

# Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: 2019060053

Project Title: Fort Ord Regional Trail and Greenway Project

Lead Agency: Transportation Agency for Monterey County

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Project Location: Various cities, Monterey County  
*City* *County*

Project Description (Proposed actions, location, and/or consequences).

See attached file

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

See attached file

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

Areas of known controversy are related to biological resources impacts along the alignment; public safety and services including trespassing, crime and homelessness; hazardous materials in the former Fort Ord; transportation impacts related to roadway crossings; and impacts related to aesthetics for lighting and roadway crossings.

Provide a list of the responsible or trustee agencies for the project.

County of Monterey  
City of Marina  
City of Seaside  
City of Monterey  
City of Del Rey Oaks  
California State University, Monterey Bay  
California Coastal Commission  
California Department of Fish and Wildlife  
California Regional Water Quality Control Board  
California Department of Transportation  
U.S. Army Corps of Engineers  
U.S. Fish and Wildlife Service

**FORTAG Trail Project Description:**

The intended purposes of the FORTAG are to: connect people and disadvantaged communities to open space from their homes, workplaces, and hospitality bases; function as an active transportation artery for commuting and recreation to provide a safe alternative to motorized travel that reduces vehicle trips and associated emissions; enhance connections between the former Fort Ord, Monterey Peninsula, and the Salinas Valley communities; provide interpretive and educational opportunities; and create economic benefits. 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 alignment includes approximately 28 miles of new paved trail, primarily on the inland side of State Route 1 (SR 1). The Trail would accommodate pedestrians and bicyclists of all abilities. Within portions of some segments, the proposed alignment would include an adjacent four- to eight-foot side path separated from the main path to accommodate equestrian use. The side path would be composed of compacted native soil and separated from the paved path by a minimum of four feet. Dogs would be allowed on-leash throughout the system. The estimated number of Trail users would be between 1,000 and 3,000 daily, with the highest usage occurring on the California State University Monterey Bay (CSUMB) campus and near the existing Monterey Bay Coastal Recreation Trail (Coastal Rec Trail).

Most of the Trail would be a 12-foot-wide paved path, with a two-foot-wide unpaved shoulder on both sides, for a total width of 16 feet. For approximately 1.3 miles of the Trail (4.6 percent of the total proposed alignment), FORTAG would include the adjacent four- to eight-foot wide side path. A small portion of the Trail (approximately 2,000 feet or one percent) would be developed on existing paved roadways in two locations: in the City of Del Rey Oaks on Angelus Way, between Rosita Road and Del Rey Gardens; and in the City of Marina on Beach Road, between Del Monte Boulevard and De Forest Road. Where space allows, the Trail would be surrounded by an open space greenway buffer on both sides. In the Frog Pond Wetland Preserve in the City of Del Rey Oaks, the proposed Trail width would be reduced to eight feet, and a stable, permeable surface would be used in lieu of impermeable pavement.

The FORTAG corridor is organized into seven segments: Northern Marina, Northern Loop, CSUMB Loop North, CSUMB Loop South, National Monument Loop, Canyon Del Rey/SR 218, and Ryan Ranch. There are several design options under consideration in some of the segments, including for the alignment itself, as well as for roadway crossings. The proposed Trail alignment would cross public roadways in several locations. Most of these crossings would be at-grade, requiring improvements and modifications, such as roadway and lane modifications; construction of roundabouts, medians, curb extensions, warning devices, and traffic control devices; and enhanced safety lighting, signing, and striping. The Trail could include a certain number of grade-separated crossings, including undercrossings and pedestrian/bicycle bridges, if such design options are selected.

Fencing would be added only where necessary to separate trail users from conflicting vehicle traffic or from equestrian use. 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. Lighting would be provided for some sections of FORTAG, such as for all new undercrossings and overcrossings and other locations for safety and crime prevention. There would be minimal or no lighting in open space areas.

## **FORTAG Significant and Potentially Significant Effects:**

The FORTAG Draft EIR identified no impacts or less than significant impacts for the following environmental issue areas: energy, greenhouse gas emissions/climate change, mineral resources, population and housing, recreation, transportation, and utilities and service systems.

The FORTAG Draft EIR identified the following mitigation measures to reduce impacts to a less than significant level:

- Mitigation Measure AES-1: Design Structures to be Visually Unobtrusive
- Mitigation Measure AES-3: Amenity Design would require the design of amenities to be compatible with the natural and surrounding environment
- Mitigation Measure AES-4: Install Dark Sky-Compliant Lighting Prior to Operation
- Mitigation Measure AG-1: Implement Agricultural Land Conservation Measures
- Mitigation Measure AG-4(a): Implement Measures to Reduce Construction-Related Conflicts with Agricultural Operations
- Mitigation Measure AG-4(b): Install Fencing and Signage Prior to Operation
- Mitigation Measure AG-4(c): Regularly Remove Solid Waste and Litter during Operation
- Mitigation Measure AQ-4: Install Dog Waste Facilities
- Mitigation Measure BIO-1(a): Conduct Special Status Species Surveys
- Mitigation Measure BIO-1(b): Implement Special Status Plan Species Avoidance, Minimization, and Mitigation
- Mitigation Measure BIO-1(c): Prepare Habitat Mitigation and Monitoring Plan
- Mitigation Measure BIO-1(d): Conduct Special Status Wildlife Pre-Construction Surveys
- Mitigation Measure BIO-1(e): Conduct Nesting Bird Preconstruction Surveys
- Mitigation Measure BIO-1(f): Implement Biological Resources Avoidance and Minimization
- Mitigation Measure BIO-1(g): Implement California Tiger Salamander Compensatory Mitigation
- Mitigation Measure BIO-1(h): Provide Worker Environmental Awareness Program (WEAP)
- Mitigation Measure BIO-1(i): Perform Biological Monitoring
- Mitigation Measure BIO-1(j): Implement Wildlife Avoidance and Minimization
- Mitigation Measure BIO-2(a): Implement Sensitive Natural Community Avoidance Measures
- Mitigation Measure BIO-2(b): Develop and Implement a Biological Resources Mitigation and Management Plan for Impacts to Biological Resources from Trail Construction and Operation
- Mitigation Measure BIO-2(c): Implement Best Management Practices during Construction
- Mitigation Measure BIO-2(d): Implement Invasive Weed Prevention and Management Program
- Mitigation Measure BIO-3(a): Conduct Jurisdictional Delineation for Canyon Del Rey/SR 218 Segment
- Mitigation Measure BIO-3(b): Perform Restoration for Impacts to Waters and Wetlands
- Mitigation Measure BIO-3(c): General Avoidance and Minimization
- Mitigation Measure CUL-2: Conduct Archaeological Monitoring during Construction
- Mitigation Measure GEO-1: Conduct Design-level Geotechnical Investigation and Implement Recommendations
- Mitigation Measure GEO-5: Implement Paleontological Resources Mitigation
- Mitigation Measure HAZ-3(a): Conduct Soil Sampling and Implement Necessary Remediation
- Mitigation Measure HAZ-3(b): Prepare and Implement Soils Management Plan
- Mitigation Measure HAZ-4: Install Airport Noticing and Fencing Prior to Operation

- Mitigation Measure HYD-1(a): Prepare Accidental Spill Control Plan and Conduct Environmental Trailing Prior to Construction
- Mitigation Measure HYD-1(b): Maintain Vehicles and Equipment During Construction
- Mitigation Measure HYD-1(c): Conduct Design-Level Drainage Analysis Prior to Construction, and Implement Identified Measures to Minimize Runoff During Construction
- Mitigation Measure HYD-1(d): Prepare Stormwater Control Plan Prior to Construction and Implement Identified Stormwater Control Measures
- Mitigation Measure N-1: Implement Noise-Reducing Measure for Pile Driving or Drilling Activities
- Mitigation Measure PS-1: Ensure Adequate Police Monitoring and Safety Provisions for Each Portion of the FORTAG Alignment
- Mitigation Measure TCR-1: Native American Monitoring