Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

**Project Title:** Fort Ord Regional Trail and Greenway Project

**Lead Agency:** Transportation Agency for Monterey County

**Mailing Address:** 55-B Plaza Circle

**City:** Salinas **Zip:** 93901 **County:** Monterey

**Project Location:** County: Monterey **City/Nearest Community:** Various

**Cross Streets:** Various **Zip Code:** Various

**Longitude/Latitude (degrees, minutes and seconds):** _____ ° _____ ′ N / _____ ° _____ ′ W **Total Acres:**

**Assessor's Parcel No.:** Various

**Longitude/Latitude (degrees, minutes and seconds):** _____ ° _____ ′ N / _____ ° _____ ′ W **Total Acres:**

**Within 2 Miles:** State Hwy #: 1, 218

**Waterways:** Various **Railways:** Various

**Airports:** Various **Schools:** Various

**Document Type:**
- CEQA: [X] NOP
- Early Cons
- Neg Dec
- Mit Neg Dec
- NEPA: [ ] NOI
- Draft EIR
- Supplement/Subsequent EIR
- Other:
- Draft EIS
- FONSI

**Local Action Type:**
- General Plan Update
- Specific Plan
- Rezone
- Other:
- General Plan Amendment
- Master Plan
- Prezone
- Other:
- General Plan Element
- Planned Unit Development
- Use Permit
- Other:
- Community Plan
- Site Plan
- Land Division (Subdivision, etc.)
- Other:
- Joint Document
- Final Document

**Development Type:**
- Residential: Units Acres Employees
- Office: Sq.ft. Acres Employees Transportation: Type
- Commercial: Sq.ft. Acres Employees Mining: Mineral
- Industrial: Sq.ft. Acres Employees Power: Type MW
- Educational: Waste Treatment: Type MOD
- Recreational: 27 mile multi-use trail Hazardous Waste: Type
- Water Facilities: Type MGD Other:

**Project Issues Discussed in Document:**
- Aesthetic/Visual
- Agriculture Land
- Air Quality
- Archeological/Historical
- Biological Resources
- Coastal Zone
- Drainage/Absorption
- Economic/Jobs
- Fiscal
- Flood Plain/Flooding
- Forest Land/Fire Hazard
- Geologic/Seismic
- Minerals
- Noise
- Population/Housing Balance
- Public Services/Facilities
- Recreation/Parks
- Schools/Universities
- Septic Systems
- Sewer Capacity
- Soil Erosion/Compaction/Grading
- Solid Waste
- Toxic/Hazardous
- Traffic/Circulation
- Vegetation
- Water Quality
- Water Supply/Groundwater
- Wetland/Riparian
- Growth Inducement
- Land Use
- Cumulative Effects
- Other:

**Present Land Use/Zoning/General Plan Designation:**
- Various

**Project Description:** (please use a separate page if necessary)
See attached page

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Revised 2010
### Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X". If you have already sent your document to the agency please denote that with an "S".

<table>
<thead>
<tr>
<th>Agency Name</th>
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<td>Air Resources Board</td>
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<td>California Emergency Management Agency</td>
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<td>Caltrans Planning</td>
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<td>Coachella Valley Mtns. Conservancy</td>
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<td>Coastal Commission</td>
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<td>Regional WQCB #3</td>
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<td>Water Resources, Department of</td>
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### Local Public Review Period (to be filled in by lead agency)

Starting Date: **June 13, 2019**  
Ending Date: **July 15, 2019**

### Lead Agency (Complete if applicable):

**Consulting Firm:** Rincon Consultants, Inc.  
**Address:** 437 Figueroa Street #203  
**City/State/Zip:** Monterey, California 93940  
**Contact:** Megan Jones  
**Phone:** (831) 333-0310

**Applicant:** Transportation Agency for Monterey County  
**Address:** 55-B Plaza Circle  
**City/State/Zip:** Salinas, CA 93901  
**Phone:** (831) 775-0903

**Signature of Lead Agency Representative:** [Signature]  
**Date:** 6/11/2019

FORTAG Trail Project Description:
The intended purposes of the FORTAG trail are to: connect people to open space from their homes, workplaces, and hospitality bases; connect core habitat areas; facilitate social interaction between the former Fort Ord, Monterey Peninsula, and the Salinas Valley communities; and function as an artery for non-vehicular travel for commuting and from which to launch numerous other recreational activities. The trail is intended to be a pleasant and visually obvious route that invites safe and accessible use by families, pedestrians, commuter cyclists, and recreational cyclists of all physical abilities.

The proposed FORTAG trail alignment includes approximately 27 miles of new paved trail, primarily on the inland side of State Route 1 (SR 1) (Figure 1). The FORTAG trail would connect with the existing Monterey Bay Coastal Recreation Trail at several locations on the coastal side of SR 1, but there would be no improvements to the coastal trail as part of the proposed project. The FORTAG trail would primarily consist of three loops – a northern, central, and southern loop – that roughly encircle the City of Marina, the CSUMB campus, and the City of Seaside, respectively. On the north side of South Boundary Road, the trail would extend east to Rancho Saucito in Monterey and link to bike facilities in the Ryan Ranch Business Park. The proposed trail alignment also includes several spurs (included in the 27-mile length) that extend from the three loops to connect with existing bicycle/pedestrian infrastructure. Prominent spurs are intended to connect neighborhoods to the trail at Broadway Avenue/General Jim Moore Boulevard and Kimball Avenue/General Jim Moore Boulevard in Seaside; Plumas Avenue and Carlton Drive in Seaside and Del Rey Oaks. The preferred alignment would also connect to the planned North Fremont Street bicycle and pedestrian improvements in Monterey. Optional alignments are also shown in certain areas, which may be pursued as a substitute for the preferred alignment in those locations.

The proposed trail alignment would cross public roadways in several locations. Most of these crossings would consist of at-grade crossings. In some areas, several design options are being considered for each crossing, including: an undercrossing or roundabout at the intersection of 2nd Avenue and 8th Street along the northern end of the central loop; either an at-grade crossing or roundabout at 2nd Avenue and Divarty Street, at the southern end of the central loop; and an undercrossing, roundabout, or at-grade crossing at SR 218 near Frog Pond, along the southern end of the southern loop. The alignment would cross SR 1 in two locations: at 9th Street and at 1st Street/Divarty Street, both generally west of the CSUMB campus. At 9th Street the trail would utilize an existing SR 1 freeway overcrossing; at 1st Street/Divarty Street the trail would utilize an existing SR 1 undercrossing. An undercrossing is also proposed beneath General Jim Moore Boulevard north of SR 218/Canyon Del Rey Boulevard. An undercrossing is proposed to cross Reservation Road at Inter Garrison Road. A new traffic signal is proposed on Del Monte Avenue between English Avenue and SR 218 to connect the FORTAG trail to the Monterey Bay Scenic Coastal Trail. The proposed project includes two new bicycle/pedestrian bridges: one over Blanco Road, between the Marina Airport and Salinas River; and one over Imjin Road between Imjin Parkway and 8th Street. At-grade street crossings may modify roadway and lane alignments and construct medians, curb extensions, warning devices, traffic control devices, and changes to signing and striping that enhance bike and pedestrian crossing safety.

The FORTAG trail would accommodate pedestrians and bicyclists of all abilities, and equestrians in some segments. The majority of the trail would be 12-foot wide paved path with an unpaved two-foot-wide shoulder on both sides. Approximately 2,000 feet of the trail would be on existing paved roadways in two locations: in Del Rey Oaks on Angelus Way between Rosita Road and Del Rey Gardens; and on Beach Road between Del Monte Boulevard and De Forest Road in Marina. In the Frog Pond area of Del Rey Oaks, the proposed trail width would be reduced to eight feet, and decomposed granite would be used
in lieu of pavement. Where space allows, the trail would be surrounded by an open space buffer (greenway) on both sides. Portions of the greenway would support unpaved paths for use by hikers, mountain bikers, equestrians, and naturalists. Fencing would be added only where necessary to separate trail users from conflicting vehicle traffic or from equestrian use on the greenway. Fencing may also be used to protect habitats with sensitive species or to channelize bike riders and pedestrians in locations where the trail is adjacent to private property and access control is required. Retaining walls may be needed to retain slopes at certain locations. Trail lighting is anticipated to be used at conflict points with vehicular travel, such as street crossings, and at locations where lighting would aid crime prevention. In open space areas, trail lighting is intended to be at levels that respect wildlife and the natural setting.