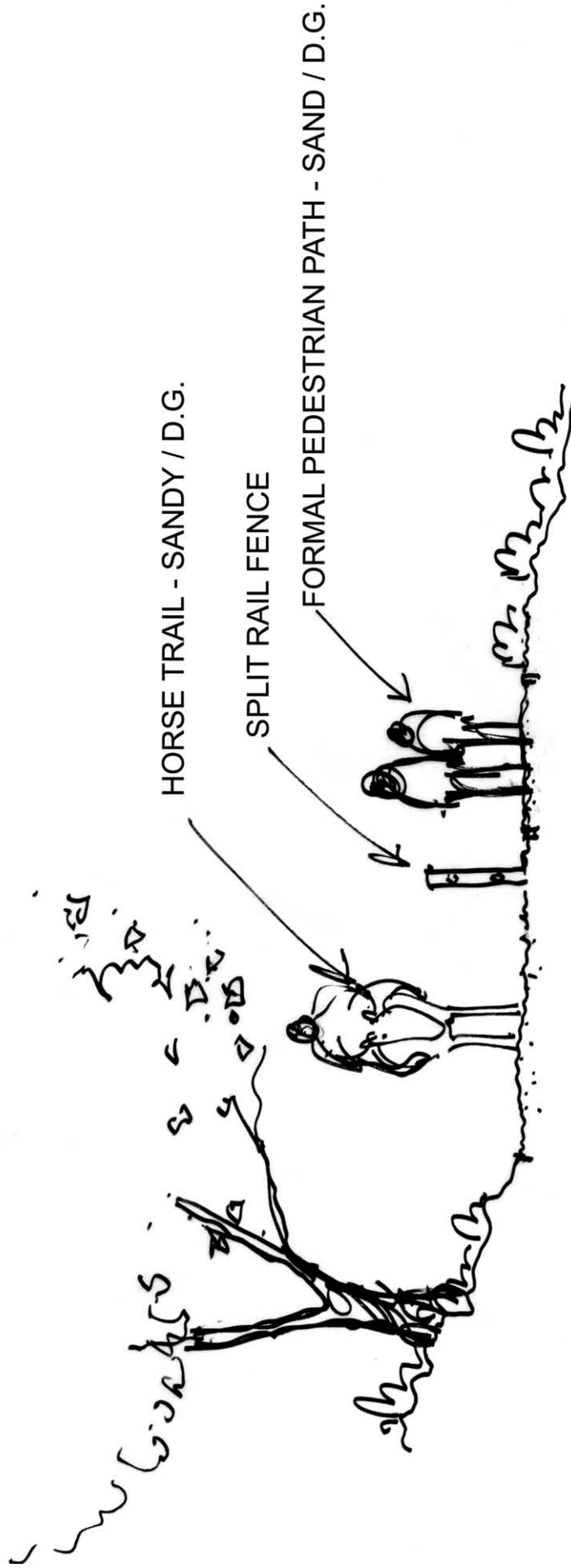


12'

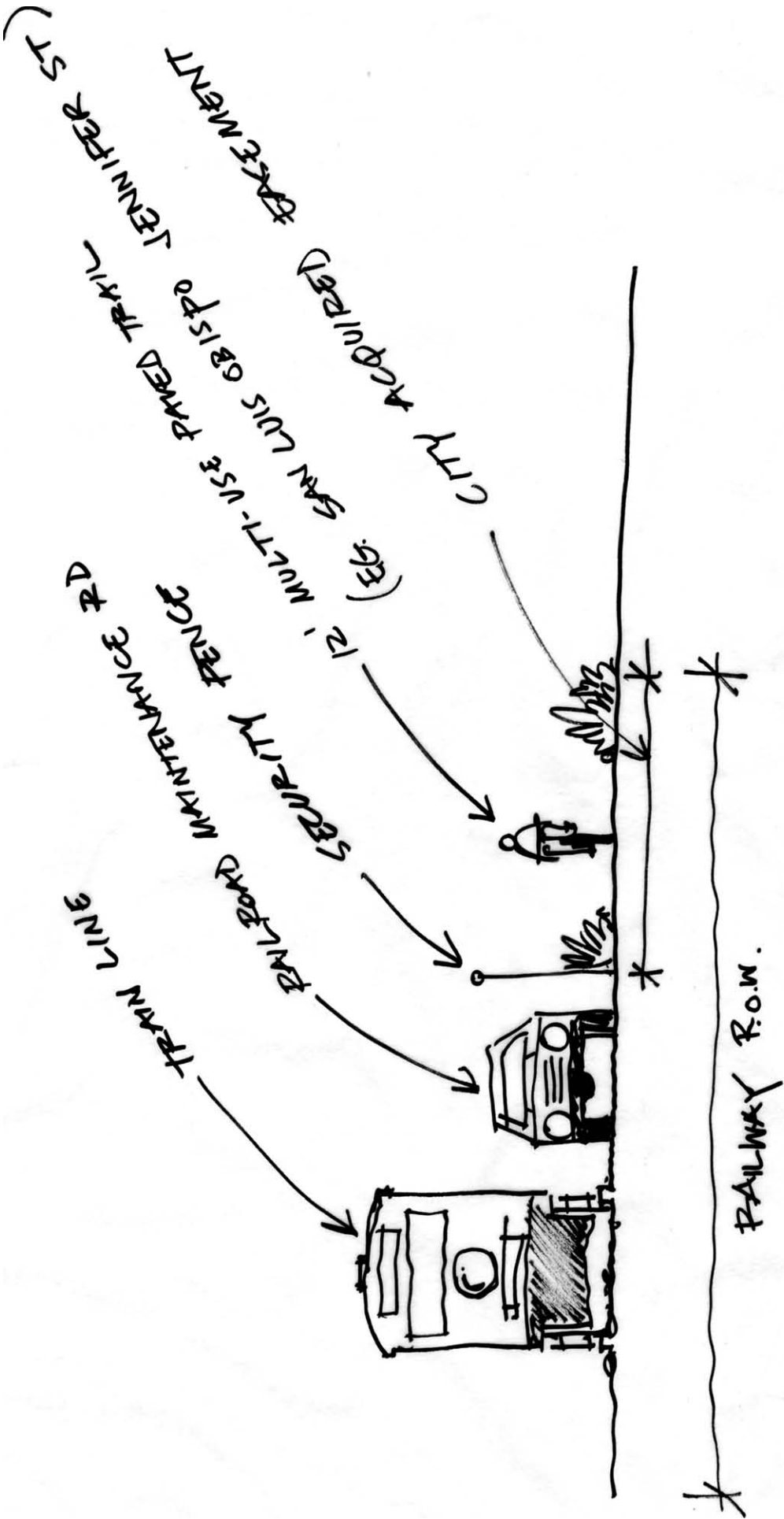
Mr. M?

PAVED

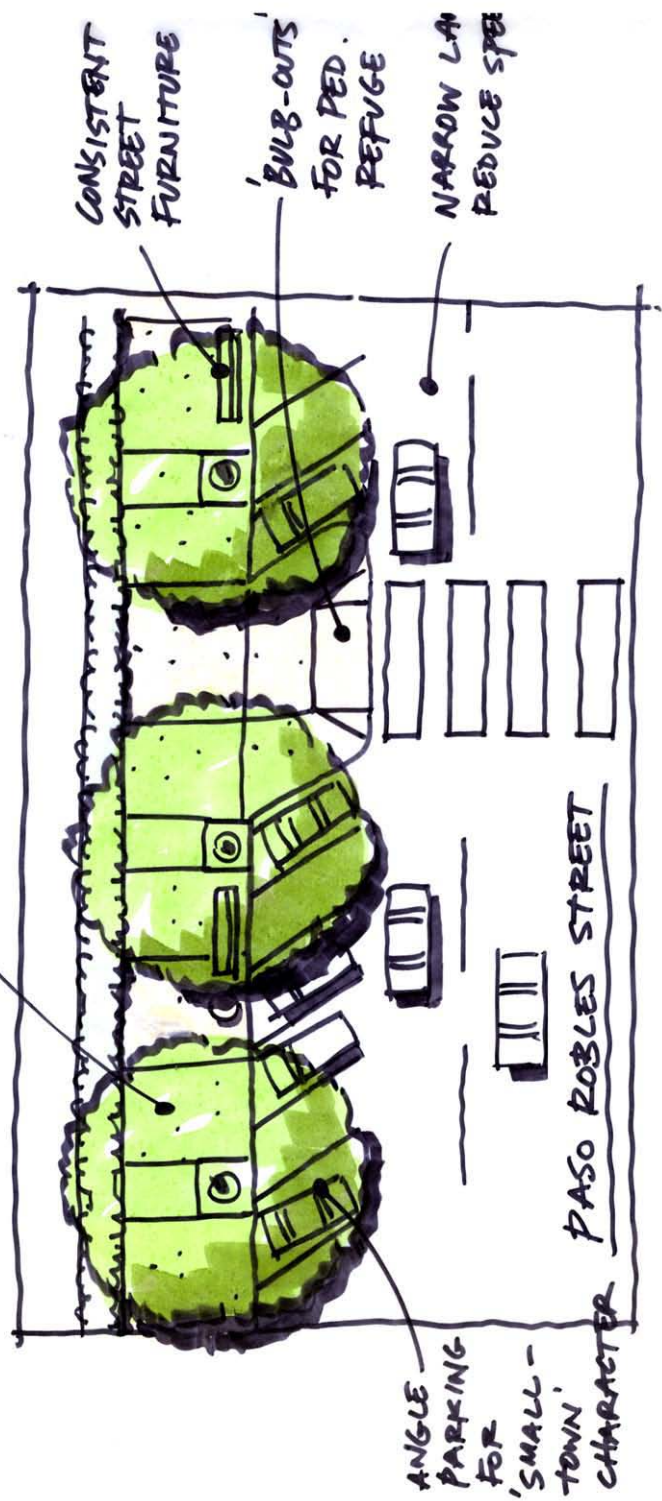
ACCESSIBLE SURFACE







STREET TREES @ CURB ARE TRAFFIC CALMING  
AND BETTER PEDESTRIAN ENVIRONMENT



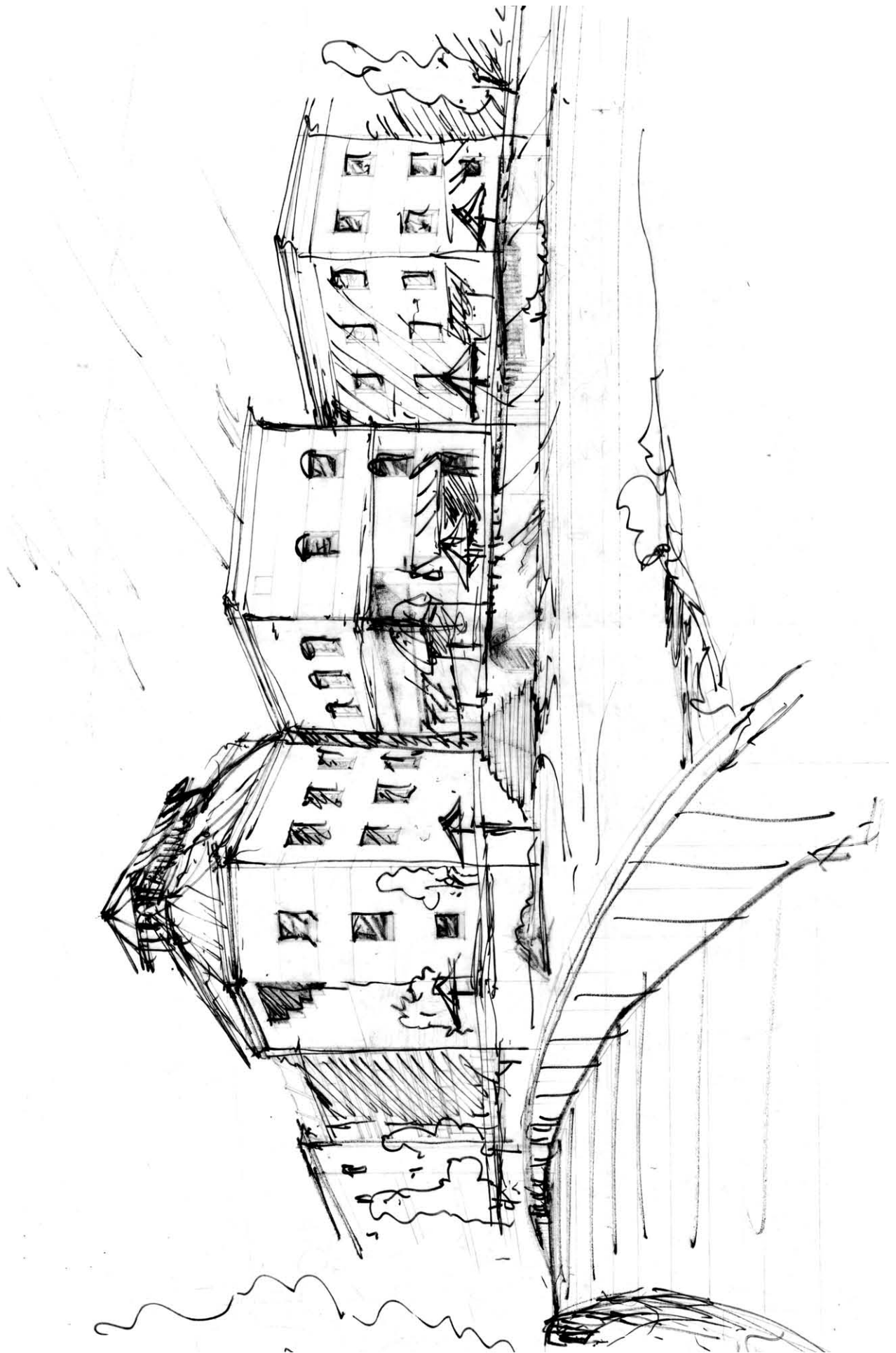
CONSISTENT  
STREET  
FURNITURE

'BULB-OUTS'  
FOR PED.  
REFUGE

NARROW LAN  
REDUCE SPA

ANGLE  
PARKING  
FOR  
'SMALL-  
TOWN'  
CHARACTER

PASO ROBLES STREET





RIVER OVER LOOK.





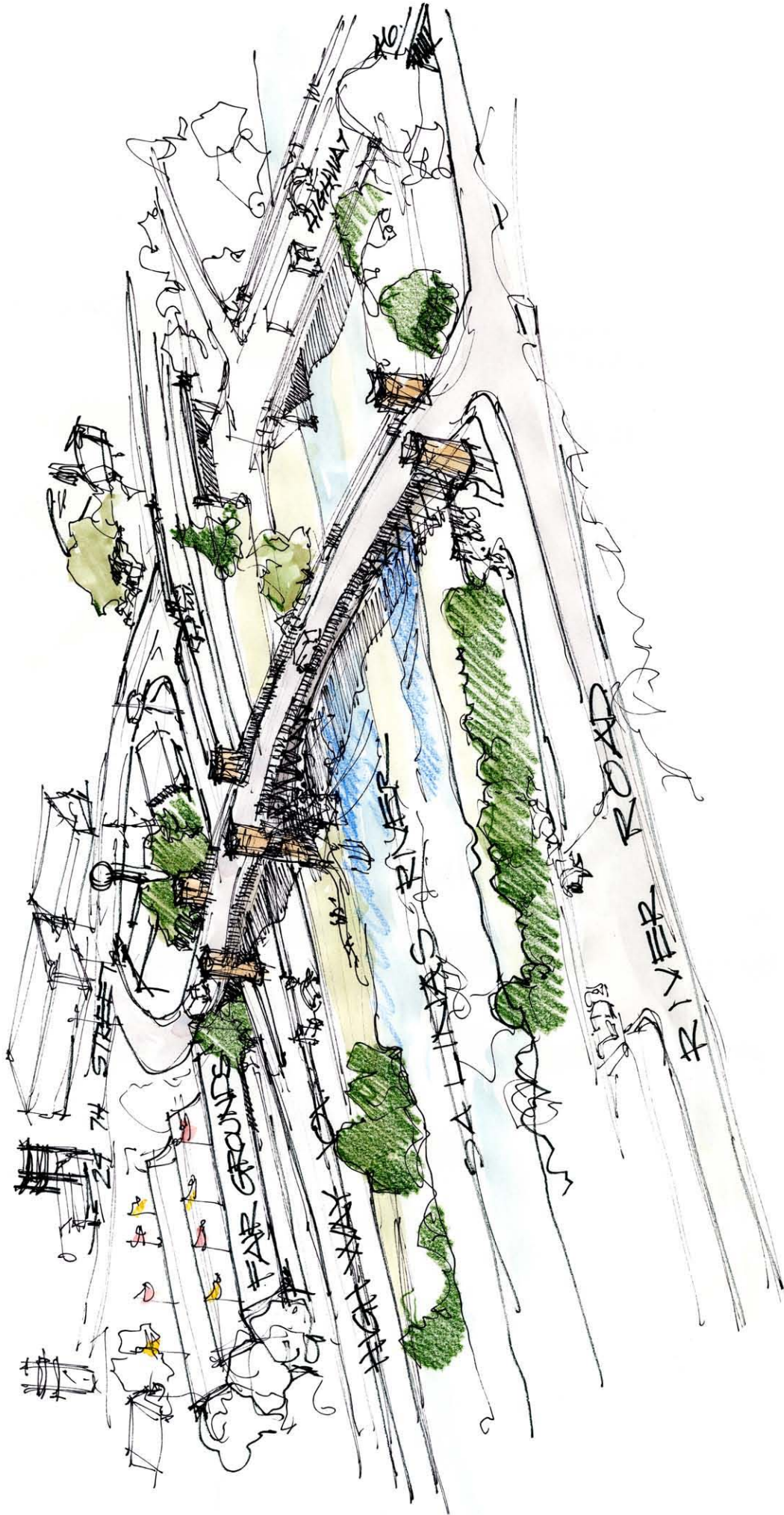
RIVER ACCESS BRIDGE  
**RIVER TERRACE**



# RIVERS CROSSING.







74 STREET

PARADISE GROUNDS

SALINAS RIVER

RIVER ROAD

RIVER





1374 STREET

BRIDGE

ROAD

SOUTH RIVER



Excerpt from an email sent by Chris Rafferty of the City of Palo Alto, describing the event to his boss - City Manager Frank Benest.

Frank,

I just want to take a minute to tell you about the extremely valuable opportunity for professional development that I took advantage of last weekend in the city of Paso Robles.

The American Society of Landscape Architects (ASLA) and the National Park Service's Rivers, Trails and Conservation Assistance Program have collaborated regularly in the past to help communities across the nation plan, design and manage their natural, cultural and recreational resources. This year's effort centered on the city of Paso Robles and took the form of an intensive three-day design workshop whose participants included planners, engineers, artists, landscape architects, geologists, archeologists, biologists, Cal Poly students, civic leaders and members of local city government, among several others. I was invited to participate as a member of the Northern California Chapter of ASLA. The focus of the workshop was the Salinas River corridor as it travels through Paso Robles, and the goal was to produce a preliminary long range land use plan that would enhance appropriate social, economic, and environmental opportunities inherent to Paso Robles.

Following an afternoon of group orientation and site reconnaissance through the city and along the river on Thursday, approximately sixty participants broke out into four groups charged with generating land use alternatives for Paso's (as the locals refer to their city) four-mile long interface with the river. Each group had a specific area of focus:

Environmental, Economic, Recreation or Connections (the Salinas River runs between the originally settled western part of town and the rapidly developing, wide open eastern side). After a day of concentrated collaboration and design work on Friday, the four groups came together before dinner to present their preliminary findings and exchange ideas.

Early on Saturday morning each group reconvened to prepare its final presentation, which consisted of a graphic land use plan superimposed on an aerial photo of the river corridor along with hand rendered details, architectural sections and three-dimensional perspectives illustrating the key elements of each plan. A community meeting was then held on Saturday afternoon where members of the public were invited to observe the final group presentations, provide feedback and participate in the peer review process among the professionals present.

I think I speak for the vast majority of people participating in the workshop by saying that it was an unqualified success. The common feeling among those I talked with at the close of the day on Saturday was a mix of highly charged creative energy and disappointment that the event was coming to an end. But the body of ideas that the city of Paso Robles came away with does represent only one step in an ongoing process that should result in the creation of a successful and sustainable blueprint for its future and that of the Salinas River, at least in terms of the specific relationship between the two, so I guess Saturday represented just as much a beginning as it did an end.



PHIL DIRKS

THE KIBITZER

## Improving river health, Paso's wealth

**P**aso Robles Street in Paso Robles used to be Salinas Street. It appears that way on old maps.

Salinas Street was an appropriate name for it. The street lies between the Salinas River and Highway 101 and runs parallel to them.

It's true that old maps also show two other streets between Salinas Street and the river — Garden Street and Short Street. But they weren't built. They might've been subject to flooding.

But Salinas Street does exist, although it's now called Paso Robles Street. Blame it on the 101. When the freeway was built in the 1950s it was put between Salinas Street and Riverside Avenue. A freeway exit was built at the southern end of Salinas Street. It turned the street into a seven-block-long off-ramp all the way to 13th Street.

There was a sign on the freeway marking the Salinas Street exit. It confused some northbound drivers on the freeway. They thought it was the road to the city of Salinas. I guess it was some time in the 1960s that Salinas Street was renamed Paso Robles Street.

I mention it because last week 30 or 40 people thought long and hard about Paso Robles Street. They were envisioning ways to make good use of the Salinas River's passageway through Paso Robles.

Some of the people were from city and county government and the National Park Service. Others were landscape architects, environmental specialists, Cal Poly students and interested local residents. Many were from out-of-town, and many were volunteers.

I went with them last Thursday when they visited several parts of the river. We traveled in three of those buses that look like old-fashioned trolleys.

They displayed their visions Saturday afternoon at the Library/City Hall conference room. They showed maps and drawings of proposed trails along each side of the river, a nature center, a museum, four lookout points and much more.

Their visions for Paso Robles Street were elaborate. A key idea was a pedestrian bridge over the freeway so people would walk from downtown to Paso Robles Street.

That's not as crazy as it sounds. Railroad Street on the eastern edge of downtown is much higher than the freeway. So the pedestrian bridge from downtown could cross the freeway to the second floor of a building on Paso Robles Street. That building might be a new City Hall or a conference center.

A water front was envisioned near Paso Robles Street. It would have a pond to which water would be diverted when the river was flowing. Water could also come year-round from the hot sulfur spring that appeared next to the Library/City Hall after the 2003 earthquake. Reclaimed water could also be pumped from the city sewage treatment plant, after that plant is upgraded to produce water that's safe to reuse.

The city's river corridor is now mostly neglected. The visions drawn up last week could be the blueprint for improving the river's health and the city's wealth. The next step is a systematic search for private and government grants.

Paso Robles Mayor Frank Mechem said turning the visions into realities could take "10, 30 or 50 years."

*Phil Dirks has lived in Paso Robles for more than four decades. His column appears here every other week. He can be reached at 238-2372 or [pmdirks@tesn.net](mailto:pmdirks@tesn.net).*

North County Editor: Matt Lazier  
E-mail: [mlazier@thetribunenews.com](mailto:mlazier@thetribunenews.com)  
Phone: 238-2720 • Fax: 238-2858

## Follow The River, Follow the Dream

By  
Larry Werner

Imagine this. You're driving north on Highway 101. You take the Paso Robles Street off ramp. As you drive down the off ramp you notice water shimmering in the Salinas River. As you pass through the roundabout that encircles an entry monument telling you that you have just entered the City of El Paso de Robles, the mild aroma of sulfur wafts through your car as you drive by the hot springs and spa resort facility on your right-hand side. As you continue to drive down the tree-lined Paso Robles Street on your left are a series of boutique style shops and restaurants, and on your right appears a number of beautiful retail/residential buildings which screens your view of the amphitheatre that is built into the bank of the Salinas River overlooking the manmade lake. Further down Paso Robles Street on your right-hand side, is the conference center. Visitors are milling around enjoying the beautiful Paso Robles weather and walking across the pedestrian walkway which carries them over the freeway and connects to 12th Street and downtown. You are amazed at the variety and beautiful buildings that you have just passed through.

While all of this may seem rather far-fetched, it could be true, if the vision of a group of volunteer "visionaries" are able to fulfill a vision that they recently created. The City of Paso Robles recently assembled a large group of local residents, landscape architects, engineers, agency representatives, politicians, artists, and planners to fulfill a dream that Mayor Frank Mechem has long had. This dream is to turn the Salinas River corridor into a centerpiece for

the City of Paso Robles, both for social, recreational, cultural, and economic opportunities. These professionals volunteered their time at what is estimated at approximately \$4,000 total an hour in professional fees to turn this vision into images and narrative to describe the potential for the development of the Salinas River corridor. The volunteers gathered for a three-day "charrette" to work in teams to develop four alternatives for the future of the Salinas River corridor. A charrette is a very efficient design process in which people are assembled from a wide variety of disciplines to collaborate on a plan. This technique has recently been used for the Bechwood-Olsen Specific Plan process. The result of the charrette was four concepts of how the Salinas River should develop. The results included quite amazing artistic renderings of site layouts, trail layouts, lake concepts, bridge concepts, pedestrian walkway concepts, and numerous other aspects of the future of the river.

At the conclusion of the charrette, the four teams presented their results to the members of the community that attended the Saturday afternoon workshop. To say that it was an unqualified success would be an understatement. It was simply amazing to see what these different teams came up with and inspired all present with visions of the future.

Our hats are off to the City of Paso Robles for their innovative and inventive approach to forming a vision for the future of Paso Robles. But it doesn't stop here. This vision is being carried forward by the group of Paso Robles residents and City staff who were enlisted by the City to organize this event. The next step will be to assemble the graphics into what is called a charrette catalog, and when that is complete the various components will be boiled down to some specific options for the City Council to pursue.

Although these are just the first steps in an incredible journey, it is important to remember that all journeys start with small steps.



Enhance our Community

# Enhance



## Beatty Trails and Gateway Design Charrette

A Toad-ally Awesome Workshop!

April 2005

Beatty, Nevada





Beatty, Nevada

Beatty Landscape



## Table Of Contents

# Contents

|   |    |
|---|----|
| Acknowledgments and Credits                                     | 3  |
| Realizing the Riches of the Amargosa River                      | 5  |
| Enhance our Community: Beatty Trails & Gateway Design Charrette | 7  |
| A Design Charrette  | 9  |
| Charrette Inspirations  | 13 |
| Team Brand  | 13 |
| Team Toad South   | 16 |
| Team Town Toad  | 19 |
| Team Toad North   | 21 |
| Team Connector: Railroad to Rhyolite                            | 23 |
| Moving Ahead  | 26 |
| Conclusion  | 30 |

### Additional Credits

|                     |                                   |  |
|---------------------|-----------------------------------|--|
| Project Management: | Sally Sheridan<br>Liz Smith-Incer | SallySheridan@msn.com<br>Liz_Smith-Incer@nps.gov |
| Graphic Design:     | Gomersall Design                  | Gomersall@aol.com                                |

## Acknowledgments and Credits

### **Charrette Sponsors:**

Environmental Protection Agency, Brownfields Initiative  
Beatty Town Advisory Board  
Beatty Habitat Committee  
National Park Service - Rivers, Trails and Conservation Assistance Program  
Beatty General Improvement District  
Nye County, Natural Resources Office  
Nevada Commission on Tourism  
Lockheed-Martin Corporation  
Terraspectra Geomatics  
Friends of the Amargosa Toad

### **Charrette Participants:**

*Beatty Habitat Committee*  
Marina Anderson  
Shirley Harlan  
JR Schultz  
Kay Tarr  
LaRene Younghans

*Bureau of Land Management*  
Ray Lee

*California Polytechnic State University, Department of Landscape Architecture*  
Rudy Castro  
Joe Donaldson  
Benjamin Green  
Leah Ingram  
Katie Ruff

*Community Participants*  
Beverly Hursh  
Dale Schutte  
Amy Satner

*Goldwell Open Air Museum*  
Charles Morgan

*National Audubon Society, Lahontan Chapter*  
Don McIvor

*National Park Service*  
Terry Baldino  
Sally Sheridan  
Liz Smith-Incer

*The Nature Conservancy*  
Jim Moore

Rhyolite



## Acknowledgments and Credits

### **Charrette Participants continued:**

*Nevada Division of Wildlife*

Brian Hobbs

Jon Sjoberg

*Ninyo & Moore*

Gregory Beck

*Nye County Department of Natural Resources and Federal Facilities*

Dr. James Marble

*Rainforth School of Architecture*

James Willsie

*Southern Nevada Chapter of the American Society of Landscape Architects*

Lisa Calderwood

Cassi Dawes

Dan Hill

Johanna Murphy

Shawn Wilson

Amie Wojtech

*United States Environmental Protection Agency*

Steve Simanonok

*United States Fish and Wildlife Service*

Michael Burroughs

*United States Army Corps of Engineers*

Alex Watt

*University of Nevada, Las Vegas*

*Department of Landscape Architecture*

Tracy Arnold

Matt Durham

Trayci Fagg

Lindzay Green

Steve Lee

Sandy Low

Danny Ortega

Jane Pinckney

Brian Pugh

Justin Williams

*University of Nevada, Reno*

*Biological Resources Research Center*

Denise Jones

Eric Simandle

### **Maps & Satellite Imagery Graciously Provided By:**

United States Environmental Protection Agency

### **With Special Acknowledgment:**

Lori Gomez, Exect. Asst., Beatty Habitat Committee

Fred McMillian, Bus Driver

Lorraine White, Director, Senior Center

Hilltop Baptist Church

David Spicer, D & H Mining

High Desert Shooters

Clint Boehringer, Bottle House Tour

Bill Davis, Sound System Specialist

Mary Ball, Beatty Town Secretary

Brad Hunt, Beatty General Improvement District

### **Photography:**

Michael Burroughs: Amargosa Toad, pg. 5

Joe Donaldson

Dr. James Marble

Jim Moore

Sally Sheridan

Liz Smith-Incer



## Realizing the Riches of the Amargosa River

*In addition to substantial trail planning efforts, the Beatty Habitat Committee has produced three educational outreach brochures since 2000 which include: [Facts about the Habitat Trails Project](#); [The Birds of Beatty](#); and, [Beatty: A Toad-ally Awesome Experience!](#) They have also been successful in obtaining almost \$7 million dollars of grants and in-kind assistance from a variety of local, state and federal agencies that will fund the Habitat Trails Project.*

In the Beatty-Oasis Valley of Southwest Nevada, just 100 miles northwest of Las Vegas and a few miles east of Death Valley, is the desert paradise of the Amargosa River. The longest underground river in the world, the Amargosa River, flows above ground for about twelve miles through the Oasis Valley before disappearing underground for the rest of its journey to Death Valley. A true oasis from the harsh environments of the Mojave and Great Basin Deserts, trees, wetlands and open spaces along the Amargosa River provide habitat to the Amargosa Toad, resident and migrating birds, and many other species of the natural world. The Oasis Valley is a jewel in the desert and is recognized by the National Audubon Society's designation as an "Important Bird Area." In addition, residents of, and visitors to, the Valley have for centuries sought refuge beneath the cool cottonwood gallery along the banks of the River. Outstanding sporting opportunities are plentiful; the Valley also offers hot springs and secret canyons, once explored by gold miners, to discover.

Located in southern Nevada's Nye County, near the upper reaches of the Amargosa River, the hamlet of Beatty is home to the Amargosa Toad and nearly 1100 residents who enjoy the benefits of a desert oasis created from the springs, willow and cottonwood forests, and wetlands surrounding the River. Enjoying this verdant landscape as well is the Amargosa Toad, unique to the Oasis Valley. This Toad

has not yet been listed as an endangered species, but is a species of concern and thus is monitored by the State of Nevada and the federal government. The Toad's presence in town is a mixed blessing as it brings high levels of scrutiny in land use decisions along the River, but also brings an opportunity to create a sustainable future for the citizens of Beatty, the Toad and the River.



*Amargosa Toad*

Residents of the hamlet of Beatty are at an economic crossroads in planning for their future. During the past century, mining has come and gone. The last large operation was the Bullfrog Gold Mine. But, with the closure of the mine in the late 1990's and an increasingly competitive landscape for gambling dollars, Beatty is searching for ways to diversify their economy and define their identity. Because of close proximity to Death Valley National Park and the ghost town of

Rhyolite, Beatty welcomes nearly one million tourists through its historic streets each year. As a major gateway to these areas, an opportunity exists to attract tourism dollars that may come from park visitors as well as birding markets, destination-oriented outdoor recreationalists, history and culture buffs, and geology enthusiasts.

Rarely does planning for environmental protection go hand in hand with community revitalization, but efforts to maintain local control of sensitive habitat for the Amargosa Toad and the efforts to create a sustainable future for the citizens of Beatty have conspired together to bring forth a collaborative effort at developing an integrated habitat management and community improvement plan. One of the first steps towards achieving this lofty goal was the appointment by the Beatty Town Advisory Board of the Beatty Habitat Committee (BHC) in 2000 to help create protected habitat areas for rare and indigenous flora and fauna within the Oasis Valley while providing recreational and educational opportunities for residents of, and visitors to, Beatty. One of their main efforts is to spearhead the development of a habitat protection plan for the Amargosa Toad in order to preclude the designation of the Beatty-Oasis Valley area as an Area of Critical Environmental Concern (ACEC). This plan envisions the creation of a biological safe-haven that will encompass roughly 6,300 acres of public land, extending eleven miles along the Amargosa River through the Beatty-Oasis Valley. This land will be leased from the Bureau of Land Management, through a Recreational and Public Purposes (R & PP) Lease. When completed, this protected area will include trails, picnic areas and educational opportunities while also serving to protect the wild areas that are unique to this rare place in the Mojave Desert.

Environmental Protection Agency Brownfields Initiative: In 2004, the United States Environmental Protection Agency (EPA) selected the defunct Bullfrog Gold Mine in Beatty, Nevada as one of six nationwide pilot projects for the Agency's Brownfields Initiative. Through this initiative, EPA will provide technical assistance and other resources needed to reuse the 1700 acre Bullfrog Gold Mine, 67 acres of which is slated for transfer to the town of Beatty for new development. Nye County intends to use the momentum created during the first two years of the Brownfields Initiative to support one of the County's overall goals, "Establish the Beatty Parkway and Trails Project, a habitat preserve and community center." One of the first steps in meeting this goal was securing EPA's sponsorship for and participation in the Beatty Trails and Gateway Design Workshop.



The BHC, forming a partnership with local, state and federal agencies and private organizations, developed a plan for the Beatty Habitat Trails Project, which includes leasing public land from the "Narrows" in Beatty, through Oasis Valley, extending to the north end of former Torrance Ranch (now owned by The Nature Conservancy). Building on the

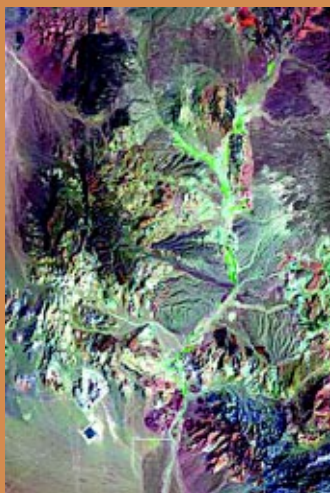
The Central Nevada Strategic Trails Plan is a strategic trails planning guide that will be used as a framework for community driven action, with a focus on the more southern and central reaches of Central Nevada. This action would lead to increased recreational and outdoor educational opportunities and stewardship, while also contributing economically to the region.

Central Nevada Strategic Trails Plan, the Beatty Habitat Trails Project envisions a network of interpretatively signed trails and desert ways that connect the Oasis Valley's cultural, historic and recreational sites while fostering an understanding and appreciation for habitat conservation.

## Beatty Landscape



*In October, 2000, the American Society of Landscape Architects (ASLA) and the National Park Service's Rivers, Trails and Conservation Assistance Program (RTCA) formalized, through a Memorandum of Understanding, a five-year partnership to help communities across the nation "plan, design, and manage their natural, cultural, and recreational resources." The mission of the ASLA is to lead, to educate and to participate in the careful stewardship, wise planning and artful design of our cultural and natural environments. RTCA is a partnership program of the National Park Service with offices throughout the country whose staff works with community groups and local, state and other federal programs to conserve rivers, preserve open space, and develop trails and greenways. The ASLA/RTCA partnership provides landscape architects with opportunities to work with communities and raise public awareness about their profession through pro bono technical assistance on RTCA conservation projects. In turn, RTCA is able to sponsor professional design expertise otherwise unavailable or unaffordable in these community-based efforts.*



*Aerial View of the Oasis Valley*

## Enhance our Community: Beatty Trails and Gateway Design Charrette A Toad-ally Awesome Workshop

To further the vision of the Beatty Habitat Trails Project, in January, 2004, the Southern Nevada Chapter of American Society of Landscape Architects (SNASLA) joined forces with the Pacific Great Basin Support Office of the National Park Service's Rivers, Trails and Conservation Assistance Program (RTCA) to assist the community of Beatty, Nevada organize and conduct: *Enhance our Community: Beatty Trails and Gateway Design Charrette*. This toad-ally awesome workshop was a collaborative design session that integrated local community views and professional opinions to solve design-related challenges facing the community. Staff from the RTCA program, volunteer landscape architects from the SNASLA chapter, landscape architecture staff and students from University of Nevada and California Polytechnic State University, members of the Beatty Habitat Committee, local resource specialists, public artists, agency staff from local, state and federal offices, and community members came together for three intense days for this illustrated brainstorming process.

*Enhance our Community: Beatty Trails and Gateway Design Charrette* was a highly creative, dynamic and productive session that focused on:

- Creating an illustrative trails plan that identified recreational trails while protecting and creating habitats for the Amargosa Toad and other important plants and animals in Beatty and the Oasis Valley
- Siting a multi-use trail along an abandoned railroad right of way that would connect the ghost town of Rhyolite, Nevada to the community of Beatty
- Developing conceptual entry "branding" ideas and images for three key entries to Beatty and one to Rhyolite, and
- Suggesting community enhancement projects, such as developing pocket parks and community clean-up projects.

Death Valley





The team worked hand-in-hand to quickly grasp the challenges and opportunities the project presented, and then devise and illustrate solutions for them. The objective was high creativity and productivity. The intensity of the process, in combination with the outsiders' fresh eye for detail and character and the wide range of talent and skills, yielded a wealth of new ideas.



*A Charrette is an intense brainstorming session that harnesses the talents and energies of interested parties to address a design challenge and create design solutions. A Charrette is a collaborative planning effort usually held in three days with transformative results. The French word "Charrette" translates into "cart" in English. Dating back to the 19<sup>th</sup> century at the Ecole des Beaux Arts in Paris, a charrette, or cart, collected final drawings while art and architecture students frantically put finishing touches on their design work.*

## B e a t t y , N e v a d a ; D o w n t o w n A r e a





## A Design Charette



*Opening Night*

The Toad-ally Awesome Design Charette commenced in Beatty, Nevada on Thursday, January 23<sup>rd</sup>, 2004 with an evening gathering at the Stagecoach Hotel featuring a fine spread of food and drinks and a surprise performance by the High Desert Shooters, a local historic theatre group. Serious business was on hand as well, with local resource experts presenting information on community revitalization efforts, the status of the Amargosa Toad, planning efforts by the Central Nevada Regional Trails Partnership and the Brownfields Initiative. The evening culminated with a presentation by Joe Donaldson, professor of Landscape Architecture at California Polytechnic University, San Luis Obispo, on sustainable community planning efforts. The evening wrapped up on a high note, with workshop participants eager to start their creative efforts the next day.

Friday morning started off with a great breakfast buffet where participants fortified themselves for the site tour of the Oasis Valley. The group took a guided bus tour that started at the Cottonwood Gallery south of town and traveled along the Amargosa River to the very northern part of the project, Torrance Ranch. A stop at D & H Mining, hosted by Dave Spicer, showcased a local stone and quarry operation. A side trip to the ghost town of Rhyolite was also included to take a look at the town and the potential trail connection back to Beatty along the abandoned railroad right of way. Local resource experts were on hand to provide information and context to the project's challenges and opportunities. It was a busy morning and early afternoon with workshop participants scribbling notes and sketches on their maps and notepads as they toured the project area.

After the tour, the group convened at the design workshop headquarters, the Beatty Community Center, to discuss what they had observed and learned, and review project goals and desired outcomes. The group divided into five teams to tackle the challenges previously identified by the Beatty Habitat Committee as well as to take advantage of the opportunities observed during the site tour. Team Toad North, Team Toad South, and Team Toad Town were charged with creating an illustrative trails plan for the section of the Amargosa River from Oasis Valley to the Cottonwood Gallery.



The plan was to:

- Enhance the community's connection to the River by providing controlled and clear access
- Locate trails in a manner that protects sensitive habitat, while encouraging the awareness and appreciation of the River corridor by including appropriate interpretive and artistic elements
- Create an overall multi-use trail standard unique to the Beatty environs, while recognizing budget and maintenance limitations
- Recognize flood management concerns for the River corridor
- Be consistent with, and provide direction for, a potential habitat restoration enhancement project for the U.S. Army Corp of Engineers.

*Cottonwood Gallery*

Team Connector focused on creating a multi-use trail plan that would connect the town of Rhyolite to Beatty via the abandoned railroad right-of-way.

Goals for the plan included:

- Provide design standards unique to the environs while recognizing budget and maintenance limitations
- Capitalize on the rich history of Rhyolite and Beatty
- Encourage exploration and understanding of the heritage of the area by offering appropriate interpretive and artistic elements.

Finally, Team Brand focused on providing conceptual entry “branding” ideas and images for three key entries to Beatty and one to Rhyolite. The Team’s goal was to establish interesting and innovative design standards unique to the Beatty/Rhyolite area and which recognized the rich natural and cultural heritage of the region. These ideas were to also provide clear way-finding mechanisms for the visitor to the area while enhancing the visual quality and character of the area and reducing the visual impact of billboards, signs and other elements in the landscape.



The groups worked feverishly for the rest of Friday and for most of the following day tackling these challenges. Design work was punctuated by peer group presentations and review sessions that helped further refine designs and concepts, and which helped coordinate the overall trail planning and gateway design efforts.

Final presentations were made on Saturday afternoon to the community of Beatty, invited guests, agency representatives, congressional representatives, and other interested parties. A highlight of the afternoon was when Beatty Town Advisory Board Chairman Rick Wilson delivered a surprise proclamation from the Office of Governor Kenny Guinn declaring January 24, 2004 as a “Day in Honor of the Beatty Habitat and Trails Project.”







## A Proclamation by the Governor

**WHEREAS**, the Amargosa River and Oasis Valley contain important habitats for several sensitive species such as the Amargosa toad, which is an endemic species in the Oasis Valley and Beatty, Nye County; and

**WHEREAS**, the town of Beatty and Nye County have entered a collaborative process with numerous federal, state and private entities, to protect sensitive habitats. This project is recognized as a significant landmark in cooperation and collaboration between levels of government and private interests; and

**WHEREAS**, this effort is community-based and exemplifies the policy of *En Libre*, and many local residents have volunteered over a period of more than three years to serve on the Beatty Habitat Committee and Friends of the Amargosa Toad. The Nye County commissioners and the Beatty Town Advisory Board have supported this effort through annual funding; and

**WHEREAS**, the Beatty Habitat and Trails Project will develop recreational and environmental features that will improve the quality of life for Beatty residents as well as develop recreation amenities that will attract a broad range of outdoor recreation tourists to Beatty and the State of Nevada; and

**WHEREAS**, the National Park Service Rivers and Trails Program, the United States Environmental Protection Agency Brownfields Program, and the Beatty General Improvement District have sponsored a design for the project; and

**WHEREAS**, volunteers from the Las Vegas chapter of the American Society of Landscape Architects, the honor students from the University of Nevada, Las Vegas Landscape Architecture Program, participants from the California Polytechnic State University Landscape Architecture Department, and the University of Nevada, Reno have rendered considerable valuable professional services; and

**WHEREAS**, the design charrette is an intensive, collaborative design workshop integrating local community views and professional opinions. The purpose of this charrette is to solve design-related problems facing the community and to offer alternatives to current design practices and will culminate January 24, 2004;

**NOW THEREFORE I, KENNY C. GUINN, GOVERNOR OF THE STATE OF NEVADA**, do hereby proclaim January 24, 2004, as

### A Day in Honor of the BEATTY HABITAT AND TRAILS PROJECT



*In Witness Whereof*, I have hereunto set my hand and caused the Great Seal of the State of Nevada to be affixed at the State Capitol in Carson City, this 15<sup>th</sup> day of January 2004

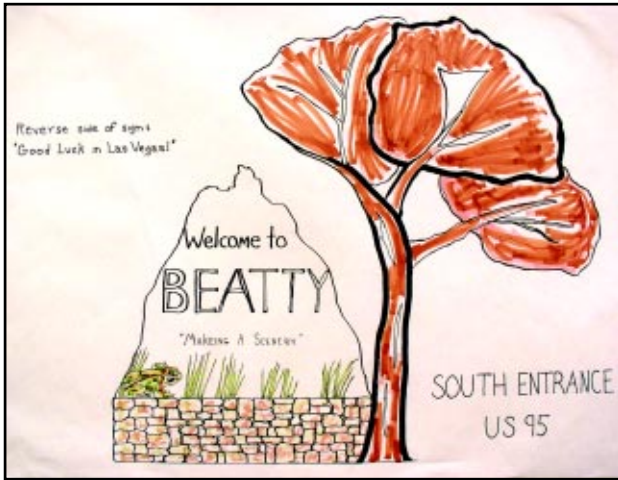
*Kenny C. Guinn*  
By the Governor: \_\_\_\_\_ Governor  
*Alan Heller*  
Secretary of State

By \_\_\_\_\_ Deputy





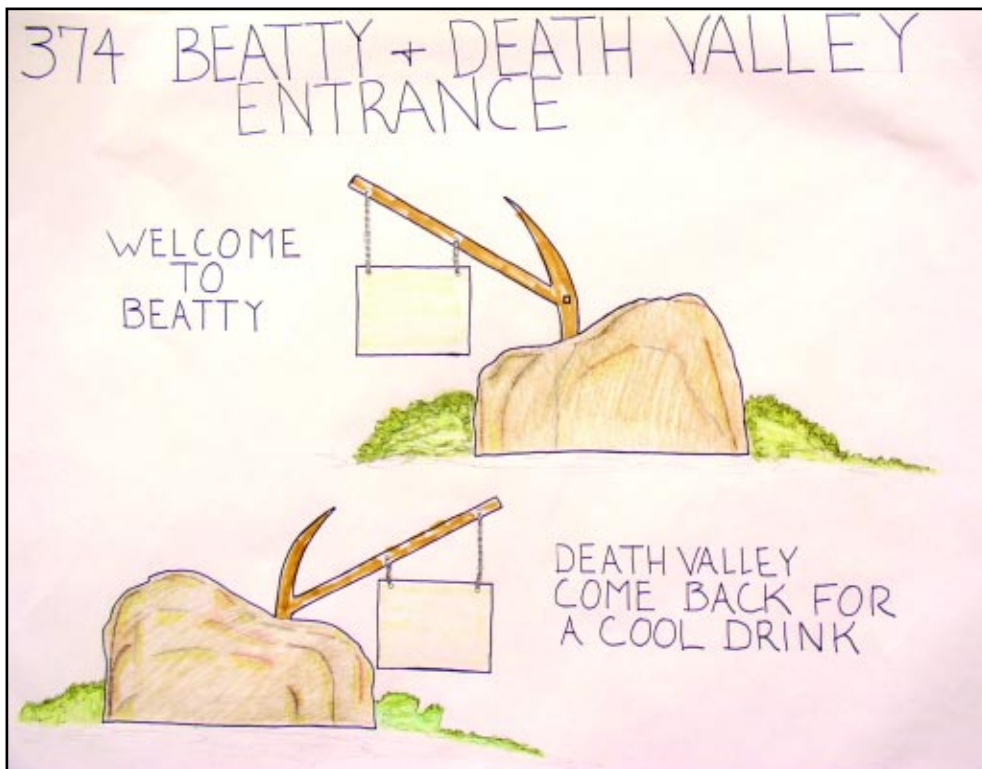
## Team Brand



With a wealth of talent and ideas imparted by team members, Team Brand aptly met the challenge of enhancing the portals to the Oasis Valley. Working in teams and individually, they grappled with design issues such as scale, location, branding, budgetary constraints, and replacement of, or softening, existing signage. The result was an exciting vision for entries that will be “spectacular, eye catching and memorable!” These way-finding mechanisms will welcome the visitor to the Oasis Valley while enhancing the visual quality and character of the area and reducing the visual impact of billboards, signs and other elements in the landscape.

The overriding concept presented by Team Brand was to create a hierarchy of entry designs thoughtfully located at appropriate sites. The Team proposed that instead of just focusing on entry signs within the city boundaries, entries should be a progression or repetition of materials and themes; not just one sign, but rather a series of signs that become more defined as one approaches the Oasis Valley. For example, a “teaser” entry sign could actually be based 50-100 miles out of Beatty to introduce the concept of Beatty; the next progression could be an entry sign that helps reduce the speed limits, and finally, a focal gateway entrance sign visible from both a vehicular and pedestrian perspective that serves as an entry and exit to town. Each entry feature or sign should provide a connection with the entire region.

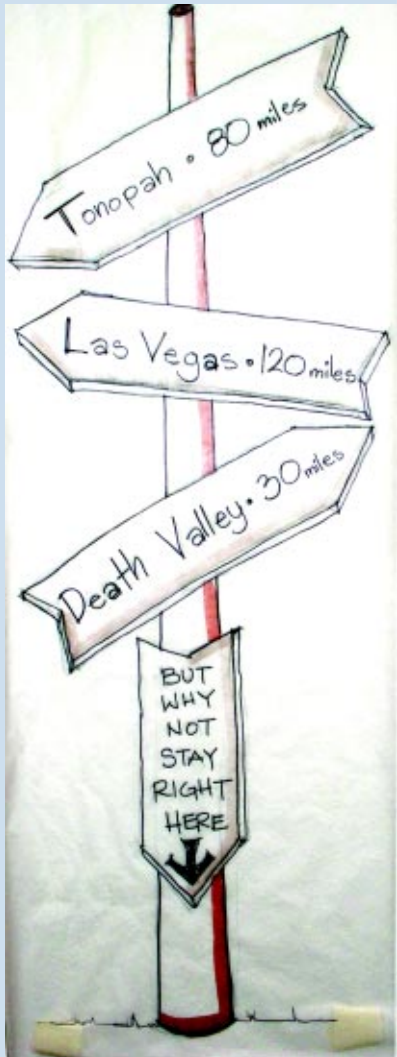
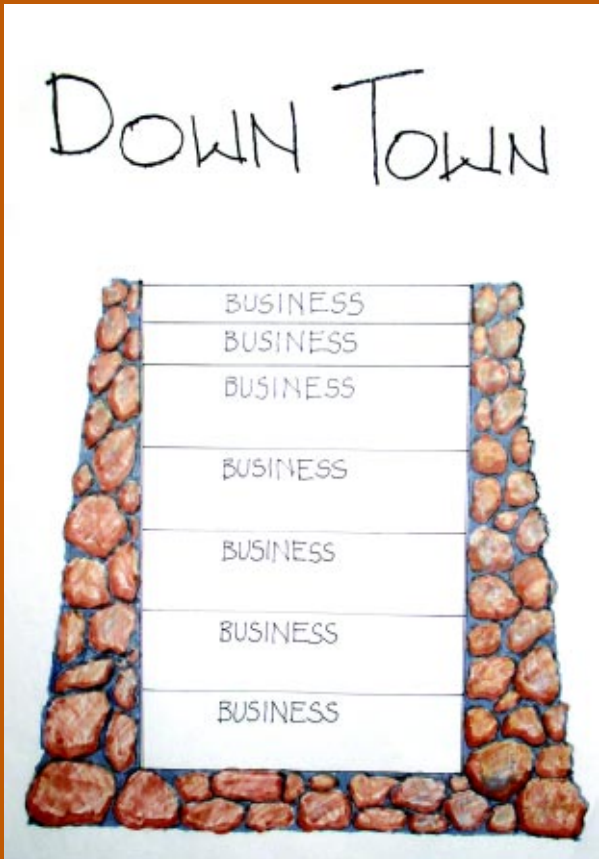
Locations for “teaser” signs were suggested along Highway 95 coming in from Las Vegas (from the south) and Springdale (from the north), and as one approached Rhyolite along Highway 374 (from the west).



These signs were suggested to be simple yet catchy, legible to vehicles traveling at over 70 miles per hour, and of consistent design with the rest of the entry features. One primary entry site into Rhyolite and three into Beatty along Highway 95 and 374—one near the Narrows, one near the Stagecoach Hotel, and another as one drops into Beatty coming in from Rhyolite—were identified. These sites would provide a welcome and enticing face to visitors and residents of the Oasis Valley, and convey both “hello” and “thanks for coming” messages. Culminating the wayfinding and welcoming package would be a central entry

feature that would not only orient the visitor, but provide a sense of the richness of the Beatty environs.

Design ideas were discussed, and the overall opinion was to create interesting and innovative design standards unique to the Beatty/Rhyolite area that recognize the rich natural and cultural heritage of the region. An overall architectural theme should be created, preferably using local materials to help reduce costs and provide an opportunity for in-kind donations. Using historical architecture patterns and highlighting natural features of the area can create an excellent framework for design. Materials should be consistent in all types of signs, and include stone, iron or steel, wood and plants. Symbols or silhouettes of mining, the Amargosa Toad, the railroad, mountains or birds could be added to a sign frame or stand alone as an object of art.





## Team Brand continued

Team Brand encouraged capitalizing on the unique history and natural resources of the Oasis Valley to create design themes for the major entries. One idea focused on the history of the railroad, and design features included railcars, train tracks as part of trail construction, situating a caboose as a welcome center, or picking up on the crossing sign details and repeating it in a tailored sign. If mining were to be a featured theme, design elements could include a bucket or ore cart, a pick and shovel, a burro and miner, or specimen rocks. If the natural



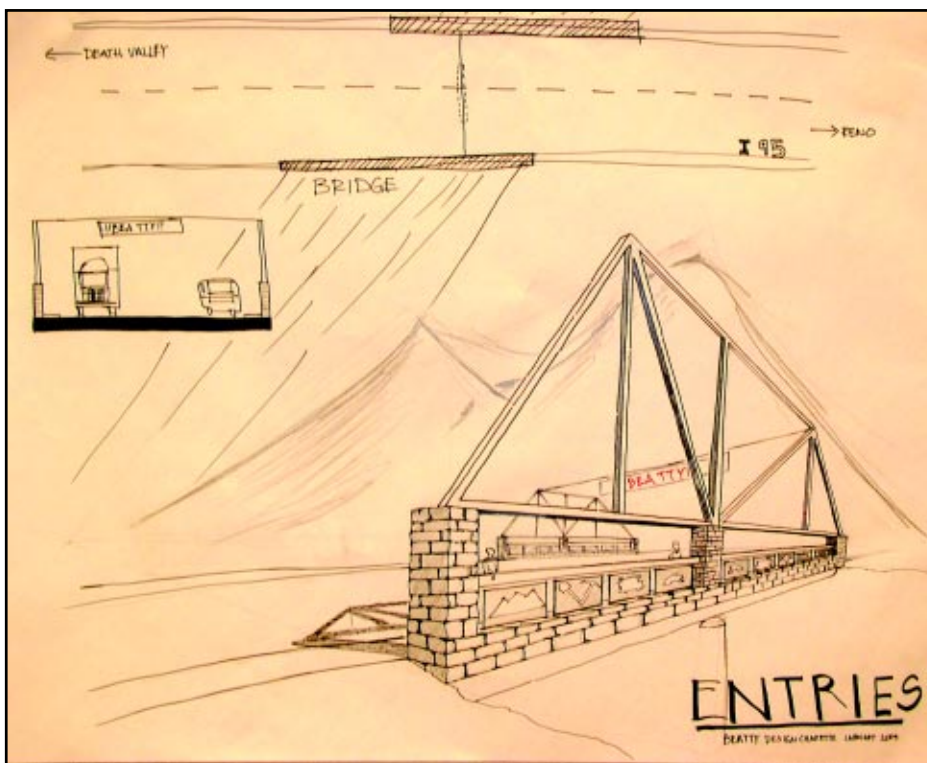
world of the Oasis Valley were to be a theme, images could include the Amargosa Toad, the verdant springs, the cottonwood and willow groves, or the geology of the area.

Orientation of entry features should help capture and focus views of the stunning scenery located in the Oasis Valley. Highlighting a distant view with a simple sign, for example, can help showcase the geology of the region that may otherwise go unnoticed and unappreciated. Slowing vehicular speeds down via design elements can help passengers observe the quiet beauty of the riparian area along the Amargosa River. Or, replacing the existing bridge over the Amargosa River with a pedestrian friendly, lighted and thematic bridge would draw attention to not only the River, but accentuate the entrance to downtown.



Visual enhancements to the town were also discussed. Landscaping buffers should be encouraged along entry corridors in order to

screen eyesores, buffer billboards, and create an aesthetic face to the passerby. Competitions could be staged to encourage individual businesses and landowners to not only clean up their properties but to add an artistic or screening element to their current chainlink fence. Creating edges with curbs or natural stone on the numerous triangles of vacant land created by three roads coming together, and landscaping them with native materials would help control traffic as well as soften the somewhat barren appearance in town. Signature stones placed in the empty triangles of land could be canvases for wayfinding, directional signs, or cultural symbols.





*Cottonwood Gallery*

## Team Toad South

Team Toad South focused on the Amargosa River and surrounding area as it travels through the Cottonwood Gallery and Narrows. The team also incorporated “Bombo’s Pond,” located west of Highway 95 and across from the Cottonwood Gallery and Narrows, in their study. They found that these areas beg for exploration. Because of the visual barrier that the trees impose, fully appreciating this area requires exploration on foot, at a slower pace, and at close range. In addition, a subgroup formed to specifically look at All Terrain Vehicle (ATV) trails and use outside of the Narrows and Bombo’s Pond areas.

Team Toad South’s concept for the Cottonwood Gallery and Narrows was to offer a connection with place while providing a multi-dimensional experience that protects the area’s sense of mystery, intrigue, and interest. Conceptual drawings of this area showcase a network of trails that maximize user experience while minimizing user conflicts. Incompatible or conflicting user groups are separated. For example, ATV use of the existing north-south running gravel road and bisected by Fluorspar Road is appropriate and should continue as a recognized use. An existing right-of-way lies just

west of this road and could possibly be utilized as an equestrian trail in its current condition or with only slight improvements. A pedestrian trail could be sited on the bench of flat land just above the River for optimum viewing opportunities.



Trails would offer diverse experiences and distances to accommodate varying levels of interest; offer interpretive and educational opportunities, and yet maintain their sensitivity to the River habitat. A proposed trailhead for a walking/interpretive trail originates at a new pullout on the east side of Highway 95, across from the NE corner of the sewage ponds. The trail would loop in several segments through the gallery forest to access the main trail on the east side of the riparian corridor. A parking area could include an interpretive kiosk and shaded picnic tables, as well as artistic elements such as sculptures, a model of the River system, and some modest xeriscaping to integrate the area with the River corridor. Trail access nodes would help connect to a larger trail system and also provide opportunities for small trail loops. Trails would be compacted decomposed granite or a comparable material to keep installation and maintenance costs to a minimum. Most, though not all, of this trail network would be American Disabilities Act compliant—the

*Bombo’s Pond*



## Team Toad South continued

minor, one-way exploratory trails and two informal river crossings would not be wheelchair accessible. One river crossing of the trail would be of a boardwalk type that would facilitate wheelchair access.

Riparian habitat within the gallery forest should be enhanced and restored in order to expand habitat function and connectivity. Tamarisk and other invasive plants should be removed. Seasonal pools for toad breeding should be maintained as ephemeral, but increase in number and persistence.

### *Bombo's Pond*

Initial design contemplated using the Pond, an old gravel pit, at the south end of the Narrows as the terminus of the Amargosa River trail system. However, closer inspection revealed that as Highway 95 bisects the two areas, an easy and safe way to connect the riparian corridor on the east side of the River with the Pond on the west side would be difficult. Consequently, the design team began to rethink the function of the Pond and its potential uses.

After considering potential conflicts with activity at the Vanderbilt Mine, as well as realizing the opportunities with the Pond being one of the few open bodies of water in the Oasis Valley, Team Toad South's concept was to maintain

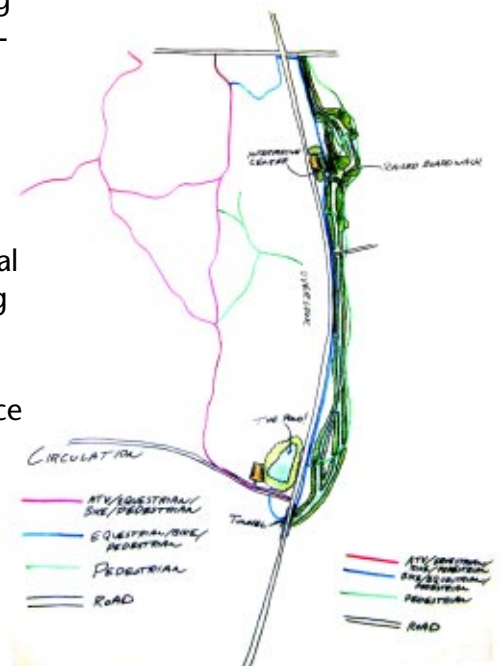
the natural and aesthetic character and views of the site while providing focused recreational opportunities. Bombo's Pond will be a multi-functional destination for a variety of user groups such as equestrians, birdwatchers, hikers, or bicycling advocates.

Key design elements for the Pond include:

- Capitalizing on the interpretive opportunities for natural and cultural history. For example, the visible remains of the mill site overlooking the Pond could interpret early 20<sup>th</sup> century mining techniques
- Situating one of the key entries to the Oasis Valley at the entrance to the Pond. Although Beatty is not visible from the Pond, this site could be the first stop for northbound travelers. As such, it could contain signage/information about Beatty and the opportunities that lie just to the north.



*Bombo's Pond*



## Team Toad South continued

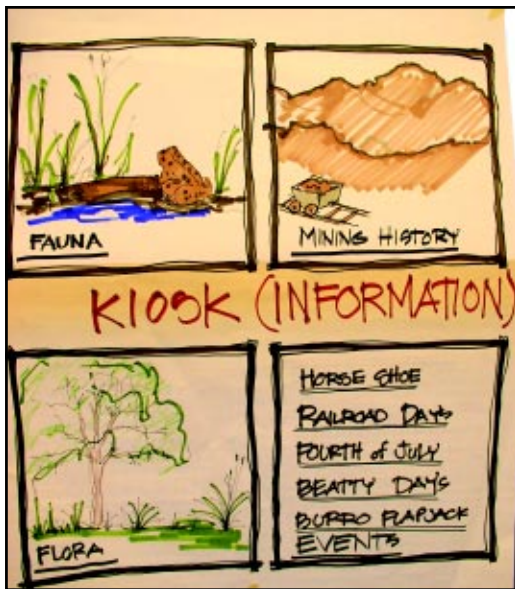


- Providing a rest and picnic area
- Providing facilities for special events sponsored by the community
- Discouraging commercial activities (e.g., snack shop, bait shop)
- Developing parking to the southwest of the Pond in area that has already been disturbed and leveled by gravel mining activity. This would largely screen the parking area from the Pond and help preserve the feeling of a natural, remote setting at the Pond
- Creating walking trails on the existing road around the Pond with accesses for viewing and fishing at various points around the pond, and gated access for maintenance vehicles
- Depending on permitting requirements, the Pond edge could be slightly modified to include more shallow water habitat with emergent vegetation. Tamarisk should be removed and cottonwoods and other native vegetation encouraged.

A subgroup of the design team also envisioned Bombo's Pond as the end of an ATV trail that would connect with Beatty at Cottonwood Rd., passing around the west side of the hill rising above Bombo's Pond. This trail would allow Beatty residents to travel to the pond on their ATVs. The trail may also access other ATV riding options southwest, northwest and northeast of Beatty, though input from the trail riding community needs to be solicited and coordinated with the BLM to determine the final design elements. If Bombo's Pond site became a staging area for ATV access, then a separate parking/loading area should be considered slightly away from the Pond area.







## Team Town Toad

The heart of Beatty was the focus of Team Town Toad. The sphere of design challenges for Team Town Toad included the area from the sewage treatment ponds north to the Stagecoach Hotel. After discussing the opportunities and constraints presented within this area, Team Town Toad's guiding principals for their design development were:

- To create a sense of welcome into the Beatty environs
- To capture the essence of the Amargosa River as it traveled through town
- To develop enticing nodes of interest that would invite passersby to stop and discover more of Beatty.

An overall concept plan for this area includes:

- Creating a nine-hole golf course near the water treatment facility, using treated water for irrigation



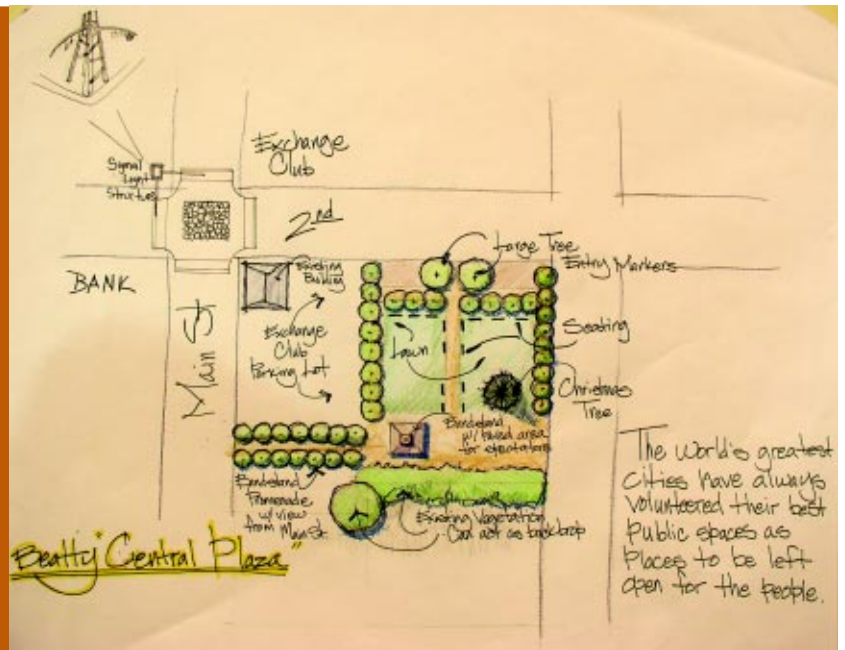
- Enhancing the main arterials through town with landscaping and native tree plantings, creating pedestrian routes separate from the road, and capitalizing on the uniqueness of the River by siting a new Visitor Center, park, and dog run near the bridge on Highway 95
- Enhancing and featuring the Amargosa River and it's riparian habitat by removing invasive plant material and nonnative animals, and siting trail development, boardwalks, parking, trailhead signage, and picnic areas in harmony with riparian functions
- Providing information about the Amargosa Toad and Oasis Valley

- Developing a series of trailheads, including a site located behind the existing Nevada Department of Transportation, that would offer maps of the ATV, pedestrian, equestrian and riparian trails in town, publicize community events and amenities, and offer interpretive information
- Providing a trail system that includes soft trails in, or adjacent to, the River corridor, provide connections to multi-use trails away from the corridor, and showcase another aspect of Beatty such as the existing ATV trails northwest of town and along the base of the hills southeast of town
- Bringing the essence of the River downtown by creating more green spaces, opening up views to the River, and providing orientation to and information about the River.





Development of small plazas to infill vacant and desolate lots was a key principal to enhancing the downtown experience. For example, creating a "Beatty Central Plaza" at the intersection of Main Street and 2<sup>nd</sup> would provide a gathering area that locals and visitors alike could enjoy. Elements include creating a new home for the Christmas Tree so fondly remembered by locals, constructing a bandstand that houses performances and provides shade, and providing green spaces with lawn areas and large trees for informal picnics and enjoyment. Restrooms, play areas, water features, art, and a community event board could also be provided.



Parking would be available as well. In addition, providing safe and distinct street crossings would bring a pedestrian element to town. For example, a mineshaft design could house traffic controls, landscaping could reiterate the Oasis character, and benches would provide opportunities for rest and relaxation. Other locations suggested for enhancement were at the trucker pullout by the Stagecoach Hotel, at an area near the 76 Gas Station, at easily accessible areas near the riparian corridor, and at existing city parks.

Finally, capitalizing on the wealth of community energy and existing events, Team Town Toad suggested to continue and expand programming of enticing events—for both the Oasis community and to lure visitors to the area. Festivals such as Beatty Days, Railroad Days, 4<sup>th</sup> of July Celebration, 49'ers Burro Flapjack Race and Competition, a Best of the West Horseshoe Tournament, or a Toad Festival would all be draws to town. In addition, seasonal events such as a Christmas Tree lighting event or hosting Motorcross races, or even an occasional pig roast, would encourage people to come and enjoy the Beatty environs.



## Team Toad North

Team Toad North met head-on the challenge of linking the northern most part of the Oasis Valley to the northern edge of Beatty.

They struggled with:

- How to move people up and down this corridor without interfering with sensitive habitat, private property, or industrial operations
- If and how to provide safe highway crossings
- Methods of reconnecting the hydrology of the Upper Valley.



The Team's resulting concept, the Oasis Valley Trail, featured a low cost/low tech continuous and interesting trail system with four nodes of interest, each with a number of facilities, activities, and/or informational points, and two interpretative sites with specialized information. The trail system was designed to be secondary to riparian habitat preservation, and located away from the highway. The infrastructure consists of both ATV trails and multi-use, non-motorized pathways.

The pathways commence at Revert Springs, the first node of interest identified by the team. This area of protected Amargosa Toad habitat will offer trail access, parking, and a horse staging area. Folks will

also enjoy bird watching along the Cottonwood Gallery or having a picnic in a designated area. From here, the trail first drops south to a proposed underpass to cross Highway 95 and then heads north along the west side of the River until it intercepts the next node of interest, Parker Ranch. Another trail access point will be here along with a proposed visitor information center, an area to enjoy the Oasis Valley views, and interpretive sites such as a Native American Hunting Blind. Habitat for the Amargosa Toad is enhanced, protected and interpreted here as well. The trail system then crosses Highway 95 to Bailey Hot Springs, another identified node of interest site. Horse staging areas, a shade structure, and interpretive signs featuring the history of the area are suggested here.



The Trail continues along an abandoned railroad line until it culminates at Torrance Ranch, the final node of interest in the system. Another formalized trail access point and parking area is located here along with information kiosks, drinking fountains, shade structures, a riparian boardwalk, protected Amargosa Toad habitat, and plenty of space for birdwatching.



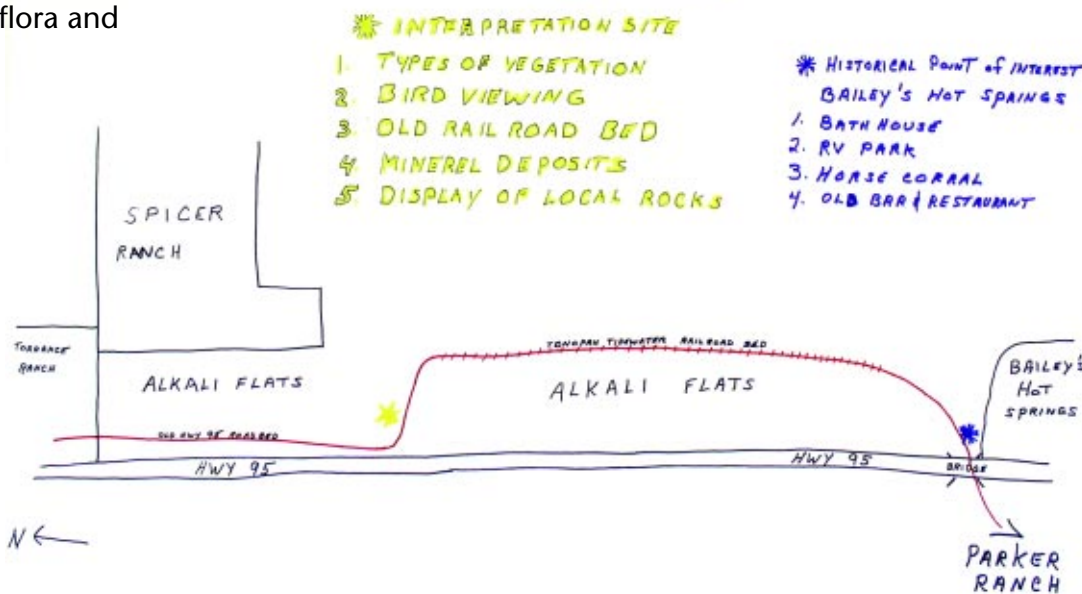


A separate system of ATV trails is proposed in this plan as well. Trail access points, parking and drinking fountains are located in key locations. The two trails proposed are located from Fluorspar Road to the Beatty Wash and another spur connecting Pioneer Mine to Indian Springs and Rhyolite.

The Team suggested several design standards and trail amenities for the Oasis Valley Trail. Items such as mileage markers inscribed in stone, kiosks of wood and stone appropriate to the surrounding landscape, a hiking path constructed of compacted gravel and bordered with cobbles, information plaques of epoxy-impregnated composites, and benches made out of cut stone slabs all add charm to the trail. As planning proceeds, graffiti and vandalism issues should be addressed. Open mine shafts need to be identified and fenced off and filled in.



To further capitalize on the rich resources along the trail system, additional interpretive sites were discussed and located along the non-motorized trail system. Ideas include one near the Death Valley Information Office, sites that feature the Mojave Desert habitat and the geological wonders of the area, Alkali Flats and Alkali Meadows habitat, or sites that highlight historic mine locations. In addition, an opportunity exists to partner with a local mining operation and create a rock display. Informational plaques at other appropriate sites could talk about the flora and fauna of the area.





## Team Connector: Railroad to Rhyolite

With great fervor, Team Connector tackled the challenge of transforming an existing abandoned railroad bed on the outskirts of Beatty into a multi-use trail, and spent time hiking the proposed corridor to better understand the opportunities and constraints of the corridor. The Team's vision was of a multi-use trail that connects Goldwell Open Air Museum, Rhyolite and Beatty. This trail encourages exploration and understanding of the heritage of the area through appropriate interpretive and artistic elements.

Envision enjoying a trail connection between Beatty and the historic ghost town of Rhyolite that radiates the rustic workings of the past. Themes of the trail include elements from the railroad and mining era, showcasing the rich geology and remarkable scenery apparent from the trail, and providing defined access points. Refurbishment of the Rhyolite Train Depot as an extraordinary visitor center and orientation area, complete with restrooms and parking, was also suggested. In addition, a visitor center is suggested at the crossroads of Main Street and Highway 95. Interpretive opportunities here could include the history of Rhyolite, mining, the flora and fauna, and the scenic vistas. Directional signage would orient the visitor to Beatty or the Goldwell Open Air Museum in Rhyolite.

Proposed design standards are unique to the environs and recognize budget and maintenance limitations. Components of the trail system include a multi-use non motorized path, a clear and informative wayfinding system with appropriate access points, rest areas, shade, and drinking water. Trailheads are noticeable and inviting with enhanced landscaping, picnic areas, drinking fountains, and shade structures. Trails are suggested to be 5-6' wide and constructed with compacted crushed rock.

Mile segments are punctuated with railroad ties and mile markers. Construction materials for items like shade structures, signs, kiosks, bridges, trash receptacles, gates and guardrails should incorporate local rock or stone, iron, concrete or a wood alternative. Benches should be artistically shaped out of stone while picnic tables can be precast concrete. A comprehensive and consistent sign system should be developed that includes interpretive kiosks, interpretive and regulatory information, mile markers, and warning signs.

Team Connector suggested that actions be taken immediately to upgrade the trail, cleanup the corridor, preserve vintage railroad cars, and address some of the eroded bridge overpass areas. Three trail access points should be explored: one in Rhyolite, one at the Yucca Mountain Information Center, and one in Beatty on E Avenue that would serve the proposed ATV trails as well.



# THE RAILROAD TRAIL

## RHYOLITE DEPOT TRAILHEAD



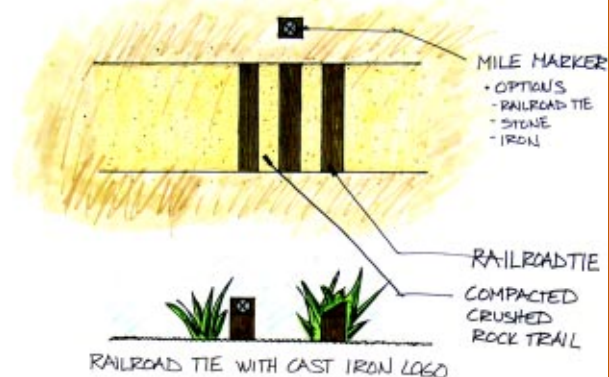
### AMENITIES

- SHADE
- SEATING
- PARKING
- RESTROOM ACCESS
- DRINKING WATER
- INFORMATIONAL AND INTERPRETIVE SIGNAGE

### INTERPRETIVE SIGNAGE

- BEATTY
  - RHYOLITE
  - RAILROAD
  - MINING
  - FLORA / FAUNA
  - GEOLOGY
- ### INFORMATIONAL SIGNAGE
- DIRECTIONAL
    - BEATTY
    - GOLDWELL OPEN AIR MUSEUM
    - MAP

## THE RAILROAD TRAIL



## MILE MARKER

## THE RAILROAD TRAIL SIGNAGE



### INFORMATION KIOSK:

- HEAD FRAME DESIGN
- TRAIL INFORMATION & HOURS
- TRAIL SAFETY CONCERNS
- TRAIL MAP
- HISTORICAL INFORMATION

- INFORMATION KIOSK LOCATED AT TRAILHEADS

- INTERPRETIVE SIGNAGE LOCATED AT POINTS OF INTEREST AND REST / RECREATION STATIONS

## INFORMATION KIOSK



## INTERPRETIVE SIGN

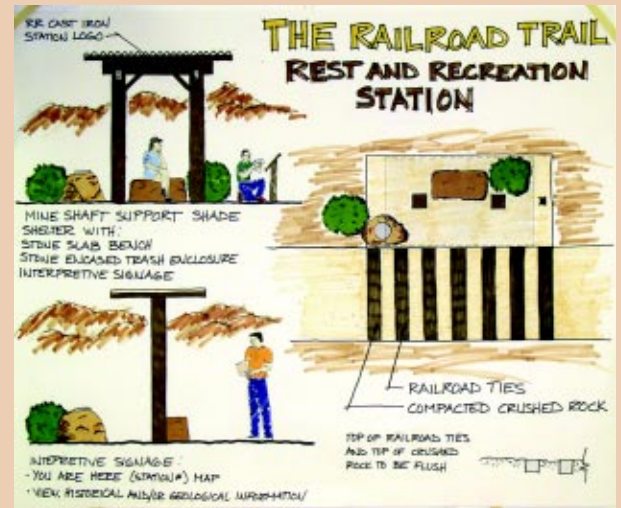
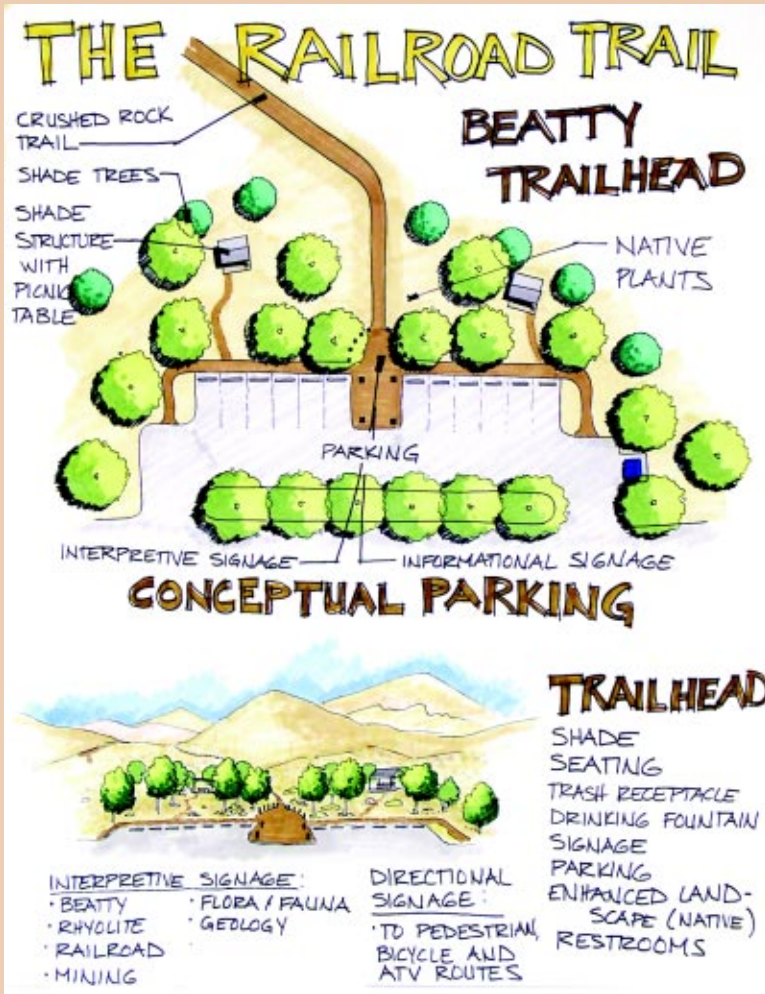
- RAILROAD TIE BASE
- VIEW, HISTORICAL AND/OR GEOLOGICAL INFORMATION



## CAST IRON RR LOGO

(MILE & STATION IDENTIFICATION)







## Moving Ahead

*Enhance our Community: Beatty Trails and Gateway Design Charrette* was highly successful in the fact that the design participants exposed the community to creative concepts for trail development, habitat conservation, recreation planning and design alternatives for Beatty's sense of identity and image. Reactions to the group's presentations were favorable. Ideas set forth at the workshop have been transformed into short and long-term actions and goals that the Beatty Habitat Committee has adopted and is pursuing. These include:



### *Rhyolite Trail*

Because of the relatively good condition of the existing abandoned railroad corridor and the enthusiasm from the community for this historic and scenic trail connection, building a connector trail from Beatty to Rhyolite is a top action priority. Partnerships need to be formed and funding secured.

Key actions include:

- Research right-of-way ownership and mining claims along the abandoned rail corridor
- Build partnerships for trail development and maintenance with key players such as Bureau of Land Management, Goldwell Open Air Museum, Barrick Mine, National Park Service, and other key agency and non-profit groups
- Complete R & PP Lease process
- Identify necessary trail crossings and overpass systems for geologically unstable areas
- Secure funding and in kind donations for trail design, construction and maintenance
- Continue discussions and actions to convert the Rhyolite Train Depot into a refurbished visitor center
- Integrate project design and prioritization into the Rhyolite Recreation Plan.



## Moving Ahead continued

### *Gateway Entry Design Development*



A top priority action item identified in the Charrette was to create an authentic and attractive hierarchy of entries into Beatty, the Oasis Valley and all of Nye County. Further design development of the themes, landscaping materials, and appropriate siting must occur to ensure that all entry features create an aesthetic and cohesive package. Scale should range from large, entry designs understandable to the vehicular passerby to small signs/relief rocks/names visible from a pedestrian perspective. Easements need to be obtained. Ideally this design process would involve community members

and agency staff to ensure support of this effort, and perhaps be coordinated by a Gateway Entry Design Review Board.

Currently, sites under consideration include those where existing Chamber of Commerce signs are located on Highway 95, and the Rhyolite entryway off of Highway 374. A partnership pilot project reflective of one of the workshop designs is currently under planning and discussion in order to showcase the possibilities of a gateway entrance system. Partners include the Beatty Habitat Committee, Nevada Department of Transportation, and a local stone supplier, D & H Mining.

Efforts to encourage community clean-up and enhance a sense of pride in the town include: holding a river clean-up event, encouraging an incentive-based program for property owners to enhance their property, encouraging aesthetic screening to eyesore properties, and purchasing a car crusher that can help remove the abandoned cars.





## Moving Ahead continued

### *Beatty Pocket Parks*

Adding a series of “pocket parks” strategically located in town or adjacent to the highway provides additional opportunities for interpretation, recreation and beautification while reducing the recreational pressure on the sensitive lands surrounding the Amargosa River. For example, Bombo’s Pond and surrounding landscape provides a great opportunity for fishing, birdwatching, interpretation, passive recreation and public art. Potential exists to coordinate with Audubon birding events and with U.S. Fish and Wildlife Service and Nevada Division of Wildlife for fishing opportunities. As part of a design process:



- Boundaries and a renewal of the R&PP Lease need to be confirmed
- Design development should be inclusive of all partners
- Coordination should occur with Nevada Department of Transportation for vehicular access and directional and interpretive signage.

Developing a series of small green spaces downtown can beautify and enhance the area while adding recreation and interpretive amenities for the citizens of and visitors to Beatty. The park adjacent to the Amargosa Toad Shop, the triangle of land across from the Burro Inn, and a number of lots along the River that have recently reverted to the County are excellent locations for this type of idea. For this goal, actions to pursue include approaching the landowner or leasee, creating a partnership for development and maintenance, and design development that would include park amenities such as picnic table, shade structures, BBQ pit, and other features.

Enhanced design and landscaping at trailheads helps link pocket parks and the trail system together, and provides a stopping point for orientation and interpretation. Amenities include picnic areas, interpretive signs, public art, parking, restrooms, drinking fountains, and native plant restoration. Areas identified include Torrance and Parker Ranches (owned by The Nature Conservancy), Bailey’s Hot Spring (privately owned), North Beatty Trailhead, Mojave Desert Information Station, and Alkali Flats.





## Moving Ahead continued

### *Marketing and Showcasing the Oasis Valley*

Having a group of “outsiders” come into the Beatty area and “see” the town, the surrounding landscape and unique resources reinvigorated the local’s enthusiasm and pride of their place. Several ideas were generated to not only market the area but to provide information and interpretation of it’s special resources and features. Interpretive planning and design for either interpretive stations or plaques should look at a way of marketing and highlighting unique items to the Oasis Valley such as it’s meadow habitat, flora and fauna, geology, rock composition, mine locations, and birding opportunities.

### *Environmental Restoration and Conservation*

An ongoing goal for the Beatty Habitat Committee is to protect existing habitat and create new habitat that interfaces in a positive way with trails and recreation areas. Action items include: continuing to remove all tamarisk and replanting with native plants in the R&PP Lease areas; continuing community education about the Amargosa Toad and the importance of creating a trail system that exists in balance with Toad habitat; and continuing to develop partnerships to achieve community goals.

### *Secure Funding*

Ideas for sources of funding or in-kind service emerged at the workshop, and securing the resources to achieve the lofty goals outlined above is certainly a top priority. Fundraising with community events, special programs, memory plaques or adopt-a-bench can also be powerful methods to fulfill goals. The BHC sees the challenge of funding as an ongoing action item.



## Conclusion

Ideas brought forth from *Enhance our Community: Beatty Trails and Gateway Design Charrette* have illustratively expressed the vision for the Amargosa River and Oasis Valley. The highly creative work produced at the design workshop has inspired and motivated the BHC to carry on their partnership efforts and successes as they continue to realize their goals. With a revitalized spirit, the BHC will continue to leap forward in enhancing habitat for the Amargosa Toad. Many new friends were made during the intense three days of the design charette and all came away knowing that comrades are found all along the Amargosa.

### For more information, please contact:

J.R. Schultz  
Beatty Habitat Committee  
P.O. Box 550  
Beatty, NV 89003  
[laneschultz@yahoo.com](mailto:laneschultz@yahoo.com)



Liz Smith-Incer  
Nevada Field Office  
Rivers, Trails and Conservation Assistance Program  
National Park Service  
4747 West Vegas Drive  
Las Vegas, NV 89108  
[Liz\\_Smith-Incer@nps.gov](mailto:Liz_Smith-Incer@nps.gov)



Sally Sheridan  
National Park Service  
Rivers, Trails and Conservation Assistance Program  
1111 Jackson Street, Suite 700  
Oakland, CA 94607  
[SallySheridan@msn.com](mailto:SallySheridan@msn.com)



Barbara Rice, Program Leader  
National Park Service  
Rivers, Trails and Conservation Assistance Program  
1111 Jackson Street, Suite 700  
Oakland, CA 94607  
[Barbara\\_Rice@nps.gov](mailto:Barbara_Rice@nps.gov)



Beatty Landscape

Beatty, Nevada



Beatty, your ghostly red mining hills, warm golden rays of sun, and green oasis pathways fill my spirit. I shall return to your friendly place.

*A passerby.....*



## Beatty Trails and Gateway Design Charrette

April 2005

Beatty, Nevada

