

**From:** [PETER LE](#)  
**To:** [FORA Board](#)  
**Cc:** [Heidi Lizarbe](#)  
**Subject:** New Water Rates beginning on January 1, 2019  
**Date:** Friday, August 17, 2018 11:32:00 AM

---

Dear FORA Board Members:

On June 8, 2018, FORA Board, on a second vote, approved FY 2018–19 Marina Coast Water District Budget that includes new rates and fees effective on January 1, 2019. These new rates and fees increase significantly for certain users as shown on the examples shown below. These increases seem not equitable such as penalizing some users and provide a lesser increase for heavy water users or water waters.

Please review and provide explanations to the Ord Community consumers who will be affected by such large increases in their water bills, beginning on January 1, 2019 and thereafter.

The increases in water and wastewater rates to be effective on January 1, 2019 for the ORD COMMUNITY are as follows:

Tier 1 water will be increased by **12** percent. Tier 2 water will be increased by **42** percent. Fixed monthly water charge will be increased by **6** percent. Sewer monthly charge will be increased by **5** percent.

Below are some examples how your monthly water bill be on January 1, 2019 and thereafter:

7.

If you don't use any water at all for a month, your monthly water bill be increased from \$70.97 to \$75.00, a 5.68 percent increase.

8.

If your current water bill is \$89.37, your new water bill on January 1, 2019 will be \$95.65, a 7.03 percent increase.

9.

If your current water bill is \$133.12, your new water bill on January 1, 2019 will be \$163.44, a 22.78 percent increase.

10.

If your current water bill is \$192.89, your new water bill on January 1, 2019 will be \$203.64, a 5.57 percent increase.

11.

If your current water bill is \$208.13, your new water bill on January 1, 2019 will be \$219.72, a 5.57 percent increase.

12.

If your current water bill is \$451.97, your new water bill on January 1, 2019 will be \$477.00, a 5.54 percent increase.

There is no longer a water- conservation rate, Tier 3, or incentive to save water. Heavy water users or water wasters will see a lower increase in their water bills than big families.

Sincerely,

Peter Le P. E.

This electronic mail (including any attachments) may contain information that is privileged, confidential, and/or otherwise protected from disclosure to anyone other than its intended recipient(s). Any dissemination or use of this electronic email or its contents (including any attachments) by persons other than the intended recipient(s) is strictly prohibited. If you have received this message in error, please notify us immediately by reply email so that we may correct our internal records. Please then delete the original message (including any attachments) in its entirety. Thank you.

**From:** [Nikki Vamosi](#)  
**To:** [Layne Long](#); [bdelgado62@gmail.com](mailto:bdelgado62@gmail.com); [frankoconnell93933@gmail.com](mailto:frankoconnell93933@gmail.com); [Councilmember Morton](#); [Councilmember Amadeo](#); [David Brown](#); [FORA Board](#); [Melissa Whatley](#); [Steve Matarazzo](#)  
**Subject:** Marina Airport Area Specific Plan Update  
**Date:** Friday, August 24, 2018 1:55:11 PM

---

All,

As you are aware, for several years, the University and the City of Marina have been involved in a joint-planning effort at the Marina Airport to create a business park within the Airport and adjacent UC lands.

This effort includes the development of a specific plan and subdivision to allow light industrial and research and development firms to locate there in the near future. As an important catalyst toward this effort, Joby Aviation announced recently it will be locating at the Airport by early 2019, see below press release. This new business should attract other high-tech businesses to the area.

In order to conclude the City and University planning efforts at the Airport, City Manager, Layne Long, informed us he will sign the final cost-sharing agreement to complete the environmental work on the Marina Airport Area Specific Plan this week.

That is great news for the City and University, enabling the final water supply analysis on the project, and the final environmental review in the form of an addendum to a previously prepared environmental impact report.

It is essential that we move forward swiftly so that we are able to capitalize on any opportunities that come our way due to Joby's move.

Based on this final cost-sharing between the City and University, the University anticipates the project to be completed and ready for final review by the City planning commission and city council some time in early 2019.

The University wishes to thank the City for its continuing efforts to attract 21st century businesses to the Airport area, and its desire to continue to partner with the University regarding similar objectives.

Nikki

---

including Intel, JetBlue and Toyota. Founded in 2009 to chase Bevirt's dream of saving a billion people an hour a day with a vertical-takeoff, all-electric flying taxi, Joby Aviation's staff has since grown up to about 175, and the company is currently hiring to fill dozens more positions.

Its ambitions have quickly outgrown its rural Bonny Doon headquarters, which are well-suited to secretive testing, not commercial production. Bivert said his company will open a new production facility early in 2019, in Marina.

<http://www.santacruzsentinel.com/business/20180813/joby-aviation-backs-out-of-davenport-cemex-plant-plans-in-favor-of-marina-airport>

--

Nicole M. Vamosi, J.D.  
Interim Director  
Real Estate Services  
University of California, Santa Cruz  
Tel (831) 459-1840  
Fax (831) 502-7111

1156 High Street  
Mail Stop: PPDO-RES  
Santa Cruz, CA 95064

**From:** [S PRESSMAN](#)  
**To:** [FORA Board](#)  
**Subject:** Support of Fora.  
**Date:** Tuesday, August 28, 2018 6:48:43 PM

---

Hi,

My name is Stuart Pressman, my family was a contractor there from 1944, myself from 1984 to 1992. I was just was on a plane overhearing one of your ladies explain upcoming land clearing of which I am in support of. My friends & I use the blm land, really we ride our bikes on the whole base. I wanted to share my support, personally I feel the land clearing should have been allowed to have been done years ago, the costs are higher now everything is more now. Our community that put up opposition really was wrong. Looking at everything that has changed for the better.

I really wanted to say thanks, sorry our community didn't have the forward thought.

She thought I was rude? Your people if they're going to talk in public (I'm in support), they should be a bit more friendly and welcoming. Maybe she had a bad day. We all do occasionally.

Thank you for all you guys & gals do.

Stuart Pressman

Yep, The road.....

**From:** [chris.village](#)  
**To:** [Jonathan Brinkmann](#); [FORA Board](#)  
**Subject:** "Northeast-Southwest Arterial Connector Project"  
**Date:** Thursday, August 30, 2018 12:26:30 PM

---

Dear Jonathan Brinkmann,

As a Marina resident and employee at CSUMB, I oppose this proposed roadway project. It fails to utilize already developed infrastructure that could be improved to meet the desires of local residents. Instead of cutting down trees and dividing open space used by wildlife and for recreation (valuable for health and quality of life of local residents), widen Imjin Parkway all the way to Reservation Rd., and make more effective passage through Blanco and Davis. This would greatly benefit the local community to access to Hwy 1 (north and south) and would provide better access to Salinas and Hwy 101 from Marina/Seaside.

To continue to pursue a roadway through this pristine open space seems disingenuous and counter to what the local residents want or need.

Sincerely,

Chris Villanueva

**From:** [Michael DeLapa](#)  
**To:** [FORA Board](#)  
**Cc:** [Michael Houlemard](#); [Jon Giffen](#); [Senator.Monning@senate.ca.gov](#); [Pittaro, Alexander](#); [Westfall, Bethany](#); [Nicole Charles](#); [assemblymember.stone@assembly.ca.gov](#); [assemblymember.caballero@assembly.ca.gov](#)  
**Subject:** FORA transition planning - advice provided to Monterey County  
**Date:** Monday, September 10, 2018 10:06:02 AM  
**Attachments:** [Letter to County FORA Committee re funding roads water habitat - final.pdf](#)  
[ATT00001.htm](#)

---

Dear Fort Ord Reuse Authority Board,

There is broad public awareness that FORA's transition planning has failed to produce a plan or any apparent agreements among FORA's member agencies. As LAFCO's [August 27 staff report](#) Agenda item 13 explains, FORA's draft transition plan consists largely of an inventory of unanswered questions and mistakenly assumes that LAFCO has legal authority to impose directives on FORA's member agencies.

In an effort to jumpstart the planning process, I am providing you LandWatch's August 14, 2018 letter to Monterey County. LandWatch's approach is focused on terminating FORA as an agency. We believe this will require minimizing the roles of any future JPAs. Special-purpose JPAs may be required for specific missions like habitat cooperation, or collecting and disbursing CFD taxes from entitled development projects, but not acting as the infrastructure czar. If FORA is terminated — which was supposed to happen in 2014 — there is no reason for a continuing general-purpose JPA like FORA.

Monterey County and the cities will have to reach agreements on how to address and pay for three specific needs: roads, water, and habitat management. We believe a contract-based approach is the best way to embody the necessary agreements while maximizing autonomy and flexibility for each city and the County. Failure to reach the necessary agreements now will simply leave the members entangled in an agency that kicks the hard decisions down the road.

It is critical that FORA's members obtain clear legal advice as to the post-FORA obligations and authority under the Base Reuse Plan; its CEQA mitigation provisions; the Master Resolution; the Implementation Agreements with each city and the County; and the deed covenants. FORA members cannot realistically negotiate a transition plan without understanding their obligations and authority.

LandWatch's August 14 letter comments on the only legal analysis that FORA has provided the public and identifies a number of critical unresolved legal questions. Our letter suggests one way to unravel the Fort Ord Reuse Authority, but we recognize that there may be others. The important thing is to get the member agencies to begin the necessary negotiations now, rather than rely on FORA staff, which, despite 24 years of forewarning, has not presented anything that could be construed as a plan. I hope our letter will prompt and assist you in a negotiated transition plan that meets the legislative deadline.

Regards,

Michael

---

**Michael D. DeLapa**

Executive Director

[LandWatch Monterey County](#)

[exedir@landwatch.org](mailto:exedir@landwatch.org)

650.291.4991 m

[Sign-Up](#) | [Get Involved](#) | [Donate](#)

[Like Us on Facebook!](#)



August 14, 2018

**By E-mail**

Supervisor Jane Parker  
Supervisor Mary Adams  
Board of Supervisors Fort Ord Committee  
County of Monterey  
PO Box 1728  
Salinas, CA 93902  
[district4@co.monterey.ca.us](mailto:district4@co.monterey.ca.us)  
[district5@co.monterey.ca.us](mailto:district5@co.monterey.ca.us)

Re: Funding and implementation of common roads, water projects, and habitat management after FORA sunsets

Dear Supervisors Parker and Ms. Adams:

On behalf of LandWatch Monterey County, I attended the Board of Supervisors Fort Ord Committee meeting on August 9, 2010. At the meeting, Supervisor Parker asked that LandWatch outline in writing the suggestions I made regarding financing future roads, water augmentation, and habitat.

There are two methods to finance and implement whatever collective action is desired or legally required after FORA sunsets: by entering into contracts or by creating new agencies. LandWatch proposes that the land use agencies use the contract method wherever possible in order to maximize their autonomy and flexibility. The alternative, relying on new agencies to make decisions later, postpones some hard choices and leaves land use jurisdictions entangled – and effectively perpetuates FORA.

In summary, this letter makes the following points:

- A. The most difficult funding problem facing the County and the cities with land use authority is finding a replacement for the current Community Facilities District (CFD) taxes imposed on the six already-entitled development projects, because that tax cannot continue after the 2020 FORA sunset eliminates the CFD's legislative body.
- B. The best solution would be to negotiate CFD-replacement payments from the six entitled development projects, which would require those projects simply to pay the same amount as the CFD tax, but to the land use agency rather than to FORA.

- C. If CFD-replacement payments cannot be negotiated, then a limited CFD should be continued in order to avoid forfeiture of the \$72 million CFD taxes projected from the six entitled projects. To do this, the Mello-Roos Act's CFD transfer provisions should be amended to permit transfer of the existing CFD to a new JPA. That JPA would act only as a funding conduit to the land use agencies and would defer to the land use agencies as to the priority and implementation of the commonly-funded infrastructure projects.

The required amendment of the Mello-Roos Act should also permit de-annexation of the Fort Ord areas that are currently without development entitlements. Otherwise the CFD and its sponsoring agency would have to persist indefinitely to collect required revenues upon the issuance of the final Fort Ord development permit. If the unentitled future projects can be de-annexed from the CFD map, the land use agencies could instead each raise revenues from these future projects using their own new means, e.g., impact fees, taxes, or ad hoc development agreements.

- D. All of the funding for a specified set of *potential* future common infrastructure projects (limited to, at most, the roads, water, and habitat projects in FORA's current Capital Improvement Plan), whether raised via the CFD tax or via new means, should be allocated pursuant to a Memorandum of Agreement entered into now, as part of the transition plan. Otherwise the land use agencies would remain entangled in a FORA-like agency indefinitely. This letter proposes funding allocation methods for common road, water, and habitat projects.

Unless there is a compelling analysis that the land use agencies are *legally* obliged to undertake particular road, water, and habitat projects, and/or to do so as members of a common agency, each land use agency should remain free to decide whether and when to commit itself to these projects, subject to a joint MOA that specifies *now* how to allocate fair-share funding for future projects of common benefit.

- E. The FORA transition process should be informed by a careful analysis of the post-FORA *legal* obligations to implement and fund common infrastructure and habitat management. In particular, the land use agencies should understand the nature and the basis of any continuing obligation to implement adopted CEQA mitigation; Base Reuse Plan and Master Resolution policies, development restrictions, and planned infrastructure; the Implementation Agreements; and the deed covenants. FORA has not provided this analysis.
- F. FORA staff's assumption that the Base Reuse Plan and its CEQA mitigation requires only the provision of 2,400 afy of water supply augmentation is incorrect. Regardless of the transition plan for FORA, land use agencies may not approve

development that relies on groundwater pumping from the 180-foot, or 400-foot aquifers in Fort Ord or that relies on pumping in excess of a demonstrated sustainable yield from the Deep Aquifer.

Discussion of these points is set out below.

**A. The most difficult funding issue is finding a replacement for entitled-project CFD taxes.**

When FORA terminates, the land use jurisdiction members (the County and the cities of Seaside, Marina, Del Rey Oaks, and Monterey) may agree, or be required, to fund and/or implement certain joint programs or infrastructure projects. For example, the FORA transition task force has suggested that \$194.5 million may be required to fund post-2020 programs for transportation (\$132 million), habitat (\$45 million), and water supply (\$17 million). Funding from land use jurisdictions may be reduced if another agency such as MCWD finances water supply projects or if the habitat program is modified to omit a joint HCP component. The funding may also be reduced if the development envisioned by the Base Reuse Plan does not occur and infrastructure needs are reduced correspondingly. As discussed in sections E and F below, FORA has not spelled out a clear legal basis that would *oblige* the land use jurisdictions to complete these programs.

FORA has relied on Mello-Roos Community Facilities District (CFD) taxes to raise revenues for transportation, habitat, and water supply projects. FORA has concluded that the FORA CFD will terminate when FORA sunsets. Thus, the ability to raise revenues from projects that already have development entitlements will terminate, because no new taxes or impact fees can be imposed on entitled development projects with vested rights. FORA has projected that post-2020 CFD taxes on the six entitled development projects would have totaled \$72.2 million.<sup>1</sup>

By contrast, FORA projects that only \$55.2 million would have been raised through CFD taxes on expected future projects for which no entitlements have been issued. Since there are no entitlements in place yet, the land use jurisdictions have the power to replace these expected revenues by creating their own funding mechanisms,

---

<sup>1</sup> These six projects are identified by FORA staff as The Dunes, Seahaven, and Cypress Knolls in Marina; East Garrison in the County; Seaside Resort in Seaside; and the RV Resort in Del Rey Oaks. See Draft Transition Plan Study Session, presentation to FORA Board, page 12, June 8, 2018, available at [http://fora.org/Board/2018/Presentations/06/TAC-Board\\_StudySession\\_060818.pdf](http://fora.org/Board/2018/Presentations/06/TAC-Board_StudySession_060818.pdf).

FORA staff projects post-2020 CFD taxes would have been \$14 million for the County's single project; \$55 million for Marina's three projects; \$2.6 million for Seaside's single project; and \$42,370 for Del Rey Oaks' single project. *Id.* at 13.

Remarkably, although FORA was set to sunset in 2014 when the CFD was adopted, no provision was apparently made to replace CFD taxes after 2014.

which might include nexus-based development impact fees, new jurisdiction-level CFDs, or ad hoc impact fees negotiated through development agreements.

Thus, the primary revenue problem for which there has yet to be any consensus solution is to find some means to replace the \$72.2 million in potentially foregone CFD taxes from entitled projects.

**B. The preferred solution to replacing entitled-project CFD taxes should be negotiated replacement payments from the six entitled projects.**

The options for avoiding forfeiture of the \$72 million in CFD taxes from entitled development include:

1. Perpetuating the existing CFD by amending the FORA Act to extending FORA.
2. Perpetuating the existing CFD by amending the Mello-Roos Act to permit transfer of that CFD to a JPA consisting of the land use jurisdictions.
3. Negotiating modifications to the six existing development agreements with Marina, the County, and Seaside to substitute direct payments to these land use jurisdictions of an amount equal to the CFD tax (a “CFD-replacement payment”), to be made when building permits are issued.

LandWatch recommends Option 3, which Marina has already embraced. Renegotiating just the six existing development agreements to require CFD-replacement payments would not require perpetuation of FORA or a JPA. As discussed below, by a single memorandum of agreement (MOA) executed as part of the transition plan, the County and cities could specify how those direct CFD-replacement payments from entitled projects and the revenues from future projects would be used for whatever collective action for roads, water, and habitat is either required or desired.

Options 1 and 2 sustain a government mechanism that over the past 20 years has proven to be wasteful and ineffective. Perpetuating the existing CFD, either through a FORA extension or transfer to a JPA, would leave the land use jurisdictions entangled indefinitely as members of a governing agency until the CFD area is built out. FORA staff have proposed perpetuation of the CFD for both entitled *and future development*, even though the nature and timing of that future development is unknown. FORA staff have suggested an extension to 2028 would suffice, and FORA’s financial modeling assumes complete build-out of the Base Reuse Plan by 2028.

However, collection of all CFD taxes from entitled and future development through a complete build-out of the development envisioned by the Base Reuse Plan by 2028 is simply unrealistic in light of the historic snail’s pace of development, and in light of the possibility that land use jurisdictions may alter their development plans. Thus, capture of the planned CFD taxes through a FORA extension or a new JPA would likely

require an *indefinite* commitment to that go-forward agency and to joint decision-making on infrastructure commitments and timing.

Obtaining CFD-replacement payments from entitled projects would leave the land use jurisdiction free to raise needed revenues from *future* projects (i.e., projects not now entitled) through some *other* means, e.g., a combination of local agency impact fees, TAMC impact fees, fees imposed or rates charged by MCWD, fees imposed by a special-purpose habitat JPA, Fort Ord property sales revenues, increased shares of Fort Ord property taxes (if any), and/or even a land use jurisdiction-level CFD by a city or the County. The same MOA that allocates the CFD-replacement payments to the commonly-funded roads, water supply, and habitat could be used to allocate specified revenues from future projects to these common projects.

Importantly, there are only six current entitled projects that need to be addressed. We understand that Marina is negotiating with three of these currently. The County need only negotiate with the East Garrison developers.

**C. If the CFD taxes must be perpetuated because CFD-replacement payments cannot be negotiated, the CFD map should be limited to entitled projects and the agency sponsoring the CFD should be limited to acting as a funding conduit.**

If it is not possible to negotiate changes to the existing development agreements with the six entitled projects to obtain CFD-replacement payments, then it may be necessary to perpetuate a common agency to avoid forfeiture of those expected revenues. This would require action by the Legislature to amend either the Mello-Roos Act or the FORA Act.

It would be simpler and better to amend the Mello-Roos Act to enable transfer of the existing CFD to a new JPA than to amend the FORA Act to extend FORA. Extending FORA would foster the expectation and temptation to extend other FORA missions. And writing FORA extension legislation would be complex because each section of the Act would have to be modified, replaced, or struck, instead of simply allowing the FORA Act to expire in 2020.

By contrast, the existing CFD could be transferred to a new JPA simply by revising Government Code § 53368.1 to permit FORA to transfer its existing CFD to a JPA consisting of the land use jurisdictions, using the same process now permitted for used for county-to-city CFD transfers. As discussed in the next section, the JPA should act only a conduit to fund those projects that the individual land use agencies decide to undertake, not as the arbiter and implementing agency of those projects. Provision of funding should be conditional on project implementation by one of the land use agencies and should be allocated pursuant to a Memorandum of Agreement entered into as part of the transition plan.

Since legislation would be required to continue the CFD in any event, that legislation should, if possible, also include a provision to *de-annex* those portions of the existing CFD on which there are no current development entitlements. *This would limit the go-forward CFD map to just the six entitled project areas and would ensure that the go-forward JPA and CFD could expire as soon as those existing entitlements are built out.* Unless the un-entitled areas are de-annexed, the go-forward JPA and CFD would have to be perpetuated until the last permit is pulled for the Ord Community, and the land use jurisdictions would not have the flexibility and autonomy to impose alternative fees and taxes. Legislation to permit de-annexation could be added to the Community Facilities Act at Article 3.5, which already permits *annexations* to a CFD. If a CFD map can be expanded, there is no reason in principle that it could not be reduced.

**D. Regardless how funding for common projects is *raised* from entitled and future development projects, the land use jurisdictions should agree now by an MOA to an equitable method to *allocate* funds for specified roads, water, and habitat projects, not defer this issue for resolution in the future by some new agency.**

Regardless how revenues are raised from entitled and future projects, the equitable funding of required or desired future actions should be determined now by agreement and not simply postponed to future decisions by an extended FORA or a new JPA. Equitable funding of roads, water, and habitat by each development could be assured through an MOA among the land use jurisdictions as discussed below. This method could govern allocation of all revenues raised for common projects, whether by CFD taxes, CFD-replacement payments, or new revenue sources from future projects.

**1. Roads**

FORA staff have proposed to “assign” the obligation to construct the roads in the current CIP to land use jurisdictions, based on the location of the roadway. This would “obligate” the County to spend \$54 million, Marina to spend \$9 million, and Seaside to spend \$9 million. It is proposed that TAMC continue its responsibility for regional improvements to Highways 1 and 156 applying \$36 million raised from Ord Community development.

As discussed in section E below, FORA has not provided a convincing legal argument that the land use agencies have an enforceable obligation to construct these roads. However, the land use jurisdictions may want to agree to such obligation now. Alternatively, they may want to agree only to a *conditional* equitable funding arrangement that would reimburse a land use jurisdiction for a portion of the road cost *if and when* it decides to build the road. In either event, the land use agencies should agree now to a formula that unambiguously allocates revenues from Fort Ord development projects for shared roads.

For example, the MOA could provide that for the roads in the current FORA CIP:

- The jurisdiction in which the on-site or off-site road lies may decide if and when to construct it.
- Each Fort Ord development project would make a contribution toward that road through a CFD tax, a CFD-replacement payment, or an impact fee as follows:
  - Currently entitled projects would either pay the CFD tax to a JPA or make a CFD-replacement payment to the land use jurisdiction. From that amount, the CFD JPA or the land use jurisdiction would then allocate to a common fund for road construction projects (an escrow account) the amount of the CFD tax that was allocated toward on-site and off-site roads in the FORA CIP. If the CFD were continued via a JPA, the JPA would only act as a funding conduit; it would not alter the slate of roads, determine their priority, or increase the CFD tax.
  - Future projects not subject to the CFD would pay a nexus-based fee determined by a nexus analysis of the set of on-site and off-site roads in the FORA CIP based on existing and planned development, e.g., based on a TAMC nexus-study.
- The CFD taxes or CFD-replacement payments from the already-entitled projects and the impact fees or other road-related revenues raised from future, currently un-entitled projects would be escrowed when paid and earmarked for specific road projects in proportion to the amounts allocated to each road in the FORA CIP or the nexus study. The amount of the CFD tax or CFD replacement payment attributable to the roads already built as of 2020 would be reallocated pro-rata to the remaining onsite, offsite, and regional roads in the FORA CIP in proportion to their estimated cost, which would help alleviate the historic under-collection of road construction funds through CFD taxes, which were set below the full-nexus amount for commercial projects.
- The escrowed revenues would be disbursed when and if the road is built.
- Portions of the unused fees would be returned to the developer after a fixed period, e.g., 25 years, if the roads for which those portions were collected were not built.
- TAMC would assume responsibility for regional roads (Highways 1 and 156), funded as follows:
  - For the currently entitled projects, land use agencies would remit to TAMC that portion of the CFD or CFD-replacement payment that would have been allocated toward the regional road improvements in the FORA CIP.
  - Future, currently un-entitled projects would pay a nexus-based fee determined by a nexus analysis from TAMC, e.g., the TAMC Regional Development Impact Fee. This fee could be levied directly by TAMC.

Regardless whether the County is obliged to build \$54 million in roads or may merely want to build them *if* development warrants them in the future, it makes sense to have an agreement with other land use agencies to pay a fair share of these County roads. Given the transition to VMT-based significance determinations for transportation impacts, traffic congestion is no longer cognizable as a CEQA impact; and thus, future CEQA mitigation is unlikely to provide a basis to insist on fair share payments from other jurisdictions' development projects. The FORA transition provides an opportunity for the County to get agreement for fair share payments but without committing itself to full buildout of the Base Reuse Plan or to loss of autonomy though an indefinite entanglement in FORA or a similar agency.

## 2. Water

FORA staff have assumed that MCWD will complete the final project(s) required to provide the assumed requirement for 2,400 afy in water augmentation and that MCWD will recover the \$17 million cost through capacity charges on new development, higher water rates, or a combination.

As discussed in section E and F, below, FORA has not provided a legal opinion that this is an enforceable obligation on the land use jurisdictions *or*, more importantly, that it is the *full extent* of the enforceable obligation to mitigate development impacts on groundwater supplies.

LandWatch does not propose in this letter to allocate to specific agencies, or to acknowledge any limitation on, the obligation to fund water augmentation infrastructure projects. The purpose of this letter is to address the mechanics of replacing FORA, an agency that has not provided, will not provide, and perhaps cannot provide a water supply to replace reliance on groundwater pumping in Fort Ord, despite the obligation to do so discussed in section E below.

The land use agencies may acknowledge that they are required not to approve development without a replacement water supply and agree to meet this obligation by agreeing to fund all or part of that replacement supply themselves. To the extent that the land use agencies do agree to fund a replacement water supply, they could agree to do so through an MOA as follows:

- Currently entitled projects would pay the CFD or CFD-replacement payment to the land use jurisdiction, which would allocate that portion for water augmentation that would have been allocated toward water supply augmentation in the FORA CIP.
- Future projects would pay a nexus-based fee for the replacement water supply, determined by a nexus analysis and identification of the cost of that water supply.



- Fees would be escrowed and disbursed when and if the water supply augmentation is built or purchased.

### **3. Habitat**

The land use agencies are each required to implement the management requirements for the Habitat Management Areas under the HMP agreements. Future development projects in certain areas will also need to obtain take permission under the ESA and CESA via Incidental Take Permits predicated on either a basewide or a lesser scale Habitat Conservation Plan (i.e., an HCP for the entire base, for only the land use jurisdiction, or for only the project itself). FORA has reserved 30% of the CFD taxes to implement the combined joint HMP and HCP obligations, assumed to come to \$45 million. FORA projects it will have set aside \$21 million by 2020.

FORA staff have not identified any legal obligation that the land use agencies act *in concert* to implement the HMP requirements or to obtain HCP/ITP clearance. FORA staff have suggested that there may be economies of scale in joint implementation of HMP and HCP obligations, but they have not quantified those economies. FORA staff have also suggested that some joint agreement may be necessary to ensure availability of mitigation areas for some land use jurisdictions, but they have not explained why this would require a JPA rather than an MOA. Staff have suggested that a joint HCP would be better for the protected species, but they have not provided an analysis that explains those advantages or why a JPA rather than an MOA would be necessary to realize those advantages. Finally, although staff have not discussed this, a JPA may be necessary in order to implement adaptive management measures, which would require changes to plans that could not easily be anticipated or managed through a static MOA.

In sum, the FORA transition planning effort has not provided sufficient analysis of the benefits and scope of cooperative action and there appears to have been no consideration of acting through a habitat MOA rather than through a habitat JPA. The relevant analysis may exist, but it has not been identified and summarized for the transition plan decision makers.

The land use agencies should proceed with whatever joint action is desired or legally required via an MOA as their default choice unless there is a compelling case made for a JPA. If a JPA is justified for either the HMP management or a coordinated HCP, it should be limited to the habitat matters so that its duration and provisions are not confused with any other JPAs that might be needed, e.g., for funding or munitions oversight.

Funding for the future habitat management and HCP efforts should depend on whether there is a case for acting cooperatively.

If there is *no* case for cooperative action, the existing \$21 million reserve fund should be returned to the land use jurisdictions, either in proportion to their past contributions or, alternatively, in proportion to their future habitat management responsibilities as measured by some proxy such as HMA acreage. The land use agencies would then be fund its HMP management obligations and any HCP obligations it chose to assume with

- its share of the previously reserved CFD taxes,
- 30% of future CFD taxes receive by the CFD JPA, which the MOA would require be payable to the land use agency as payments are made,
- 30% of CFD-replacement payments, if negotiated from currently entitled projects, and
- any additional exactions from future projects through impact fees, ad hoc fees, or through other means adopted by the land use agency.

If there *is* a case for collective action, whether by MOA or JPA, funding should be allocated to the habitat JPA, or to a common escrow fund for habitat management and/or common HCP implementation if proceeding via MOA, as follows:

- 30% of the CFD from the CFD JPA, if the CFD were continued,
- 30% of the CFD-replacement payments if such payments can be negotiated,
- For projects not covered by the CFD or CFD-replacement payments, a fee or other exaction should be imposed by each land use jurisdiction that reflects an agreement as to a fair share contribution. Use of ad hoc exactions through development agreements or a land use agency-level CFD could avoid the need for a nexus analysis, and the fee could be set at a level reflecting an agreement among the land use agencies that all development projects should share in certain costs regardless of their proximity to habitat land. Alternatively a nexus-based analysis could be used, which might result in different payments by some projects.<sup>2</sup>

---

<sup>2</sup> Note that in determining a nexus, it may be possible to exact a fee even from jurisdictions that do not contain habitat lands on the theory that these jurisdictions had and retain an obligation to mitigate base-wide habitat impacts. It might be argued that portions of these jurisdictions' land *could* have been identified as habitat land in the HMP and that their land was identified as 100% developable only because other jurisdictions were assigned a greater proportion of habitat land with its protection burdens. This is a matter for negotiation among the land use agencies.

**E. FORA should provide a clear legal analysis of the post-FORA obligations of the land use agencies.**

As noted, FORA staff have simply assumed that the land use agencies would be obliged to undertake the roads, water augmentation, and habitat projects contained in the FORA CIP after FORA sunsets. In response to LandWatch's Public Records Act requests for legal analysis of post-FORA obligations, FORA identified only Jon Giffen's January 10, 2018 memo captioned "Assignability of Implementation Agreements (Part 1)," available at the FORA transition website at [http://b77.402.myftpupload.com/wp-content/uploads/011018\\_Board\\_Memo-CFD-Dev\\_Fees-LAFCO.pdf](http://b77.402.myftpupload.com/wp-content/uploads/011018_Board_Memo-CFD-Dev_Fees-LAFCO.pdf). FORA advised LandWatch on August 9, 2018 that further analysis has not been completed.

Giffen's initial analysis seems problematic. First, Giffen expressly considers only whether the Implementation Agreements are "assignable," *not whether the Implementation Agreements create enforceable obligations by the land use jurisdictions that would survive FORA.*

Second, Giffen merely *implies* that the Implementation Agreements create a continuing obligation for the land use jurisdictions to fund the Basewide Costs and Basewide Mitigation Measures. His argument is that the land use jurisdictions "could not reasonably have expected that FORA's credit would assure [their] full completion" because Section 6(f) contains provisions that contemplate that possibility. But Section 6(f) merely obligates the land use jurisdictions to "initiate a process to *consider*" other financing mechanisms if FORA cannot pay Basewide Costs and undertake Basewide Mitigation Measures, and Section 6(f) specifically provides that it does *not* require the "Jurisdictions to adopt any specific financing mechanisms *or contribute any funds to alleviate FORA's funding insufficiency.*" In short, Section 6(f) does not create an enforceable obligation for the land use jurisdictions themselves to fund FORA *even when FORA exists*, much less after it sunsets.

More generally, the Implementation Agreements only obligate the land use jurisdictions to (1) levy *FORA's* development fees and assessments on future property owners "in accordance with FORA's adopted fee policy" and (2) to impose deed restrictions that require future land owners pay a Fair and Equitable Share of Basewide Costs and Basewide Mitigation Measures through some type of financing mechanism. Nothing in the Implementation Agreements appears to impose an obligation on the land use jurisdictions *themselves* to pay for Basewide Costs and Basewide Mitigation Measures or to develop and implement a funding mechanism that could be imposed on landowners after the demise of FORA.

Giffen notes that an assignment cannot occur without a willing assignee but then concludes that FORA is not actually looking to assign FORA's rights and obligations but is contemplating its dissolution under the FORA Act and LAFCO law. Nonetheless, Giffen says that LAFCO will be able to "pass along to the appropriate successor entity (ies) authority to continue the levying and collection of special taxes, fees, and

assessments on property once within FORA's jurisdiction after FORA ceases to exist." This analysis seems to acknowledge that there will *be* no assignment of the Implementation Agreements at all. More problematically, the analysis only addresses the *authority* to raise revenues, not the *obligation* to do so *or* the obligation to fund and implement road, water, and habitat projects. Furthermore, the analysis simply *assumes* that there will be a successor agency to FORA and that somehow the CFD can be transferred to that agency, even though neither the FORA Act nor the Mello-Roos Act now provide for this. The only successor agency that has been identified other than a FORA extension is a JPA. But if the land use jurisdictions refuse to join that JPA because, for example, they conclude the Basewide Costs and Basewide Mitigation cannot be imposed on them without such a JPA, then there will *be* no entity to which to assign FORA's rights to continue collecting the CFD. There is no legal analysis that suggests that the land use agencies could be compelled to participate in a go-forward agency with specific duties.

This letter does not purport to resolve the question of the continuing obligations of the land use agencies. The FORA transition planning process should provide clear and authoritative legal analysis of this issue. It should also provide legal analysis of the following questions:

1. What Base Reuse Plan EIR CEQA mitigation obligations will remain post-FORA?
  - Are the road, infrastructure plans, and HMP/HCP plans that are identified as CEQA mitigation still mandated?
  - If so, who is responsible to implement this mitigation?
  - What is the consequence of a failure to reach agreement on implementation of these infrastructure and habitat plans?
  - What *development restrictions* identified as CEQA mitigation (as opposed to infrastructure requirements) will remain in effect post-FORA? For example, will the DRMP development caps, the policies requiring assured long term water supply within the safe yield of the aquifer as a condition of development, the policies calling for oak woodlands plans, etc. remain enforceable?
  - What obligation would an agency have if it chooses to alter or ignore these development restrictions?
  - What CEQA analysis and findings regarding mitigation must FORA make in approving a transition plan for submittal to LAFCO if there is evidence that the plan would abandon or alter previously adopted mitigation?
2. What force will the Base Reuse Plan itself, independent of its CEQA mitigation provisions, have post-FORA?

- The Reassessment Report lists dozens of policies not yet implemented at pp. 3-32 to 3-70. See [http://www.fora.org/Reports/FinalReassessment/3\\_TopicsandOptions.pdf](http://www.fora.org/Reports/FinalReassessment/3_TopicsandOptions.pdf). Some policies require affirmative acts such as building infrastructure or adopting plans, whereas other policies simply restrict future acts. Some policies are perpetual and others can be implemented in a final action.
- What policies not yet fully implemented or of a continuing nature must be implemented in the future, if any?
- What specific policies were identified as CEQA mitigation and are subject to CEQA's requirements regarding fulfillment of mitigation?
- If policies must be implemented either because they are CEQA mitigation or because they are enforceable parts of the Base Reuse Plan, what entities have responsibility to implement them?
- What entities have authority to enforce policies if they are not implemented? Land use authorities? Do landowners have standing to enforce, e.g., as parties benefitted through covenants running with the land? Do private parties have standing to enforce CEQA mitigation?

3. What force will the Master Resolution have post-FORA?

- Would it have at least as much force as the Base Reuse Plan itself (if any) since it was adopted as part of the Base Reuse Plan?
- Would section 8 have any more force than the rest of the Master Resolution since it also represents a contractual obligation to the Sierra Club?
- Does the Master Resolution bind only FORA, or is it binding on the land use agencies post-FORA?
- Much of section 8 of the Master Resolution concerns consistency determinations by FORA and imposes a stringent standard of review for consistency determinations. Would that survive in any future land use agency consistency determinations?
- Section 8 of the Master Resolution mandates that each land use agency adopt certain policies contained in the Base Reuse Plan. Will that survive?
- Section 8 bars development approvals unless the land use agency has taken appropriate action to adopt the programs specified in the Reuse Plan, the Habitat Management Plan, the Development and Resource Management Plan, the Reuse Plan Environmental Impact Report Mitigation and Monitoring Plan and the Master Resolution applicable to such development entitlement. Will that survive?

4. What force will the Implementation Agreements have post-FORA.
  - Can the Implementation Agreements be “assigned” as was mentioned in the June 5, 2018 Draft Transition Plan at page 22?
  - What powers would be conferred and duties imposed by the Implementation Agreements if they were assigned?
  - What rights and duties would continue if the Implementation Agreements were not assigned?
  
5. What force will deed restrictions have?
  - Section 8 of Master Resolution obligates deed restrictions binding on future owners that provide that development shall be limited by the Base Reuse Plan including its constraints related to lack of water transportation and infrastructure.
  - The Implementation Agreements also mandate deed restrictions related to infrastructure financing.
  - Will those deed restrictions be required for *post-FORA* land transfers?
  - Will the pre-2020 deed restrictions already in place continue to apply? Note that the only published decision enforcing the covenants does not address FORA’s termination.
  - If so, will the deed restrictions rely on the specific restrictions set out in in the Base Reuse Plan, HMP, and CEQA mitigation as of 2020?
  - Who is entitled to enforce the deed restrictions? Property owners? Non-owners? Private persons? Land use authorities?
  
6. How will the allocation of land sales revenues and property taxes change?
  - Will they revert to the land use agencies? If so, how would they be allocated? If not, what entity would be entitled to them?
  - The May 30, 2018 EPS memo purports to address property tax revenues post-FORA and concludes that the cities property taxes will not materially increase, although the County will receive an additional \$17 million, *assuming* rapid and complete buildout. See page 8 and Table 10 in [http://b77.402.myftpupload.com/wp-content/uploads/053018\\_EPS\\_Transition\\_Memorandum.pdf](http://b77.402.myftpupload.com/wp-content/uploads/053018_EPS_Transition_Memorandum.pdf).
  - The April 10, 2018 Willdan report addresses both property taxes and land sales revenues and has been interpreted to suggest that local cities will receive a windfall upon FORA’s termination. This conclusion may not be warranted since it may depend critically on land sale revenues that would only materialize at full buildout and only with land unencumbered

by blight removal costs. See pdf pages 2, 112-151 at <https://www.ci.seaside.ca.us/ArchiveCenter/ViewFile/Item/455>.

7. Is FORA's identification of "entitled" parcels correct?
  - FORA has assumed that no new fees or taxes can be imposed on "entitled development" and has estimated that the potentially forfeited post-2020 revenues from the six entitled projects would total \$72.2 million.
  - Unless and until there is an event that *vests* an entitlement in a private party (e.g., a permit or Vesting Tentative map issued or a DDA signed), an agency would not have foregone the right to impose future taxes or fees. A mere legislative land use act, like a specific plan adoption, does not vest rights without something more. In light of this, does FORA's analysis incorrectly assume that all phases of all projects for which a specific plan has been approved are "entitled?" If so, FORA may have overstated the potential revenue forfeiture from entitled projects.

#### **F. Water supply considerations**

As noted, FORA has simply assumed that the land use agencies are obliged to fund completion of the remainder of the 2,400 afy water supply augmentation *and* assumed that this represents the full extent of the CEQA mitigation requirement under the Base Reuse Plan. As discussed in section E, FORA has provided no analysis that the land use agencies are obligated to assume any of the Base Reuse Plan CIP obligations or CEQA mitigation post-FORA.

More problematically, the assumption that the proposed 2,400 afy in water augmentation projects constitutes the fulfillment of required CEQA mitigation is simply incorrect and is clearly inconsistent with the Base Reuse Plan EIR. The clear duty of the land use agencies under the Base Reuse Plan and its CEQA mitigation is not to approve development that relies on groundwater pumping from the 180-foot, or 400-foot aquifers in Fort Ord or to rely on pumping in excess of a demonstrated sustainable yield from the Deep Aquifer.

Specifically, the adopted CEQA mitigation in the Base Reuse Plan EIR mandates that future development not be approved unless and until there is a replacement water supply that does not require pumping from the 180-foot, or 400-foot aquifers in Fort Ord and that does not require pumping in excess of a demonstrated sustainable yield from the Deep Aquifer. Other agreements also limit increased pumping from the Deep Aquifer. The continued reliance on a purported water right of 6,600 afy of pumped groundwater to support Ord Community development misreads the 1993 Army/MCWRA agreement, the

requirements of the Base Reuse Plan EIR, and the agreements limiting increased pumping from the Deep Aquifer.

The local agencies should be prepared to acknowledge that a transition plan will obligate agencies making commitments that would alter the adopted mitigation to ensure that alternative mitigation is adopted that would be as effective. This may require funding commitments or restrictions on future development or both.

LandWatch understands that the FORA transition will require additional clarification of a number of issues that this letter does not address. However, LandWatch believes that a contract-based agreement on the scope and funding of shared road and water supply infrastructure and habitat management programs is essential to a FORA transition that will actually disengage the land use agencies from an indefinite commitment to a FORA-like agency.

Yours sincerely,

M. R. WOLFE & ASSOCIATES, P.C.



John Farrow

JHF:hs

Cc:

Kristi Markey, [markeyka@co.monterey.ca.us](mailto:markeyka@co.monterey.ca.us)  
Yuri Anderson and Kate Daniels, [district5@co.monterey.ca.us](mailto:district5@co.monterey.ca.us)



**From:** [BDMoffett@comcast.net](mailto:BDMoffett@comcast.net)  
**To:** [Jonathan Brinkmann](#); [Jonathan Brinkmann](#)  
**Cc:** [FORA Board](#)  
**Subject:** NESW Connector  
**Date:** Monday, September 17, 2018 11:42:10 AM

---

To Mr. Jonathan Brinkman:

I find it very hard to believe that you plan on building this road from Gen. Jim Moore Blvd. to Watkins Gate Road.

Where do think this will help the bottle neck traffic? The worse traffic is on Highway 68 and Highway 1. This road will not ease any of that traffic. Yes, sometimes Imjin Parkway gets congested during commute time, but that can be fixed by making it a four- lane road all the way from Hwy. 1 to Reservation Road. Reservation Road does not get much traffic after most people turn on to Blanco Road to get to Salinas.

I live in East Garrison. My husband and I bought here for our retirement years because we thought it would be peaceful. We were told that across Watkins Gate Road where we live was a Nature Preserve. There is some sort of salamander that is endangered. We love the peace and quiet here. We even budged to pay the Mello-Roos tax to build the streets and put in the street lights. Would we get money back from the county for using our streets?

This is really a road to nowhere..... I'm guessing that there is a developer who wants to build off this road and if the road goes in then he will build his development since "there is already a road there."

Please think of the hundreds of people who bought in East Garrison for the peace and quiet and for the use of all the trails around. What about all the wildlife that live here? Where will they go? On to the road where they will become roadkill?

Please let us know who will benefit by building this road? It's a shame to spend over \$20M to build this un-necessary road. A better idea is to use the money to continue cleaning up the remaining old dilapidated buildings. Or, give the money to the county to improve the existing route from General Jim Moore thru Gigling to 8<sup>th</sup> to Inter-Garrison.

DO NOT BUILD THIS ROAD!

Denise Moffett

East Garrison Resident

**From:** [Julie Callahan](#)  
**To:** [Jonathan Brinkmann](#); [FORA Board](#)  
**Subject:** NE-SE Arterial Connect Project EIR Comments  
**Date:** Sunday, September 23, 2018 10:27:18 AM

---

9/23/18

Jonathan Brinkmann, Principal Planner, FORA  
920 2nd Avenue, Suite A Marina, California 93933

Dear Mr. Brinkmann,

Thank you for taking my comments regarding Eastside Parkway Environmental Impact.

1) The most environmentally friendly, least impact on the Habitat Management Area, is to not develop the Arterial connect through monument lands at all. The majority of the community want to keep Fort Ord Wild. Just reference the turnout and public pleas at every FORA meeting regarding this Arterial connect.

2) A more environmentally friendly and efficient solution, if an Arterial connect must be pursued, is to use existing arteries that delivers the objective of FORA.

*General Jim Moore to Eucalyptus to Parker Flats Road toward Gigling to 8th or 7th Avenues across 8th street to Imjin. This skirts the monument, the residential and it is minimally through CSUMB, who is responsible for some of the impact and need for transportation to this area, and then utilizes a blight area with a lot of road access to Imjin at California .(one could go to Marina, Hwy 1, Reservation Road toward Salinas and Seaside, Del Rey Oaks all through this minimal impact Area.)*

3) Another Environmentally Important and necessary action is to reevaluate TAMC's numbers on where the impact is coming from on Hwy1 and 68 corridor. Would these people go out of their way to experience 5 minutes less of traffic? Hwy 1 into Monterey is impacted every day - even weekends and they are coming from the North! The proposed Eastside Parkway will not reduce impact on Hwy 1. So if Salinas Monterey traffic on 68 is the problem, this is not in FORA's jurisdiction, plus there are alternatives for these commuters and they are not using them. Evaluate if that is because the area on the South side and 68 is the most convenient and if this is the case then an Arterial road from York Road to South boundary to General Jim, open all the time, could be a bit of relief from 68 and skirts the monument.

We need to reconsider this decision, there has been overwhelming response that the community does not support this roadway and from an environmental standpoint the best thing we can do is to **not** develop Eastside Parkway. Please contact me and include me in any further phases. You have my permission to forward my feedback to those involved and reach out should you want any clarification on my comments.

Thank you,  
Julie Callahan

--

Julie Callahan  
[julierun@gmail.com](mailto:julierun@gmail.com)

*Run, Climb, Dance...Breathe, Reflect, Live.*

**From:** [Hannah Oikawa](#)  
**To:** [FORA Board](#)  
**Subject:** Urgent Concerns: Northeast-Southwest Arterial Connector Project  
**Date:** Monday, September 24, 2018 3:19:27 PM

---

To Whom it May Concern:

I am one of the many residents of the East Garrison community who is strongly opposed to the idea of the Northeast-Southwest Arterial Connector Project (formerly East Side Parkway). I'm sure you have receive many emails and letters from others in the community voicing their concerns.

My husband and I are 28 and 29 years old. We just purchased our home in East Garrison two weeks ago -- it is our first home and we couldn't be more excited to start putting down roots in this area. As you know, it is not easy to be a first-time homebuyer in this area, but we loved the community so much that we did everything we could to make our dreams come true. Additionally, I have had asthma for many years and I've found that the clean air in East Garrison helps it tremendously.

A road or highway that increases traffic in or around our community would increase pollution, congestion, noise, and disrupt the peaceful and safe atmosphere that is the reason many of us chose to move here for. For myself, I can only imagine what the extra traffic would do to the air quality and in effect, my struggle with asthma. I am pleading with you, the Northeast-Southwest Arterial Connector is **not** the solution to the problem.

I understand you and your team can't please everyone and are trying to solve the issue of congestion during rush hour traffic in our Peninsula. I also understand I am not an expert on these matters, but it seems to me that solutions used in other area may work to solve this issue -- for example, the roundabout constructed in Pebble Beach off HWY 68, or the addition of a lane on HWY 1 in Carmel near Rio Road. **We know these solutions worked.** If we can use the already commonly used roads and Highways we currently have and make them more efficient, it would cost less, disrupt less, and preserve the beautiful Fort Ord and our community. I, along with many others in this community are very opposed to the Northeast-Southwest Arterial Connector Project. We will continue to voice our opposition and fight to keep our community peaceful and clean. Please keep our very serious concerns in mind as this decision unfolds.

Respectfully,

Hannah Oikawa

**From:** [Kathy Youngquist](#)  
**To:** [FORA Board](#)  
**Subject:** Response to NE-SW Arterial Connector Project EIR  
**Date:** Monday, September 24, 2018 3:32:06 PM

---

As a resident of East Garrison, I would like to go on record, that I am not in favor, at all, of this most recent design proposal of cutting and developing a new road for approximately 4.5 miles, while not addressing existing roads (Reservation, Inter- Garrison, Gigling) and their potential improvements that could ease future anticipated traffic congestion.

Why not start with improvements and expansion of existing roads, and then assess if there is truly a need to cut another road through the former Fort Ord property? Seems to me that it could possibly be less costly as well.

Of course there could be more expense in having to relocate power lines, or simply allow the power company the right to remain in the middle median strip, while adding 2 additional lanes on the opposite side of the power lines. For example, consider this option on Inter- Garrison Road from 8th Ave near CSUMB to within a quarter to half mile of the East Garrison Subdivision, then cut the new road NE through the much smaller Habitat Management Area, where it can intersect with Reservation Road to the west of the current Stop lights. Again, 8th Ave or 7th Ave to Gigling Road could be modified as well (and I'm sure students driving to campus would appreciate a quicker route.)

With the demolition of many Fort Ord buildings along Gigling Road, why not continue with the road expansion to where it can safely connect with General Jim Moore Boulevard? Or connect 8th Ave at Gigling to the already built Eucalyptus Road.

East Garrison residents purchased homes in an area, that frankly was advertised as an area rich with natural beauty and recreational opportunities, bordering the Fort Ord National Monument. We pay extra taxes in the form of Mello-Roos, for our streets, parks, access roads for residents, etc. Nobody in our community wants to see a major thoroughfare system going in, using parts of OUR ROADS, or even coming close to them.

Many of us are concerned about numerous safety issues, potential harm to wildlife, and of course endangered species being subjected to displacement. Home buyers who paid "premium" prices to be situated along Watkins Gate Road, because of the nice buffer of natural beauty, peaceful location, and privacy will suffer the most. It was NEVER disclosed to anyone that FORA or any other entity was contemplating such plans for a new road. NEVER.

Please do the right thing, and consider only improvements to the other existing county roads first, and assess later, if that was enough to take care of future anticipated traffic issues.

Sincerely,

Kathy Youngquist  
17410 Logan Street  
East Garrison, CA 93933

**From:** [Rex Lockwood](#)  
**To:** [FORA Board](#)  
**Date:** Monday, September 24, 2018 3:48:40 PM  
**Attachments:** [EG Letter.docx](#)

---

Attached please find our letter

Thank you

Rex & Gina Lockwood

September 23, 2018

Mr. Jonathan Brinkmann  
Principal Planner, FORA  
920 2<sup>nd</sup> Avenue, Suite A  
Marina, CA 93933

Dear Mr. Brinkmann and the members of FORA,

My wife and I are members of the East Garrison Community. We recently moved here on Breckinridge Avenue, in large part to be close to our family who also resides in East Garrison. We have been watching with great concern as the discussion unfolds related to the proposed Northeast – Southwest Arterial Connector Road. As this is the period in time in which you have invited public input regarding this proposal, we are taking this opportunity to voice our strongest and most vehement objections to this plan.

Although we were not able to be in attendance at the FORA scoping meeting on September 6<sup>th</sup>, 2018, we are aware that an **alternate route was proposed** by those East Garrison residents that were able to attend. **This proposed alternate route would by-pass the open space adjacent to East Garrison and prevent destruction of wildlife habitat by utilizing existing roadways, thus meeting the need for enhanced traffic flow, while simultaneously protecting precious environmental treasures.**

We are **adamantly opposed** to all other alternative routes, and are most appreciative of your careful attendance to our concerns, and solicitation of our input.

We frequently walk and bicycle the trails from Watkins gate to Gigling Road. We enjoy having our family close by and seeing our granddaughter grow up in an environment that is peaceful and safe for her. We moved here to have nature at our back door to be close to our family. This proposal jeopardizes the entire atmosphere of our community in East Garrison in which we are so proud to be a part.

We all feel so privileged to live in the Monterey Bay area, and are saddened to think of the destructive impact that the Northeast – Southwest Arterial Connector Road will have. People from all over come to the trails to take advantage of the quiet and natural beauty of this special place that we have in our backyard. Please do not jeopardize this most appreciated wonder. Thank you for listening!

Gina and Rex Lockwood – Breckinridge Avenue (Grandparents)

**From:** [Adriana Leyva](mailto:A3ana@aol.com)  
**To:** [FORA Board](mailto:A3ana@aol.com)  
**Cc:** [A3ana@aol.com](mailto:A3ana@aol.com)  
**Subject:** Fwd: Objections to proposed Northeast-Southwest Arterial Connector Road  
**Date:** Monday, September 24, 2018 3:55:12 PM

---

-----Original Message-----

From: Adriana Leyva <a3ana@aol.com>  
To: connector <connector@FORA.org>  
Cc: A3ana <A3ana@aol.com>  
Sent: Mon, Sep 17, 2018 6:22 pm  
Subject: Objections to proposed Northeast-Southwest Arterial Connector Road

Mr. Brinkmann: As a resident of East Garrison I am *extremely* concerned about the potential impact of the proposed Northeast-Southwest Arterial Connector Project (formerly Eastside Parkway) on our community. I believe that this project will negatively impact my family's quality-of-life, our residential investment, traffic congestion, noise, and safety (to name but a few). Moreover, we are extremely lucky, in fact, purchased our home partly because we wanted to live near a wonderful recreational area with hiking trails and wildlife that will be devastated by this project. As suggested above, this part of Fort Ord presently is widely used by hikers, walkers, bicyclists, horse riders and nature lovers and is the home of much wildlife. The proposed road, that will be 4 and 1/2 miles long, would have the potential of connecting to Watkins Gate Road probably at the West Camp St. intersection with the alternative plan having the road run parallel 300 yards to the south of our current Watkins Gate Road connecting with the newly constructed Watkins Gate Road at Barloy Canyon Road, finally connecting to Reservation Road. Engineering studies have suggested that the road would carry approximately 18,500 cars a day; compare this to the average 6,500 cars that daily use Inter-Garrison Road. This road will significantly impact traffic, trails, natural habitat, endangered species, park use, my home on Breckinridge Ave., and our community in general. Our Master Planned Community was designed by engineers to have three access points; Inter-Garrison Rd., East Garrison Rd., and Watkins Gate Rd. that would support the traffic generated by the 1,400 residences and a Town Center area. The additional traffic flow generated by this proposed roadway will change the dynamics of our community significantly. This project has the very real potential of completely of changing our East Garrison Community and surrounding environment. I, my family and neighbors are all totally opposed to this project. Sincerely,

Ricky and Adriana Leyva  
14906 Breckinridge Ave, EG CA 93933



**From:** [Cindy Smith](#)  
**To:** [FORA Board](#)  
**Subject:** Fwd: Opposition to Northeast-Southwest Arterial Connector Project  
**Date:** Monday, September 24, 2018 3:57:21 PM

---

Mr. Brinkmann:

As a resident of East Garrison I am extremely concerned about the potential impact of the proposed Northeast-Southwest Arterial Connector Project (formerly East Side Parkway) on our community. I believe that this project will negatively impact on my family's quality-of-life, our residential investment, traffic congestion, noise, and safety (to name but a few). Moreover, we are extremely lucky, in fact, purchased our home partly because we wanted to live near a wonderful recreational area with hiking trails and wildlife that will be devastated by this project.

As suggested above, this part of Fort Ord presently is widely used by hikers, walkers, bicyclists, horse riders and nature lovers and is the home of much wildlife. The proposed road, that will be 4 and 1/2 miles long, would have the potential of connecting to Watkins Gate Road probably at the West Camp St. intersection with the alternative plan having the road run parallel 300 yards to the south of our current Watkins Gate Road connecting with the newly constructed Watkins Gate Road at Barloy Canyon Road, finally connecting to Reservation Road.

Engineering studies have suggested that the road would carry approximately 18,500 cars a day; compare this to the average 6,500 cars that daily use Inter-Garrison Road. This road will significantly impact traffic, trails, natural habitat, endangered species, park use, my home, and our community in general.

Our Master Planned Community was designed by engineers to have three access points; Inter-Garrison Rd., East Garrison Rd., and Watkins Gate Rd. that would support the traffic generated by the 1400 residences and a Town Center area. The additional traffic flow generated by this proposed roadway will change the dynamics of our community significantly not to mention the negative impact on my property values.

This project has the very real potential of completely changing our East Garrison Community and surrounding environment. I, my family and neighbors are all totally opposed to this project.

Sincerely,

Cindy Smith  
East Garrison Home Owner

**From:** [Rosemarie Lovell](#)  
**To:** [FORA Board](#)  
**Subject:** Fwd: Proposed Northeast-Southwest Arterial Connector Project  
**Date:** Monday, September 24, 2018 4:00:02 PM

---

Please see the forwarded letter. Thanks for considering our concerns.

----- Forwarded message -----

**From:** **Rosemarie Lovell** <[lovellfamily5@gmail.com](mailto:lovellfamily5@gmail.com)>  
**Date:** Sat, Sep 22, 2018 at 10:54 AM  
**Subject:** Proposed Northeast-Southwest Arterial Connector Project  
**To:** <[connector@fora.org](mailto:connector@fora.org)>

Dear Mr. Brinkmann: We just moved to East Garrison last month and I am extremely concerned about the potential impact of the proposed Northeast-Southwest Arterial Connector Project (formerly East Side Parkway) on our community. The reason we purchased a home here was because we wanted to live near a wonderful recreational area with hiking trails and wildlife and this project will negatively impact my family's quality-of-life, our residential investment, traffic congestion, noise, and safety (to name but a few). I hiked by this area this morning and am devastated that it may all be destroyed.

As suggested above, this part of Fort Ord presently is widely used by hikers, walkers, bicyclists, horse riders and nature lovers and is the home of much wildlife. The proposed road, that will be 4 and 1/2 miles long, would have the potential of connecting to Watkins Gate Road probably at the West Camp St. intersection with the alternative plan having the road run parallel 300 yards to the south of our current Watkins Gate Road connecting with the newly constructed Watkins Gate Road at Barloy Canyon Road, finally connecting to Reservation Road. Engineering studies have suggested that the road would carry approximately 18,500 cars a day; compare this to the average 6,500 cars that daily use Inter-Garrison Road. This road will significantly impact traffic, trails, natural habitat, endangered species, park use, my home, and our community in general. Our Master Planned Community was designed by engineers to have three access points; Inter-Garrison Rd., East Garrison Rd., and Watkins Gate Rd. that would support the traffic generated by the 1400 residences and a Town Center area. The additional traffic flow generated by this proposed roadway will change the dynamics of our community significantly. This project has the very real potential of completely changing our East Garrison Community and surrounding environment. I, my family and neighbors are all totally opposed to this project. Please take our concerns seriously. Sincerely,  
Rosemarie Lovell

**From:** [Chanda Ith](#)  
**To:** [FORA Board](#)  
**Subject:** Proposed Northeast-Southwest Arterial Connector Project (formerly East Side Parkway)  
**Date:** Monday, September 24, 2018 4:05:42 PM

---

To Whom It May Concern,

As a resident of East Garrison I am extremely concerned about the potential impact of the proposed Northeast-Southwest Arterial Connector Project (formerly East Side Parkway) on our community.

I truly believe this project will negatively impact my family's quality-of-life, our residential investment, traffic congestion, noise, and safety (to name but a few). Moreover, we are extremely lucky, in fact, purchased our home partly because we wanted to live near a wonderful recreational area with hiking trails and **wildlife** that will be devastated by this project.

As suggested above, this part of Fort Ord presently is widely used by **hikers, walkers, bicyclists, horse riders and nature lovers** and is the home of much wildlife. The proposed road, that will be 4 and 1/2 miles long, would have the potential of connecting to Watkins Gate Road probably at the West Camp St. intersection with the alternative plan having the road run parallel 300 yards to the south of our current Watkins Gate Road connecting with the newly constructed Watkins Gate Road at Barloy Canyon Road and finally connecting to Reservation Road.

Engineering studies have suggested that the road would carry approximately 18,500 cars a day; compare this to the average 6,500 cars that daily use Inter-Garrison Road. This road will significantly impact traffic, **trails, natural habitat, endangered species**, park use, my home, and our community in general.

The East Garrison Master Planned Community was designed by engineers to have three access points; **Inter-Garrison Rd.**, **East Garrison Rd.**, and **Watkins Gate Rd.** that would support the traffic generated by the 1400 residences and a Town Center area. The additional traffic flow generated by this proposed roadway will change the dynamics of our community significantly. This project has the very real potential of completely changing our East Garrison Community and surrounding environment.

I, my family and neighbors are all totally opposed to this project.

- Chanda Faigle.

**From:** [Stacie Riley](#)  
**To:** [FORA Board](#)  
**Subject:** Opposition to Northeast-Southwest Arterial Connector Project  
**Date:** Monday, September 24, 2018 4:15:57 PM

---

September 24, 2018

FORA Board:

As a resident of East Garrison I am extremely concerned about the potential impact of the proposed Northeast-Southwest Arterial Connector Project (formerly East Side Parkway) on our community. I believe that this project will negatively impact my family's quality-of-life, our residential investment, traffic congestion, noise, and safety. Moreover, we are extremely lucky, in fact, purchased our home partly because we wanted to live near a wonderful recreational area with hiking trails and wildlife that will be devastated by this project. As a matter of fact, we are out on the trails and old roads every day!

As suggested above, this part of Fort Ord presently is widely used by hikers, walkers, bicyclists, horse riders, and nature lovers and is the home of much wildlife. The proposed road, that will be 4-1/2 miles long, would have the potential of connecting to Watkins Gate Road probably at the West Camp St. intersection with the alternative plan having the road run parallel 300 yards to the south of our current Watkins Gate Road connecting with the newly constructed Watkins Gate Road at Barloy Canyon Road, finally connecting to Reservation Road.

Engineering studies have suggested that the road would carry approximately 18,500 cars a day; compare this to the average 6,500 cars that daily use Inter-Garrison Road. This road will significantly impact traffic, trails, natural habitat, endangered species, park use, my home, and our community in general. **Why not take the money you plan to spend on this project and fix and/or widen existing roads?**

Our Master Planned Community was designed by engineers to have three access points; Inter-Garrison Rd., East Garrison Rd., and Watkins Gate Rd. that would support the traffic generated by the 1400 residences and a Town Center area. The additional traffic flow generated by this proposed roadway will change the dynamics of our community significantly.

This project has the very real potential of completely of changing our East Garrison Community and surrounding environment. I, my family and neighbors are all **vehemently opposed to this project.**

Sincerely,

David and Stacie Riley

**From:** [Keith DeFiebre](#)  
**To:** [Jonathan Brinkmann](#); [FORA Board](#)  
**Subject:** Against the proposed Northeast-Southwest Arterial Connector Project  
**Date:** Monday, September 24, 2018 4:32:35 PM

---

Hello FORA, the FORA BOD and Jonathan Brinkmann,

My name is Keith DeFiebre and I am the President of the local CCCX CYCLING CLUB from Monterey County.

I am writing this letter to you now to share my view of being 100% strongly against the proposed Northeast-Southwest Arterial Connector Project that was recently shared with the residents of Monterey County.

I have worked with FORA for many years now, as part of their successful Community Users Group that helped with many issues FORA has dealt with. I have added a photo here of myself receiving an award from FORA in front of the FORA BOD back in 2010 for the great work the User Group accomplished in helping with the coordination and land management of the FORA controlled Open Spaces, Back-Country and nature Habitat Zones that were mitigated into policy with FORA's master plan for the Former Army Base of Ft. Ord.

The CCCX Cycling club events and the Nor-Cal High School Cycling League has used the area of the proposed Northeast-Southwest Arterial Connector Project for 20 years now for CCCX Cycling, 15 years for the High School League, and it has been a huge community success. It brings together out-door enthusiasts of all ages and gender to share in the beauty and awesomeness the several Nature Areas of the former Ft. Ord Army Base creates.

The proposed Northeast-Southwest Arterial Connector Project would completely destroy the area that is a world class nature spot for hikers, bikers, walkers and any other out-door user. From my understanding in working with FORA over the years, this nature corridor area has always been mitigated into the FORA plan to stay as Open Space. Bulldozing a road and destroying the pristine Open Space is the exact opposite of what I have understood the land was there for and it is the exact opposite of what I have worked with FORA over many years to manage and maintain for this beautiful section of land in Monterey County.

As a representative of the CCCX Cycling Club, the Nor-Cal High School Cycling League and the many participants of the Sea Otter Classic that use this Open Space area, I can strongly share the thousands of views that the proposed Northeast-Southwest Arterial Connector Project is extremely wrong for this area and exactly the opposite of what FORA has portrayed as the vision and long term sustainability profile of this wooded & forest filled habitat zone. Please do not proceed with this project. It is not the correct route for a road and impacts far too many humans, animals and the natural conditions and current habitat negatively to be a positive project in any way.

I have always been a supporter of FORA and spoken up publicly to praise FORA and share the **great work** FORA has done for our region over the years. As you can see in the photo attached, where I was at the FORA BOD meeting receiving an award from FORA, Michael Houlemard and the FORA BOD, my partnership and volunteer assistance to FORA have been a very positive aspect of the back-country mitigation and policies. Please know that I am writing this letter in good faith and with a clear understanding of all the past policies, planning and land management issues that have come up over the entire time since FORA took the land in transfers from the Army after the base was closed. I have been involved the entire time and I can adamantly share that the proposed Northeast-Southwest Arterial Connector Project is the wrong route and wrong project for this beautiful Open Space area. Please do not proceed with this project.

Thank you.

Sincerely,

Keith DeFiebre  
17723 Northwood Place  
Salinas, Ca.  
93907  
831-383-6509

**From:** [ndefiebre@sbcglobal.net](mailto:ndefiebre@sbcglobal.net)  
**To:** [Jonathan Brinkmann](#); [FORA Board](#)  
**Subject:** Northeast-Southwest Arterial Connector  
**Date:** Monday, September 24, 2018 4:57:36 PM

---

***Attention: Jonathan Brinkmann***

***I am writing on behalf of the countless outdoor enthusiasts who enjoy hiking, biking, walking, birdwatching, etc. throughout the area where you are considering construction of the Northeast-Southwest Arterial Connector. Please... do not proceed with this project. There must be a better alternative.***

***I have been enjoying this area for over 20 years and treasure the peace and beauty found right in the heart of the Monterey Peninsula. It seems that highway and home developments are encroaching this area at a rapid rate. I was sickened by the removal of all, yes all of the trees and growth many years ago to make room for what has eventually become a mass housing development called East Garrison. Plans for that could have been far more beautiful and attractive had they not simply stripped the area clean and left green belt areas within the development.***

***And now you want to make a main thoroughfare thru this pristine natural habitat area. Wiping out more trees, displacing the natural habitat once again.***

***The Monterey Peninsula depends on tourism and tourism includes staying at motels and hotels in the area while enjoying the marvelous hiking, biking, walking, birdwatching, etc. areas that bless this area. I have helped with the countless cycling events that take place at the Day Camp area and there is nothing more peaceful than being there at 7am before the riders arrive enjoying Mother Nature at its' finest. We get riders from all over northern California at our events; 100-200 riders at a time. And the area is left as clean as it was found at the end of the day. And as peaceful at sunset as it***

*is at sunrise. Moms with their children walk the area while their spouses ride; riders come from all over California, and even out of state because of the pristine area they can ride in like they have never enjoyed before.*

*Please do not destroy our land. Please do not build this proposed thoroughfare. Please find a way to improve on what we have without destroying another entire forest land unique to the Monterey Peninsula.*

*This is our community. Please find a way to keep it unique.*

*Kind regards,*

*Natalie Defiebre  
17723 Northwood Place  
Prunedale, CA  
831-594-9367*



**From:** [heidi kinney](#)  
**To:** [FORA Board](#)  
**Subject:** Fwd: Regarding The Potential Impact of the proposed Northeast-Southwest Arterial Connector Project (formerly East Side Parkway)  
**Date:** Monday, September 24, 2018 6:05:28 PM  
**Attachments:** [Letter Regarding Connector Project.pdf](#)

---

Date: September 18, 2018

Jonathan Brinkmann  
Principal Planner  
FORA  
920 2nd Avenue, Suite A  
Marina, CA 93933

Dear Mr. Brinkmann:

As a resident of East Garrison, I am concerned about the potential impact of the proposed Northeast-Southwest Arterial Connector Project (formerly East Side Parkway) will have on our community, my property investment, and the environment (which in turn impacts the residents of the East Garrison Community). This project has the potential to negatively impact air quality, aesthetics, agricultural resources, biological resources, greenhouse gases, geology, and soils.

Additionally, this project has the potential to create hazardous living conditions to those who live in the East Garrison Community. In fact, according to the EPA, a typical passenger vehicle emits about 4.6 metric tons of carbon dioxide per year. Now take that number and multiply it by the 18,500 cars a day, which equates to 85,100 metric tons of greenhouse gas emissions (well over CEQA guidelines) you will be adding (4.6 metric tons per car multiplied by the 18,500 estimated cars the road is supposed to carry).

Exposure to emissions from cars and trucks will have a negative impact on everyone's health. Not only will this create a health hazard resulting from the smog being generated from such a high amount of traffic but also from the noise. Noise presents a health and welfare danger, I should know I come from Los Angeles where all you hear are cars driving by all day. In addition to the carbon dioxide (CO<sub>2</sub>), automobiles also produce methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O) from the tailpipe and hydrofluorocarbon emissions from leaking air conditioners. As a runner, cyclist, and mountain biker, this is extremely concerning when you consider we moved here for a better quality of life.

The negative impact this will have on my family's quality-of-life, our residential investment, traffic congestion, noise, safety, greenhouse emissions, recreation, water quality, and our community in general can be devastating. Moreover, the fact that we purchased our home because we wanted to live near a wonderful recreational area with hiking trails, running trails, walking trails, and wildlife is now being threatened by this project is simply not fair.

Our Master Planned Community was designed by engineers to have three access points; Inter-Garrison Rd., East Garrison Rd., and Watkins Gate Rd. that would support the traffic generated by the 1400 residences and a Town Hall area. The additional traffic flow generated by this proposed roadway will change the dynamics of our community significantly.

This project has the very real potential of completely altering our East Garrison Community and surrounding environment negatively. Not to mention the negative impact the project will have on the residential investment made for a home in the East Garrison Community for which I worked many years to achieve.

Not only am I as well as my family opposed to the project, but also so are my neighbors. I ask that you please consider if this was your community impacting you, your family, your neighbors, and the environment. And how it could alter your lives as well as the environment in way that can have lasting devastating affects that cannot be reversed. You have the power to stop this project and the associated negative impacts, which have the propensity to alter the lives of the people within the East Garrison forever. Please, do the right thing!

Sincerely,

# Heidi Kinney

Heidi Kinney - East Garrison Homeowner

**Heidi Kinney | Founder (831) 915-4554**

**Fused Integrated Marketing**

"Everything you want is on the other side of fear"

[www.fusedintegratedmarketing.com](http://www.fusedintegratedmarketing.com)

--

Heidi Kinney | Founder (831) 915-4554

Fused Integrated Marketing

Managed Marketing Services

"Action is the Foundational Key to ALL Success"

[www.fusedintegratedmarketing.com](http://www.fusedintegratedmarketing.com)

**From:** [Sam Mayhew](#)  
**To:** [Jonathan Brinkmann](#); [FORA Board](#)  
**Subject:** Northeast/Southwest Arterial Connector Project  
**Date:** Monday, September 24, 2018 7:02:17 PM

---

To Whom It May Concern,

My wife and I wish to express our opposition to any route on the proposed Northeast/Southwest Arterial Connector Project that would pass through any of the streets in the East Garrison community - specifically using Sherman Rd, West Camp, and/or Watkins Gate Rd. Putting the estimated daily vehicle traffic into our community would severely affect the community with noise, dust, and most importantly safety. We will be a community of 1400 homes and a town center, generating enough traffic to fill our surrounding roads.

We understand that increasing traffic will not make other roads any better; so if a new connector is absolutely necessary and no other option is viable, the option to put the road 300 yards, or more, away from and parallel to Watkins Gate Rd, tying into Watkins Gate at Barlow, would be significantly better than dumping the traffic onto East Garrison streets.

Thank you for your consideration, and your efforts to keep this area attractive and useful for all residents.

Sincerely,

Sam and Ann Mayhew  
14514 Lee Avenue  
East Garrison, CA 93933

**From:** [Eric Bolt](#)  
**To:** [FORA Board](#)  
**Subject:** Fwd: East Garrison Intrusion  
**Date:** Monday, September 24, 2018 8:25:52 PM

---

Sent from my iPad

Begin forwarded message:

**From:** Eric Bolt <[ebbolt@yahoo.com](mailto:ebbolt@yahoo.com)>  
**Date:** September 24, 2018 at 6:36:33 PM GMT+2  
**To:** [connector@fora.org](mailto:connector@fora.org)  
**Subject:** East Garrison Intrusion

Dear Jonathan Brinkmann,

As a new home buyer on Watkins Gate Road in East Garrison, I am appalled that FORA would even consider destroying the natural habitat with new roadway. No way in the world would we have bought here if we suspected such a blatant disregard for our serenity, home values, and peace. The developers, Benchmark Properties, advertised the open space to the south of East Garrison as protected BLM land, as evidenced by plastic borders and endangered species signage.

East Garrison already has two major roads nearby, East Garrison Road and Reservation Road. With improvements and widening these two roads could accommodate future growth in traffic. Imjin Road is already slated for an increase to four lanes the entire length. Please refrain from further consideration of destroying our serenity.

Sincerely, Eric Bolt and Georgia Hughes, 15623 Watkins Gate Road, East Garrison, 93933

**From:** [Eric Bolt](#)  
**To:** [FORA Board](#)  
**Subject:** Fwd: East Garrison Intrusion  
**Date:** Monday, September 24, 2018 8:25:52 PM

---

Sent from my iPad

Begin forwarded message:

**From:** Eric Bolt <[ebbolt@yahoo.com](mailto:ebbolt@yahoo.com)>  
**Date:** September 24, 2018 at 6:36:33 PM GMT+2  
**To:** [connector@fora.org](mailto:connector@fora.org)  
**Subject:** East Garrison Intrusion

Dear Jonathan Brinkmann,

As a new home buyer on Watkins Gate Road in East Garrison, I am appalled that FORA would even consider destroying the natural habitat with new roadway. No way in the world would we have bought here if we suspected such a blatant disregard for our serenity, home values, and peace. The developers, Benchmark Properties, advertised the open space to the south of East Garrison as protected BLM land, as evidenced by plastic borders and endangered species signage.

East Garrison already has two major roads nearby, East Garrison Road and Reservation Road. With improvements and widening these two roads could accommodate future growth in traffic. Imjin Road is already slated for an increase to four lanes the entire length. Please refrain from further consideration of destroying our serenity.

Sincerely, Eric Bolt and Georgia Hughes, 15623 Watkins Gate Road, East Garrison, 93933

**From:** [Mark Braun](#)  
**To:** [FORA Board](#)  
**Subject:** New proposed roadways.  
**Date:** Monday, September 24, 2018 8:30:22 PM

---

Dear FORA Board members

When my family and I decided to purchase our home in East Garrison, we did so with the understanding that we would be entering into a peaceful development away from the hustle of the city. We love our new neighborhood. My 8 year old daughter loves her new playgrounds. She especially loves riding her bike. We love watching her ride and feel confident that she can do so without harm.

If the new proposed roadway utilizes the current roadways Watkins gate rd and or Sherman blvd, all the safety of our neighborhood will be taken away from us, from my daughter. The value of the community as a whole will be adversely affected.

I'm writing to let you know that the Braun Family is strongly against the proposed NW-SW arterial connector road. Please consider putting an end to this project.

Thank you for your time in this matter.  
Mark, Shawna and Cadence Braun

**From:** [Josh Small](#)  
**To:** [Jonathan Brinkmann](#); [FORA Board](#)  
**Subject:** Northeast-Southwest Arterial Connector  
**Date:** Monday, September 24, 2018 8:35:49 PM

---

To Whom it May Concern,

As a resident and voter in Marina, CA I am writing to express my opposition of the Northeast-Southwest Arterial Connector.

As a resident of East Garrison my family and my quality of life would be impacted heavily. By FORA's estimated 18,500 cars daily, traffic would come dangerously close to four county parks with play areas designed for children under 12 & under. Not only would this increase noise pollution but the speed and number of cars expected in this area is a danger to children.

This area is also Home to incredible recreational trails that can be utilized as a tourist attraction if planned correctly. A road cutting through this area would cut access to over half of current trails in this area of Fort Ord.

I understand our community is growing and there is a need from Salinas and outlying areas. However, I urge you to consider us who live here and peruse development on current infrastructure or building on blighted land. The current proposal currently cuts through some of the most beautiful and pristine oak forest I have ever seen. This area should be protected and preserved so that our beautiful open space can be enjoyed for future generations, not destroyed similar to what has been seen in the Bay Area.

As a resident, father, teacher and daily user of the trails on FONM & County land I ask you to oppose this road through our community and consider developing current infrastructure & invest in other lands currently housing unused buildings.

Sincerely,

Joshua Small  
16930 Mahone Street  
Marina, CA 93933

**From:** [Graham Faigle](#)  
**To:** [FORA Board](#)  
**Subject:** Fwd: Proposed Northeast-Southwest Arterial Connector Project  
**Date:** Monday, September 24, 2018 9:03:41 PM

---

Sending this to [board@fora.org](mailto:board@fora.org) as well.

----- Forwarded message -----

**From:** **Graham Faigle** <[gfaigle@gmail.com](mailto:gfaigle@gmail.com)>  
**Date:** Mon, Sep 24, 2018 at 9:10 AM  
**Subject:** Proposed Northeast-Southwest Arterial Connector Project  
**To:** <[connector@fora.org](mailto:connector@fora.org)>

Hello,

I am an East Garrison resident. I am opposed to the proposed Northeast-Southwest Arterial Connector Project.

When we bought our home in East Garrison I knew about the possibility of Monterey Downs and the road that would be built for it. I thought it was a waste and a shame, but I understand development happens (I am a beneficiary of such development). At least in that case the connector wouldn't have impacted East Garrison as much, and instead would connect to existing roads (Intergarrison and then Reservation).

The proposed Northeast-Southwest Arterial Connector Project cuts through beautiful areas that border a national monument for little discernible benefit. If this road existed as proposed today, I can't see a time when I would use it except for going to Costco or that area, and even then I would be forced to driving through residential neighborhoods on my way. I'm sure the Seaside highland residents would love this increased traffic. If I wanted to go to Monterey from East Garrison, I would still take 68 or Imjin to 1. This road has very little purpose that I can see, except perhaps to start development along it.

I feel that the open space we have is an extremely valuable asset, and locking ourselves in to a road cutting through it seems to shoot ourselves, and future generations in the foot. Should something come along in the future that could have used that space better, we would be out of luck. Development should be prioritized in areas of former military structure areas. We still have so much former military blight it is offensive that the Northeast-Southwest Arterial Connector Project is a priority.

If we were truly looking to address traffic concerns in the area, our efforts would be better spent elsewhere (widen Imjin, widen 68, widen Blanco).

The proposed Northeast-Southwest Arterial Connector Project would only negatively impact East Garrison and the Seaside highlands, and most especially the wonderful natural resource we have bordering the national monument. We need to choose wisely where and how we build as we only get one shot at it, and this proposed road I do not believe as wise.

Thank you,  
Graham Faigle



18031 McDowell Street  
East Garrison, CA 93933

**From:** [ALFRED SHAMBLE](#)  
**To:** [Jonathan Brinkmann](#); [FORA Board](#)  
**Subject:** My Opposition to Northeast-Southwest Arterial Connector Project (formerly East Side Parkway)  
**Date:** Monday, September 24, 2018 9:58:51 PM

---

As a home owner in East Garrison , I strongly oppose to the proposed Roadway connector projects that bring un-needed roadways so close to our community .

East Garrison is a master planned community that was designed to be energy and environmentally friendly, with access to Open Spaces, hiking and biking trails.

As a community we embrace the precious habitats we are adjacent to.

Please study a more recent proposal by East Garrison: to use and widen existing roads and to eliminate the known traffic bottlenecks (Constraints at hiway 68 and hiway 1 into Monterey.

The Theory of Constraints ( Bottleneck Management) states that the slowest and most constricted point in a production (or traffic) flow needs to be addressed, managed and eliminated to speed up the entire system. It does not matter how many fast roadways feed into the bottleneck it will always be the deciding slow point. Rethink how traffic will flow from Salinas to Monterey and Carmel. Roadways through East Garrison will not help, the problem areas will still be the same or worse.

It looks so easy to take a pen and draw a line from here to there without full consideration of impacts on human and animal populations, precious and rare plants, quality of air, land and water.

Building of new roads through and across fragile open space without considering using and widening existing roads will only add irreversible environmental damages.

Thank You,  
Al Shamble  
18135 Porter St  
East Garrison

Ashamble@prodigy.net

**From:** [Kelly Elmore](#)  
**To:** [FORA Board](#)  
**Subject:** Northeast-Southwest Arterial Connector Project  
**Date:** Monday, September 24, 2018 11:38:54 PM

---

To Jonathan Brinkmann, Principal Planner at FORA, as well as other individuals working on the Northeast-Southwest Arterial Connector Project,

As a homeowner and resident of East Garrison, I wanted to let you know that I am completely opposed to the construction of a new road in or near East Garrison community and across Fort Ord National Monument. I am extremely concerned about the potential impact of the proposed Northeast-Southwest Arterial Connector Project (formerly East Side Parkway) on our community. I believe that this project will negatively impact my family's quality of life, our residential investment, traffic congestion, noise, and safety (to name but a few factors). We purchased our home in East Garrison in huge part because we wanted to live near a preserved recreational area with running and hiking trails and wildlife, all of which will be devastated by this project. This area of Fort Ord presently is widely used by runners, hikers, walkers, bicyclists, horse riders and nature lovers and is the home of many different types of wildlife. My husband, I, and my 1-year-old son use the trails out of Watkin's Gate and into Fort Ord daily for running and walking. I am the coordinator of a local running club that uses this same area for group runs. The majority of my running club consists of mothers with strollers and we love being able to use the trails around Watkin's Gate and Fort Ord because they are mostly inaccessible to vehicles and it is currently very safe for us to run on them with our strollers. We love seeing the natural beauty and wildlife on these trails and our running club would be devastated if we can no longer meet in this location because of the construction of the proposed connector road.

Engineering studies have suggested that the proposed road would carry approximately 18,500 cars a day; compare this to the average 6,500 cars that daily use Inter-Garrison Road. This proposed road will significantly impact traffic, trails, natural habitat, endangered species, park use, my home, and our community in general. Our Master Planned Community was designed by engineers to have three access points; Inter-Garrison Rd., East Garrison Rd., and Watkins Gate Rd. that would support the traffic generated by the 1400 residences and a Town Center area. The additional traffic flow generated by this proposed roadway will change the dynamics of our community significantly. I, my family, and my neighbors are all totally opposed to the completion of this project and adamantly oppose the construction of a new road in or near East Garrison.

Sincerely,

Kelly Elmore, homeowner in East Garrison

**From:** [Henrietta Stern](#)  
**To:** [Jonathan Brinkmann](#); [FORA Board](#)  
**Cc:** [Matthew Lamont](#); [Mike McGirr](#); [Nick Madronio](#); [gacourtright@sbcglobal.net](mailto:gacourtright@sbcglobal.net); [Henri at home](#); [Brian Tomasini](#)  
**Subject:** MORCA Comments on NOP for Connector Road  
**Date:** Tuesday, September 25, 2018 8:05:36 AM  
**Attachments:** [MORCA\\_NOP\\_EIR\\_ConnectorRoad\\_20180924.pdf](#)

---

Hello Jonathan and FORA Board--

MORCA respectfully submits the attached comment letter on the NOP for the proposed Connector Road. As the voice of responsible mountain bicyclists in Monterey County, we have several concerns related to project impacts to recreation, public safety, habitat and wildlife.

The original signed letter will be delivered to the FORA office.

Thank you for your consideration.

Henrietta Stern  
Secretary

[morca@morcamtb.org](mailto:morca@morcamtb.org)  
[henri.stern@ymail.com](mailto:henri.stern@ymail.com)



**Monterey Off-Road Cycling Association (MORCA), a Chapter of IMBA**  
**PO Box 1742, Marina, CA 93933**  
[www.morcambt.org](http://www.morcambt.org)

September 25, 2018

Jonathan Brinkmann, Principal Planner

FORA

920 2<sup>nd</sup> Avenue, Suite A

Marina, CA 93933

email: [connector@fora.org](mailto:connector@fora.org); [board@fora.org](mailto:board@fora.org)

**Subject: MORCA Comments on NOP re Northeast-Southwest Arterial Connector**

MORCA (Monterey Off-Road Cycling Association), a 501-c-3 non-profit organization, is the voice of responsible mountain biking in Monterey County, and a chapter of IMBA (International Mountain Bicycling Association). We advocate for trail access and give back to the community through extensive volunteerism that benefits all trail users on the Fort Ord National Monument and Monterey County-owned lands known as “Happy Trails.” It is notable that no vehicular traffic is allowed in the Happy Trails and National Monument trail system once one leaves the designated trailheads, so this area is especially safe for people and animals.

MORCA works closely with BLM (Bureau of Land Management) by performing monthly trail work, including sustainable design, construction and maintenance. Through a grant from the Monterey Peninsula Foundation, MORCA recently paid for and installed 130 trail signage markers on County-owned lands near East Garrison to increase public safety. We host the annual Take-a-Kid Mountain Biking Day at the Travel Camp to encourage youngsters to ride bikes and live a healthy lifestyle. We also support and mentor local high school mountain bike teams that use these trails.

MORCA has reviewed the Notice of Preparation (NOP) for the proposed alignment for the “Connector” road and is very concerned about impacts to public recreation, human safety, loss of habitat and wildlife safety. The Draft Environmental Impact Report (EIR) should address our concerns, which include:

1. **Proposed Alignment Is Inconsistent with Project Purpose.** Page 2 of the NOP states that the approved purpose of the proposed project is to “make improvements to the on-site former Fort Ord transportation system...” and goes on to say “...while

maintaining valued recreational, cultural and natural resources...” The proposed alignment does not maintain the valued recreational and natural resources of the impacted route. Instead, it significantly degrades the recreational and natural resources of the impacted route, including a Habitat Conservation Easement Area. The proposed routing is unacceptable due to its nonconformance with the mandate to **maintain** valued recreational cultural and natural resources and should be rejected.

2. **Lack of Commitment re: Public Recreation.** The Project Description states that “improvements **may** include bicycle and pedestrian facilities and recreational improvements to facilitate trail networks.” This wording entails no commitment and should state the project **shall** or **must** include bicycle and pedestrian facilities, and recreational improvements to facilitate trail networks.
3. **Overt Destruction and Impact to County Trails.** The proposed project would destroy or sever many popular trails on current County land (between Intergarrison and Gigling) used by thousands of people each year, including nearby residents and many visitors from throughout the County and beyond. Ironically, these were newly signed in 2018 as described above. It would also have an adverse impact to access to land designated for future County ownership and recreational use as described in the County’s Fort Ord Recreation and Habitat Area (FORHA) Plan (e.g., “Oak Oval”). As shown in **Exhibit 1** (Strava heat map), trails within and adjacent to the proposed road alignment are most extensively used by the public (on bicycles or foot); these would be destroyed or severed. For the past 15 years, the NorCal High School Mountain Bike league has held races out of the Travel Camp area, with thousands of youth participating. For over 20 years, Central Coast Cycling (CCCX) has hosted races throughout the year, with each race attracting hundreds of riders. These popular opportunities for healthy public recreation would be lost, including the permit revenue these races generate for the County. The Draft EIR should thoroughly analyze the adverse impact to public recreation and identify a less environmentally damaging alternative.
4. **Loss of Safe Access to County and National Monument Trails.** As noted above, the lack of vehicular traffic makes this trail system especially safe. Public safety would be adversely impacted due to a busy roadway that would separate riders emanating from the three main trailheads: 8<sup>th</sup> and Gigling, Jerry Smith Access Corridor at Intergarrison/Schoonover, and East Garrison (see **Exhibit 1**, blue dots). The Draft EIR should evaluate the current access system and how will bike riders, hikers, equestrians, dog walkers, the elderly, and families with strollers safely get people and animals across the Connector Road to the County and National Monument trails? Better yet, the EIR should identify a less environmentally damaging alternative that poses less risk to the public.
5. **Clarify Number of Trips Related to Public Safety.** The documentation provided by FORA states **18,600 Average Daily Trips**. How will these trips be weighted to the time of day? Is it 18,600 / 24 hours or an average of 12.92 trips per minute, 1 car every 21 seconds? More likely, the traffic will be heavier over the commuting hours, meaning crossing the

road will take on lethal consequences for people and wildlife attempting road crossings at peak traffic hours. The Draft EIR should include safe passage methods via green ways to provide safe conveyance across a potentially deadly traffic mass. Also, has FORA considered how the traffic will flow (weighting)? That is, “X” number of trips at morning commute, “Y” number of trips mid-day, “Z” number of trips at evening commute, and the balance at night? This is information vital to the safety of the public and must be considered in the EIR.

6. **Adverse Impacts to Wildlife (Road Crossing).** The EIR should evaluate adverse effects to wildlife and provisions to safely convey wild life (e.g., deer, turkey, coyote, bob cat and many other species from one side of any road alignment to the other. MORCA members are aware of anecdotal instances of cars hitting animals; adding yet another road in a relatively small area will increase harm to wildlife. The EIR should identify means to reduce wildlife deaths and assess a less environmentally damaging alternative that poses less risk to wildlife.
  
7. **Duplication of the Connector Road and Intergarrison Road Maximizes Impacts.** In the eastern half of the project alignment, the current and proposed Connector roads would run parallel to each other roughly one-quarter mile apart, which creates a squeezing or “island” effect for the trails and habitat between the two roads. This duplication of roadways would destroy oak woodland and increase noise, lights, and car exhaust pollution for people and wildlife where currently there is none. There is also the increased risk of trash dumping deeper into the trail system and fire danger due to cigarettes, sparks from dragging tail pipes and other causes of recent fires in California. As noted above, migrating animal deaths would increase. Important, oak woodland habitat would be unnecessarily destroyed.

CEQA calls for the project proponent to avoid, reduce, mitigate or compensate for impacts—in that order. Why was a new parallel roadway alignment proposed (rather than using Intergarrison), which improperly maximizes impacts to recreationists as well as habitat (flora and fauna)? A less impactful alignment using existing roadways as much as possible should be explored in the EIR.

8. **Connector Unlawfully Destroys a Habitat Management Area that Is a Mitigation Measure for the Base Reuse Plan.** At the September 5, 2018 public workshop, the provided maps showed that the proposed Connector cuts the labeled “Habitat Management Area in half and rendering it as unusable due to the direct and indirect adverse effects to habitat and wildlife noted above. The consultant described the Habitat Management Area as the one of the mitigation areas for the Fort Ord Base Reuse Plan in the adopted federal Habitat Management Plan (HMP) and soon to be adopted state Habitat Conservation Plan (HCP). FORA approved the Base Reuse Plan based in part on an adopted Mitigation Plan, which includes setting aside these areas for no development. FORA cannot jettison an adopted Mitigation Program without

serious legal consequences. It is MORCA's understanding that rendering an adopted mitigation measure as infeasible jeopardizes the validity of the Base Reuse Plan and that a Supplement to the Base Reuse Plan EIR and would be required. Also the HMP and HCP would need to be renegotiated. It is ironic that the HMP and HCP regulators can be very concerned about the effects of duplicating a 3-foot wide dirt trail in the Habitat Management Area, yet FORA proposes a busy roadway in the same place! The EIR should carefully evaluate whether destruction of the Habitat Management Area is legally feasible, and how the lost mitigation acreage and changed value of nearby acreage would be replaced. Better yet, the EIR should evaluate a less environmentally damaging alternative that does not harm the adopted Habitat Management Area.

9. **Don't Sacrifice Oak Woodland and Popular Trails to Reduce Effects to East Garrison Subdivision (Cumulative Impacts).** At the September 5, 2018 public workshop, the consultant stated that one of the reasons the proposed Connector runs directly through the Habitat Management Area and Travel Camp (a staging area for many recreation events) is to avoid roadway effects to the nearby East Garrison Subdivision. Notably, the East Garrison Subdivision destroyed acres of trails and habitat. It is unacceptable to maximize cumulative impacts (i.e., destroy more trees and popular trails used by thousands) in order to avoid bothering the residents of a subdivision that has already destroyed so much. The EIR should evaluate and select an alignment that minimizes cumulative impacts (i.e., avoid or minimize further losses).
  
10. **Consider No Project Alternative or Revised Project Proposal.** CEQA requires evaluation of the No Project and other alternatives that would result in the least environmentally damaging feasible alternative that meets the project purpose. Several alternative alignments were discussed at the September 5 and 6, 2018 workshops, including merged portions of presented alternatives, plus other offsite structural and non-structural options that could greatly improve the traffic situation. FORA should make a good faith effort to evaluate less environmentally damaging alternatives and creative solutions rather than the proposed project. The proposed Connector appears to be the most environmentally damaging alternative, which is not in compliance with CEQA.

Thank you for your consideration of these comments. MORCA's contact is Henrietta Stern at the letterhead address. The MORCA board can be reached at: [morca@morcamtb.org](mailto:morca@morcamtb.org).

Sincerely,  
*(original signed by)*  
Henrietta Stern, Secretary

Cc: MORCA Board

Enclosure: Exhibit 1, Strava Heat Map

C:\Users\tom\Desktop\Word Henri\MORCA\CommentLetters\MORCA\_NOP\_EIR\_ConnectorRoad\_20180924.docx



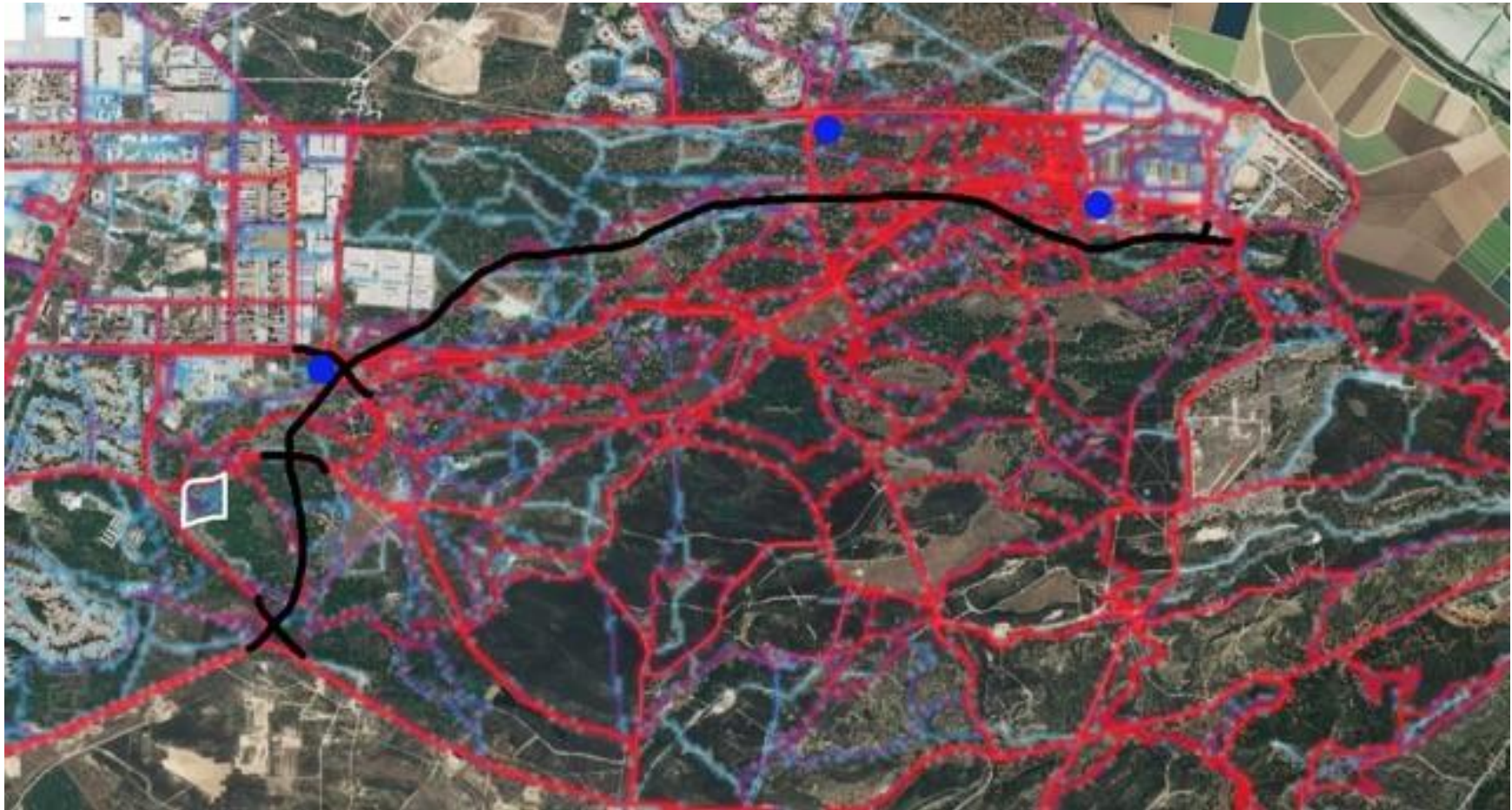


Exhibit 1: Overlay of the FORA Connector map over a Strava Heat Map (using both foot and wheeled traffic)

Red: Strava Heat Map Data for past year, generated by thousands of user-days via the Strava App

Black: Road plan as of 09/05/2018

White: Veterans Cemetery

Blue: Current Trail Access Parking

Note: Not all recreational users subscribe to Strava so the results above should be taken as a baseline minimum.

**From:** [Renee Roberts](#)  
**To:** [Jonathan Brinkmann](#); [FORA Board](#)  
**Subject:** Opposition Statement to Eastside Parkway project  
**Date:** Tuesday, September 25, 2018 9:13:22 AM

---

Dear Sir/Madam,

My name is Renee Roberts. I am a California resident, and am a frequent visitor to Fort Ord as a medical provider at events that occur in and around Fort Ord. I have both worked and enjoyed time at Fort Ord in the back country, as well as areas around CSU Monterey Bay, Seaside, and Salinas. I have extensive knowledge of the current road systems within Fort Ord.

I am speaking out in opposition to the Eastside Parkway. This is a dangerous decision, and will negatively impact wildlife by removing their natural corridors for hunting and migration, recreational users will no longer have safe locations to ride bicycles, walk, hike, and enjoy the beauty of Fort Ord. The traffic impact along the proposed roadway will remove trees, damage national parkland, and increase pollution within the Fort Ord National Monument as well.

There are other options to removing traffic from Highway 1. Expansion of the Highway 68 corridor, which was originally designed to be wider, is one. Utilization of Reservation Road, improving it further, or utilization of Inter-Garrison Road is also another potential solution, and will not impact the Fort Ord area.

Additionally, a new residential community at East Garrison will suffer major traffic if the Eastside Parkway is created in the proposed Fort Ord Roads, which ends in their neighborhood. A larger and much taller bridge would need to be built on Davis Road that would go over the Salinas River. This is an extremely costly move.

While development of some areas of Fort Ord will occur in the future, further damaging an ecosystem that is finally coming back from years of military use is not the solution. This includes a road that will not help.

Renee Roberts  
916-521-0966

**From:** [Vivian Garcia](#)  
**To:** [FORA Board](#)  
**Subject:** Opposition to Connector Road  
**Date:** Tuesday, September 25, 2018 11:21:56 AM

---

I am writing this letter as a plea. A plea to stop the building of the proposed connector through East Garrison, the place I call home. Not only will this project impede the peace and quiet of my neighbors and I but it will disturb the wildlife. We also fear financial and personal safety side effects.

I have a personal stake because I live off of Breckinridge Avenue which runs parallel to Watkins Gate. There are multiple houses on Watkins Gate. I'm sure they never heard imagined a high traffic road right on their street. Placing a road in a residential area will create traffic hazards, high traffic, and put our children at risk. I fear the kids in our neighborhood will be limited and risk being hit by a car. I also fear the quiet we sought in purchasing our home in a secluded area will be compromised with noise.

Not only will human life be affected, so will wildlife. Near Watkins Gate I have heard owls in the trees. We have also seen coyotes and wild turkeys. A road would deprive them of a home and push them out.

The trails behind my home also provide recreation. Most weekends are spend walking and riding the trails where the proposed road will go. The road will compromise biking events in this same area which we invite, such as the annual Laguna Seca Sea Otter Classic bike rides which ride up Watkins Gate and NorCal cycling events riding near Watkins Gate. Where will these people go? Where will we walk? Will the trails all of the residents use go away?

The road will cause a lot of noise pollution that we did not bargain for. It will also put our property values at risk. We have worked hard to buy nice homes and this road will jeopardize all of this. It seems unfair.

I feel Reservation Road and Blanco, Intergarrison already do the job to support commuters. It makes no sense to put a road in this neighborhood.

Please do the right thing, reconsider and stop this project.

Sincerely,

Vivian and Joe Orozco  
East Garrison Residents

**From:** [Paul Whitson](#)  
**To:** [FORA Board](#)  
**Subject:** NE-SW Connector Project  
**Date:** Tuesday, September 25, 2018 2:24:54 PM

---

FORA Board Members:

I am writing to dissuade you from approving this connector plan. This would destroy 10,000-12,000 native oak trees [by FORA EIR estimates] in pristine Fort Ord corridor of InterGarrison Road. Native wildlife would be destroyed. For what purpose? To speed traffic to & from Salinas?

Viable alternatives using existing routes are available at less expense and environmental damage:

1. Widen Imjin Road to 4 lanes. Extend North of airport to connect with Blanco Road.
2. Widen & Extend Del Rey Oaks Blvd to Hwy 68.
3. Widen Hwy 68 to 4 lanes.
4. Extend General Jim Moore Blvd South to connect with Del Rey Oaks Blvd & Hwy 68.

Please reconsider your plan using the alternatives listed.

Cordially,

Paul Whitson  
17900 Kearny Street Unit 612  
East Garrison, CA 93933



FORT ORD REUSE AUTHORITY

920 2<sup>nd</sup> Avenue, Suite A, Marina, CA 93933  
Tel: 831 883 3672 | Fax: 831 883 3675 | www.fora.org

---

Northeast-Southwest Arterial Connect Project Environmental Impact Report Scoping Meeting

Comment Card

Name: Bob & DIANE Doss Email: bobd@bdoss.com

Date: 9/24/18

Comments: I believe an arterial connector should maximize flow and minimize stop/start traffic and noise. I think HW 68, HW 1 and Gen Jim Moore Blvd should carry the vast amount of N-S commute traffic. HW 68 from Reservation to HW1 should be four lanes with no stop lights – only overpasses for intersections. ImJim, Reservation and Blanco should be four lanes and there should be very few stop lights. Any arterial connections between arterial roads should be overpasses with sloping curves and speeds never slowing below 35 MPH. Politicians & FORA staff who say Blanco can never be four lanes should identify who says and explain how the Marina/Seaside development plans including the MBEST project is to be accommodated and if that traffic is expected to be shifted onto Davis. Through commute traffic increases over widened existing roads should not bleed into peripheral communities such as East Garrison. Access through the Fort Ord Monument should be fenced in with very limited cross traffic access from end to end.



FORT ORD REUSE AUTHORITY

920 2<sup>nd</sup> Avenue, Suite A, Marina, CA 93933  
Tel: 831 883 3672 | Fax: 831 883 3675 | www.fora.org

---

Northeast-Southwest Arterial Connect Project Environmental Impact Report Scoping Meeting

Comment Card

Name: Bob & DIANE Doss Email: bobd@bdoss.com

Date: 9/24/18

Comments: I believe an arterial connector should maximize flow and minimize stop/start traffic and noise. I think HW 68, HW 1 and Gen Jim Moore Blvd should carry the vast amount of N-S commute traffic. HW 68 from Reservation to HW1 should be four lanes with no stop lights – only overpasses for intersections. ImJim, Reservation and Blanco should be four lanes and there should be very few stop lights. Any arterial connections between arterial roads should be overpasses with sloping curves and speeds never slowing below 35 MPH. Politicians & FORA staff who say Blanco can never be four lanes should identify who says and explain how the Marina/Seaside development plans including the MBEST project is to be accommodated and if that traffic is expected to be shifted onto Davis. Through commute traffic increases over widened existing roads should not bleed into peripheral communities such as East Garrison. Access through the Fort Ord Monument should be fenced in with very limited cross traffic access from end to end.



**From:** [brookevrutledge@gmail.com](mailto:brookevrutledge@gmail.com) on behalf of [Brooke Rudas](#)  
**To:** [FORA Board](#)  
**Subject:** Arterial Road Project  
**Date:** Tuesday, September 25, 2018 3:20:45 PM

---

To whom it may concern: As a resident of East Garrison I am extremely concerned about the potential impact of the proposed Northeast-Southwest Arterial Connector Project (formerly East Side Parkway) on our community. I believe that this project will negatively impact on my family's quality-of-life, our residential investment, traffic congestion, noise, and safety (to name but a few). Moreover, we are extremely lucky, in fact, purchased our home partly because we wanted to live near a wonderful recreational area with hiking trails and wildlife that will be devastated by this project. As suggested above, this part of Fort Ord presently is widely used by hikers, walkers, bicyclists, horse riders and nature lovers and is the home of much wildlife. The proposed road, that will be 4 and 1/2 miles long, would have the potential of connecting to Watkins Gate Road probably at the West Camp St. intersection with the alternative plan having the road run parallel 300 yards to the south of our current Watkins Gate Road connecting with the newly constructed Watkins Gate Road at Barloy Canyon Road, finally connecting to Reservation Road. Engineering studies have suggested that the road would carry approximately 18,500 cars a day; compare this to the average 6,500 cars that daily use Inter-Garrison Road. This road will significantly impact traffic, trails, natural habitat, endangered species, park use, my home, and our community in general. Our Master Planned Community was designed by engineers to have three access points; Inter-Garrison Rd., East Garrison Rd., and Watkins Gate Rd. that would support the traffic generated by the 1400 residences and a Town Center area. The additional traffic flow generated by this proposed roadway will change the dynamics of our community significantly. This project has the very real potential of completely of changing our East Garrison Community and surrounding environment. I, my family and neighbors are all totally opposed to this project.

Sincerely,  
Brooke Rudas

**From:** [BDMoffett@comcast.net](mailto:BDMoffett@comcast.net)  
**To:** [Jonathan Brinkmann](#); [Jonathan Brinkmann](#)  
**Cc:** [FORA Board](#)  
**Subject:** NESW Connector  
**Date:** Tuesday, September 25, 2018 3:27:30 PM

---

To Mr. Jonathan Brinkman:

I am already on record in stating my opposition to the various proposals to build this connector road. The alignment that FORA seems to prefer is one that skirts the southern boundary of East Garrison. This is NOT an acceptable option for many obvious reasons.

Please consider this as an option that allows many people to benefit while keeping to a bare minimum the damage this roadway will cause. It uses some of the ideas FORA has shown on their planning maps, ones I saw at the September 6<sup>th</sup> meeting in Seaside.

1. Continue Eucalyptus Road to the intersection of Gigling & 8<sup>th</sup>.
2. Build a nice parking lot, public restrooms and a monument recognizing the soldiers who trained on these sacred grounds. This parking lot will serve those who currently park there while using the trails and roads that branch out from this intersection.
3. Continue the road around the outside of the storage yards on the east side of 8<sup>th</sup> and then connect to Inter-Garrison close to Abrams.
4. After Schoonover, continue the road over to Reservation Road and build a proper and safe intersection.

The benefits are huge.

Traffic on Gigling is reduced in front of the DOD building and the area being refurbished for CSUMB students. Reducing traffic in this area is a good idea.

Additional commute traffic into the East Garrison community is significantly reduced – maybe almost eliminated.

Preservation of pristine acreage is accomplished.

Saving trails used heavily by local cycling organizations, the general public and East Garrison residents.

Improving traffic flow from the Seaside hills to Salinas is improved.

Making a parking area for cyclists and hikers at Gigling & 8<sup>th</sup> would be a very nice and appreciated addition to this area.

Plus, we honor the men and women who trained at Fort Ord and never came home.

I do understand there are benefits to finishing the Eucalyptus Road corridor. But connecting it anywhere East Garrison is a bad idea that benefits only a few.

Please consider my suggestion as an option that accomplishes good things that helps many, but harms very few. To me, THAT is a good idea.

Regards,  
Bob Moffett  
17418 Logan Street  
East Garrison, Va.



93933  
831-920-1915

---

**From:** BDMoffett@comcast.net <BDMoffett@comcast.net>  
**Sent:** Monday, September 17, 2018 11:42 AM  
**To:** 'jonathan@fora.org' <jonathan@fora.org>; 'connector@FORA.org' <connector@FORA.org>  
**Cc:** 'board@fora.org' <board@fora.org>  
**Subject:** NESW Connector

To Mr. Jonathan Brinkman:

I find it very hard to believe that you plan on building this road from Gen. Jim Moore Blvd. to Watkins Gate Road.

Where do think this will help the bottle neck traffic? The worse traffic is on Highway 68 and Highway 1. This road will not ease any of that traffic. Yes, sometimes Imjin Parkway gets congested during commute time, but that can be fixed by making it a four- lane road all the way from Hwy. 1 to Reservation Road. Reservation Road does not get much traffic after most people turn on to Blanco Road to get to Salinas.

I live in East Garrison. My husband and I bought here for our retirement years because we thought it would be peaceful. We were told that across Watkins Gate Road where we live was a Nature Preserve. There is some sort of salamander that is endangered. We love the peace and quiet here. We even budgeted to pay the Mello-Roos tax to build the streets and put in the street lights. Would we get money back from the county for using our streets?

This is really a road to nowhere..... I'm guessing that there is a developer who wants to build off this road and if the road goes in then he will build his development since "there is already a road there."

Please think of the hundreds of people who bought in East Garrison for the peace and quiet and for the use of all the trails around. What about all the wildlife that live here? Where will they go? On to the road where they will become roadkill?

Please let us know who will benefit by building this road? It's a shame to spend over \$20M to build this un-necessary road. A better idea is to use the money to continue cleaning up the remaining old dilapidated buildings. Or, give the money to the county to improve the existing route from General Jim Moore thru Gigling to 8<sup>th</sup> to Inter-Garrison.

DO NOT BUILD THIS ROAD!

Denise Moffett

East Garrison Resident

**From:** [MICHAEL SALERNO](#)  
**To:** [Jonathan Brinkmann](#)  
**Cc:** [FORA Board](#)  
**Subject:** Proposed NE-SW Connector Project  
**Date:** Tuesday, September 25, 2018 3:35:02 PM  
**Attachments:** [Attachment 1, Fort Ord Parcel L20.18.pdf](#)  
[Attachment 2, Signed Parker Flats Land Swap MOU.pdf](#)  
[Attachment 3, Map of Plant Reserves.pdf](#)  
[Attachment 4, Plant Reserve Number 3.pdf](#)  
[Attachment 5, Polygon Map-Appendix A 1997 BRP.pdf](#)  
[Attachment 6, Veterans Cemetery Mitigation Site.pdf](#)  
[Scoping Comments NE-SW Connector.pdf](#)

---

Please see attached comments from Keep Fort Ord Wild RE: NE-SW Connector Project

Thank You

September 25, 2018

Via Email  
[connector@fora.org](mailto:connector@fora.org)

Re: Proposed NE-SW Connector Project

Keep Fort Ord Wild (KFOR) submits the following comments relating to the proposed alignment as shown in Figure 2 of the Notice of Preparation.

**(1) The proposed alignment is not feasible due to the 2003 Parker Flats “Land Swap” Agreement**

In 2004, five public agencies (ARMY, County of Monterey, BLM, MPC and FORA) agreed to specific land use modifications for the Parker Flats area. These changes were outlined in “ASSESSMENT EAST GARRISON – PARKER FLATS LAND USE MODIFICATIONS FORT ORD, CALIFORNIA”. As part of the process, the five agencies signed a MOU with 12 specific terms of use for the area. Number 10 reads as follows:

10. The parties acknowledge that the portion of Eucalyptus Road identified as Segment L20-18 will be closed, and that Eucalyptus Road will be re-routed to avoid habitat around the easterly side of MPC’s facilities within Polygons 19a, 21a, 21b and 21c. FORA, MPC and County agree to work with the Army and BLM regarding the re-routing of Eucalyptus Road to assure continued access to BLM’s headquarters in Parker Flats and provisions for access to public parking for the BLM lands within the NRMA.

Segment L20-18 is a curved road segment at the intersection of Eucalyptus and Parker Flats Roads. The proposed alignment in Figure 2 of the Notice of Preparation extensively utilizes this area. The proposed alignment in Figure 2 is not feasible if the road segment is closed. Currently this road segment is closed to vehicle traffic. (See Attachments 1 and 2)

**(2) The proposed alignment is not feasible because it substantially disturbs Native Plant Reserve #3**

The proposed alignment in Figure 2 of the Notice of Preparation would substantially disturb Native Plant Reserve #3. This plant reserve and its maintenance are a mitigation for the 1992 Ammo Supply Point Project. An existing mitigation for another project cannot be undone. (See Attachment 3 and 4)

The *Fort Ord Ammunition Supply Point Project Mitigation and Monitoring Plan* (1992) stated as follows:

*Boundary signs were posted 50 feet apart along the perimeter of each reserve in 1992. Each sign states that the area is a botanical plant reserve and that the following activities are prohibited within its confines: construction, grading, ditching, filling, clearing of vegetation, use of tracked vehicles, or any vehicle entry when soil is wet. The signs are affixed to 8-foot posts, set approximately 3 feet into the ground. Additionally, a large sign providing interpretive information will be posted at each of the new and existing plant reserves. These interpretive signs will contain ecological information pertinent to the plant reserve.*

Note: The proposed alignment in Figure 2 of the Notice of Preparation would impact at least one of the rare plant preserves established by the Army in cooperation with the California Native Plant Society (CNPS). According to CNPS, those preserves have been made legally binding on future owners. Additional planning should not proceed until this information has been researched and evaluated. Alternative alignments should be investigated to avoid or lessen impacts on the protected natural resources.

**(3) The proposed alignment is not feasible because it bisects and reduces the acreage of Habitat Corridors**

The Habitat Management Plan specifically defines allowed uses of Habitat Corridors on Fort Ord. The proposed alignment in Figure 2 of the Notice of Preparation is not compatible with those uses. Language from the Habitat Management Plan reads as follows:

**Habitat Corridor**

“Habitat Corridor” areas require management strategies that promote maintenance of connections between conservation areas. While these corridors may be exposed to some land management practices other than those that emphasize conservation of biological resources (parcel L20.2.2 allows for expansion of existing developed facilities as well as corridor conservation), corridors are important to the ecological integrity of reserve areas. These lands must be managed to protect existing sensitive species in perpetuity and remain viable to support the dynamics of the ecological systems within former Fort Ord. Corridor areas must be managed by entities acceptable to the USFWS. The requirements to avoid and restore habitat disturbed within the corridor area for operation, maintenance, and replacement of utility systems within utility easement areas will be the same as applied to the fee title grantee of the corridor area. Coordination and permitting of the proposed actions will be the responsibility of the easement interest grantee.

Additionally, the proposed alignment in Figure 2 of the Notice of Preparation would bisect specific parcels. The Habitat Management Plan deals directly with those parcels in the language that follows:

The Habitat corridor, located immediately west of the East Garrison portion of former Fort Ord, includes both Reserve and Development with Reserve or Development with Restrictions parcels. It includes parcels L20.2.1 and L20.2.2 (Figure 4-1). The reserve totals approximately 400 acres. Coastal coast live oak woodland and annual grassland habitats are found in the Habitat corridor. The list below identifies the target species that have supporting habitat within the corridor. Combined acreages of low-, medium-, and high-density habitat within the corridor are included in parentheses:

- California linderiella (1),
- California red-legged frog (1),
- California tiger salamander (1),
- Monterey ornate shrew (376),
- sand gilia (61),
- Monterey spineflower (204), and
- sandmat manzanita (78).

Some development will be allowed in the corridor, concentrated around the existing campground in parcel L20.2.2. The exact location of development is unknown, but it is not expected to affect the acreages listed above. It is expected that the Habitat Corridor will be transferred to Monterey County by the U.S. Department of Interior as a PBC.

Clearly, the very large road right-of-way required for the proposed alignment in Figure 2 of the Notice of Preparation would have result in a substantial reduction in acreage to parcels L20.2.1 and L20.2.2.

The Habitat Management Plan expanded further with language regarding conservation requirements for parcels L20.2.1 and L20.2.2. Note: “All vegetation” was to be preserved in L20.2.1.

## Resource Conservation Requirements

Development will be concentrated in the existing campground in parcel L20.2.2, with potential future expansion of the campground based on USFWS and DFG approval. Uses such as low-impact programs for youth, outdoor nature education, resource management activities, and trails will occur outside of the developed campground in parcel L20.2.1 (Figure 4-3).

Except possibly small pockets of vegetation within the existing campground in parcel L20.2.2, no HMP species or other sensitive biological resources will be removed by development. All vegetation will be preserved in parcel L20.2.1; although, habitat values may be degraded by youths camping in undeveloped areas.

The Habitat Management Plan also contained specific management requirements for parcels L20.2.1 and L20.2.2 as follows:

### Management Requirements

Parcel L20.2.1 is considered part of a habitat corridor connecting two conservation areas. Habitat values within this corridor will be retained at high levels to allow movement of wildlife and dispersal of plant seeds and pollen by various methods.

Management actions for parcel L20.2.1 to maintain habitat values will include special-status species monitoring, controlled burning, firebreak construction, and maintenance as appropriate, vehicle access controls, erosion control, and regular patrols to assure that passive public use and/or unauthorized actions are not impacting natural habitats. A resource management plan will be developed to execute this strategy and will be reviewed by USFWS and DFG. Monterey County may implement the resource management plan for parcel L20.2.1, or may contract with an appropriate and qualified CRMP agency or other appropriate and qualified agency, as approved by USFWS, to implement the management plan.

In addition, to prevent habitat degradation from youth camping and other activities, several specific management requirements will be included in the overall resource management plan. Interpretive signs and displays will be installed at the park entrance in parcel L20.2.2 and in selected locations throughout the park and camping areas. Displays should describe the importance of the area as a wildlife corridor and methods for maintaining habitat values such as removing trash, limiting ground disturbance, restraining pets, and discouraging capture or harassment of wildlife. Campers should also be informed that rare plants occur at the site and should not be collected.

Furthermore, the Fort Ord Reuse Plan EIR had specific mitigations relating to habitat corridors. Again, a roadway through this area is not feasible. Required mitigations of the Reuse Plan cannot be undone. (See Attachment 5) Fort Ord Reuse Plan EIR stated as follows:

***Biological Resources Policy A-3: The County shall maintain the habitat values and integrity of the habitat corridor through the western portion of the Recreational Vehicle Park/Youth Camp (Polygon 17b)***

*Program A-3.2: The County shall restrict uses in the natural lands outside of campground facilities to low-impact programs for youth, outdoor nature education, resource management, and trails. The existing pond in the parcel shall continue to be used for recreational fishing.*

*Program A-3.3: The County shall prepare, or cause to be prepared, a management plan for the parcel that addresses special status species monitoring, controlled burning and firebreak construction/maintenance, vehicle access controls, erosion controls, and regular patrols to assure public use/unauthorized actions are not impacting*

the habitat. The County shall coordinate with the California Department of Forestry and CDFG to determine suitable habitat management practices for retaining and enhancing habitat values within the oak woodlands.

*Program A-3.4: The County shall require the preparation and installation of interpretive signs/displays that describe the importance of the area as a wildlife corridor and methods for maintaining values such as trash removal, limiting ground disturbance, restraining pets, and discouraging capture or harassment of wildlife. The County shall also require that campers be notified not to collect any of the rare plants in the area. Interpretive signs/displays shall be installed at the RV park entrance and in selected locations throughout the park and camping areas.*

**Biological Resources Policy A-4:** *The County shall protect the habitat corridor in the RV park/youth camp parcel from degradation due to development in, or use of adjacent parcels.*

The Reuse Plan EIR also included a specific mitigation as it relates to roads and Habitat Management Areas. 150 feet is the required buffer between a road and a Habitat Management Area. In this instance, the proposed alignment in Figure 2 of the Notice of Preparation goes through a Habitat Management Area. The alignment is not feasible. The language from the Reuse Plan EIR reads as follows:

**Mitigation:** *Amend Program B-2.1 within the Fort Ord Reuse Plan to state: The County of Monterey shall review each future development project for compatibility with adjacent open space land uses and require that suitable open space buffers are incorporated into the development plan of incompatible land uses as a condition of project approval. When buffers are required as a condition of approval adjacent to habitat management areas, the buffer shall be at least 150 feet. Roads shall not be allowed within the buffer area except for restricted access maintenance or emergency access roads.*

**(4) The proposed alignment is not feasible because it substantially impacts and isolates the oak mitigation area selected for the Veterans Cemetery project**

In 2017, after an exhaustive public process involving the Fort Ord Committee and consultant Denise Duffy and Associates, a mitigation area was selected for the replanting of approximately 400 oaks removed for the Veterans Cemetery project. The area selected by the committee was referred to as "Offsite Mitigation Option 5". (See Attachment 6). The proposed alignment in Figure 2 of the Notice of Preparation is not feasible because it divides this area and adds a new intersection (Chapel Hill Street), degrading the opportunity for successful mitigation and isolating the replanting area.

**Summary:**

For the reasons above and more, the proposed alignment in Figure 2 of the Notice of Preparation should be abandoned. The *Preliminary Project Screening Analysis*, is opaque and flawed. More feasible and less impactful alternatives that use existing infrastructure have been eliminated from consideration prematurely. Instead, an alignment that will clearly have dire, long-lasting environmental consequences has been selected. This alignment is at odds with historical agreements, approved planning documents and required mitigations.

Keep Fort Ord Wild appreciates the opportunity to comment on the Proposed NE-SW Connector Project.

Sincerely,

Michael Salerno  
Keep Fort Ord Wild



MEMORANDUM OF UNDERSTANDING  
CONCERNING THE PROPOSED EAST GARRISON/ PARKER FLATS  
LAND-USE MODIFICATION

Between the  
FORT ORD REUSE AUTHORITY  
MONTEREY PENINSULA COLLEGE  
COUNTY OF MONTEREY  
U.S. BUREAU OF LAND MANAGEMENT  
and  
U.S. ARMY  
as  
PARTIES TO THE AGREEMENT

This MEMORANDUM OF UNDERSTANDING (hereinafter referred to as "this MOU") is made and entered into between the BUREAU OF LAND MANAGEMENT (hereinafter referred to as "BLM"), DEPARTMENT OF THE ARMY (hereinafter referred to as "ARMY"), FORT ORD REUSE AUTHORITY (hereinafter referred to as "FORA"), the COUNTY OF MONTEREY (hereinafter referred to as "COUNTY"), and MONTEREY PENINSULA COLLEGE (hereinafter referred to as "MPC") (hereinafter referred to collectively as "the Parties").

**BACKGROUND**

To help resolve conflicting land-uses and conveyance requests (i.e. Public Benefit Conveyance requests versus Economic Development Conveyance requests), FORA and County jointly prepared a proposal entitled "Assessment, East Garrison - Parker Flats Land Use Modifications Fort Ord, California" (Revised May 2002) (hereinafter referred to as "the Assessment"). In addition to this document, FORA, County and MPC have entered into an agreement dated October 21, 2002, entitled "Agreement Regarding Public Safety Officer Training Facilities (hereinafter referred to as "the Agreement").

Under the "Assessment" and the "Agreement", BLM and Army are being asked to help resolve the various Parker Flats/East Garrison land-use issues by modifying conveyance requests approved under various memoranda of understanding and Statements of Concurrence. In March of 1995, BLM's California State Director and Army's Deputy Assistant Secretary approved a memorandum of understanding detailing the transfer to BLM of 15,086.58 acres of the former Fort Ord to be managed under the Installation-Wide Multi-species Habitat Management Plan (hereinafter referred to as "the Army/BLM MOU"). The Army/BLM MOU approves the transfer to BLM of the Military Operations Urban Terrain (hereinafter referred to as "the MOUT") facility (parcel F1.7.2), and all of the lands within parcel F1.9.1 and F1.4.2 near ranges 43-48. On August 24, 1993, the County Board of Supervisors adopted a unanimous resolution supporting BLM's request for land conveyance under a Statement of Concurrence. The conveyance request that was approved included the proposed transfer of the MOUT facility to BLM, as well as all of the lands within parcels F1.9.1 and F1.4.2.

The primary purpose of this MOU is to clarify the terms with which the various parties agree in order to allow various land-use modifications to take place. The secondary

purpose of this MOU is to provide a record which documents how the original Army/BLM MOU is modified by the Assessment and the Agreement.

**WHEREAS**, it is the intent of County, FORA and MPC to resolve competing land-use issues within the East Garrison and Parker Flats regions; and,

**WHEREAS**, to help resolve those conflicts, County, FORA and MPC propose to relocate a public safety officer training facility to the Parker Flats region from the East Garrison region; and

**WHEREAS**, MPC proposes to acquire and operate the former MOUT facility with a boundary other than that presently scheduled to be transferred to the BLM under the Army/BLM MOU; and

**WHEREAS**, MPC proposes to acquire and operate lands within Range 45 for training center development and use; and

**WHEREAS**, some of the land that MPC proposes to utilize within Range 45 is scheduled for transfer to BLM under the Army/BLM MOU; and

**WHEREAS**, Army will conduct remedial and removal actions that will enable the transfer of these properties to FORA and then to MPC and supports the resolution of the land use conflicts noted in the Agreement; and

**WHEREAS**, BLM has concerns with the feasibility of managing lands directly behind (and adjacent to) the proposed MPC firing range facility at Range 45 under the Installation-Wide Multi-species Habitat Management Plan; and

**WHEREAS**, the parties recognize that existing uses, as well as proposed uses, will and do create a certain amount of noise and potential hazard to adjacent habitat; and

**WHEREAS**, pursuant to the Assessment, County and FORA propose additional habitat areas to be added into the natural resources management area (hereinafter referred to as "the NRMA") in order to offset the net impact to plants and animals protected under the Installation-Wide Multi-species Habitat Management Plan.

**NOW THEREFORE**, in furtherance of the objectives set forth above, and in accordance with all terms, conditions, limitations and exceptions provided below and in all applicable guidelines, regulations, laws, and executive orders pertaining to future uses of the former Fort Ord, the parties agree as follows:

1. BLM withdraws its claim to the MOUT in favor of MPC through County and/or FORA under an existing Agreement between Army and FORA for property transfer. MPC relinquishes its Public Benefit Conveyance rights to lands at the East Garrison in accordance with the Agreement. The parcel referred to within this agreement corresponds to the modified polygon for the parcel F.1.7.2 MOUT facility as depicted in Figure 7 on page 15 of the "Assessment."



2. MPC agrees to operate the MOUT under the general terms and conditions set forth in the Agreement, including the provisions for use by the U.S. Military, the FBI, the Monterey County Sheriff's Department and BLM.
3. As part of its Remedial Action Program, Army agrees to construct a system of fuel breaks on parcel F1.7.2 and the Range 45 development area to protect surrounding lands from accidental fire starts, and agrees to coordinate with the BLM, County, FORA, MPC and the Salinas Rural Fire Protection District on the width and location of the said fuel breaks. Said fuel breaks may include existing roadbeds adjacent to or near the MOUT facility and Range 45 development area. The firebreaks shall thereafter be maintained by MPC. These fuel breaks are in addition to those required to be established and managed by the Army/BLM MOU "Borderlands Requirements", within adjacent development areas. Other than the parcels mentioned above, long-term maintenance of habitat areas will pass to BLM upon transfer.
4. In consideration of BLM relinquishing to MPC its interest in the land required for the extension of Range 45, MPC agrees to take title to the "baffle zones" on either side of Range 45 and to provide reasonable security measures, such as "no trespassing" signage, to prevent the public from entering the area. For the purposes of this agreement, the term "reasonable security measures" need not include fencing, although MPC shall have the right to install security fencing, as it deems necessary or appropriate for security purposes. The approximate configuration of this "baffle zone" is shown in Figure 1 attached to this MOU, hereinafter referred to as "Range 45 Reserve".
5. FORA agrees to assume responsibility for habitat management detailed within the Habitat Management Plan for the Range 45 Reserve, including without limitation the "baffle zone" to the extent provided in Paragraph 15 of the Agreement.
6. In consideration of BLM relinquishing its interest in certain habitat areas and public open space recreation opportunities of the NRMA in order to facilitate the Agreement, County shall relinquish to BLM Public Benefit Conveyance Parcel L20.4 subject to the BLM's consideration of permitted use of the parcel by the Sports Car Racing Association of the Monterey Peninsula, and BLM agrees to consider management of other habitat areas identified in the Assessment to ensure that rare habitats are properly managed under the provisions of the Habitat Management Plan.
7. The parties acknowledge the potential for the operation of the firing ranges at the MOUT and Range 45 to raise concerns within the local community about noise. MPC agrees to implement feasible management practices in the operation of the MOUT facility and Range 45, consistent with their character and use as firing ranges, to mitigate noise disruption for the surrounding community. Management of the MOUT and Range 45 shall include coordination with BLM on techniques to mitigate noise production.
8. The parties acknowledge the potential for the operation of the MOUT to raise concerns within the local community about smoke. MPC agrees to communicate and coordinate with BLM and Salinas Rural Fire Protection District when considering the use and authorization of smoke devices at the MOUT. This communication and coordination

should include notifying BLM and Salinas Rural Fire Protection District when smoke may be used in connection with training.

9. BLM, MPC, FORA, and County agree to coordinate utility and communications needs in this area of the former Fort Ord.

10. The parties acknowledge that the portion of Eucalyptus Road identified as Segment L20-18 will be closed, and that Eucalyptus Road will be re-routed to avoid habitat around the easterly side of MPC's facilities within Polygons 19a, 21a, 21b and 21c. FORA, MPC and County agree to work with the Army and BLM regarding the re-routing of Eucalyptus Road to assure continued access to BLM's headquarters in Parker Flats and provisions for access to public parking for the BLM lands within the NRMA.

11. Subject to the provisions of this MOU, BLM and Army concur in the Agreement.

12. The parties agree to implement the conditions specified in pages C-1 through C-3 of the Assessment as the U.S. Fish & Wildlife Service accepted those conditions on May 28, 2002. A meeting will be held to establish responsibilities of each party prior to habitat disturbing activities.

DEPARTMENT OF THE ARMY

By: Thomas E. Kedeule  
Its Director, Hampton Field Office, ARMY BRAC

3 Aug 2004  
Dated

BUREAU OF LAND MANAGEMENT

By: \_\_\_\_\_  
Its \_\_\_\_\_

\_\_\_\_\_  
Dated

COUNTY OF MONTEREY

By: \_\_\_\_\_  
Its \_\_\_\_\_

\_\_\_\_\_  
Dated

FORT ORD REUSE AUTHORITY

By: \_\_\_\_\_  
Its \_\_\_\_\_

\_\_\_\_\_  
Dated

MONTEREY PENINSULA COLLEGE

By: \_\_\_\_\_  
Its \_\_\_\_\_

\_\_\_\_\_  
Dated

should include notifying BLM and Salinas Rural Fire Protection District when smoke may be used in connection with training.

9. BLM, MPC, FORA, and County agree to coordinate utility and communications needs in this area of the former Fort Ord.

10. The parties acknowledge that the portion of Eucalyptus Road identified as Segment L20-18 will be closed, and that Eucalyptus Road will be re-routed to avoid habitat around the easterly side of MPC's facilities within Polygons 19a, 21a, 21b and 21c. FORA, MPC and County agree to work with the Army and BLM regarding the re-routing of Eucalyptus Road to assure continued access to BLM's headquarters in Parker Flats and provisions for access to public parking for the BLM lands within the NRMA.

11. Subject to the provisions of this MOU, BLM and Army concur in the Agreement.

12. The parties agree to implement the conditions specified in pages C-1 through C-3 of the Assessment as the U.S. Fish & Wildlife Service accepted those conditions on May 28, 2002. A meeting will be held to establish responsibilities of each party prior to habitat disturbing activities.

DEPARTMENT OF THE ARMY

By: \_\_\_\_\_  
Its \_\_\_\_\_

\_\_\_\_\_  
Dated

BUREAU OF LAND MANAGEMENT

By: James Neely Abbott  
Its Acting State Director

6/27/05  
Dated

COUNTY OF MONTEREY

By: Bob Kinds  
Its Chair, Board of Supervisors

20 Dec 05  
Dated

FORT ORD REUSE AUTHORITY

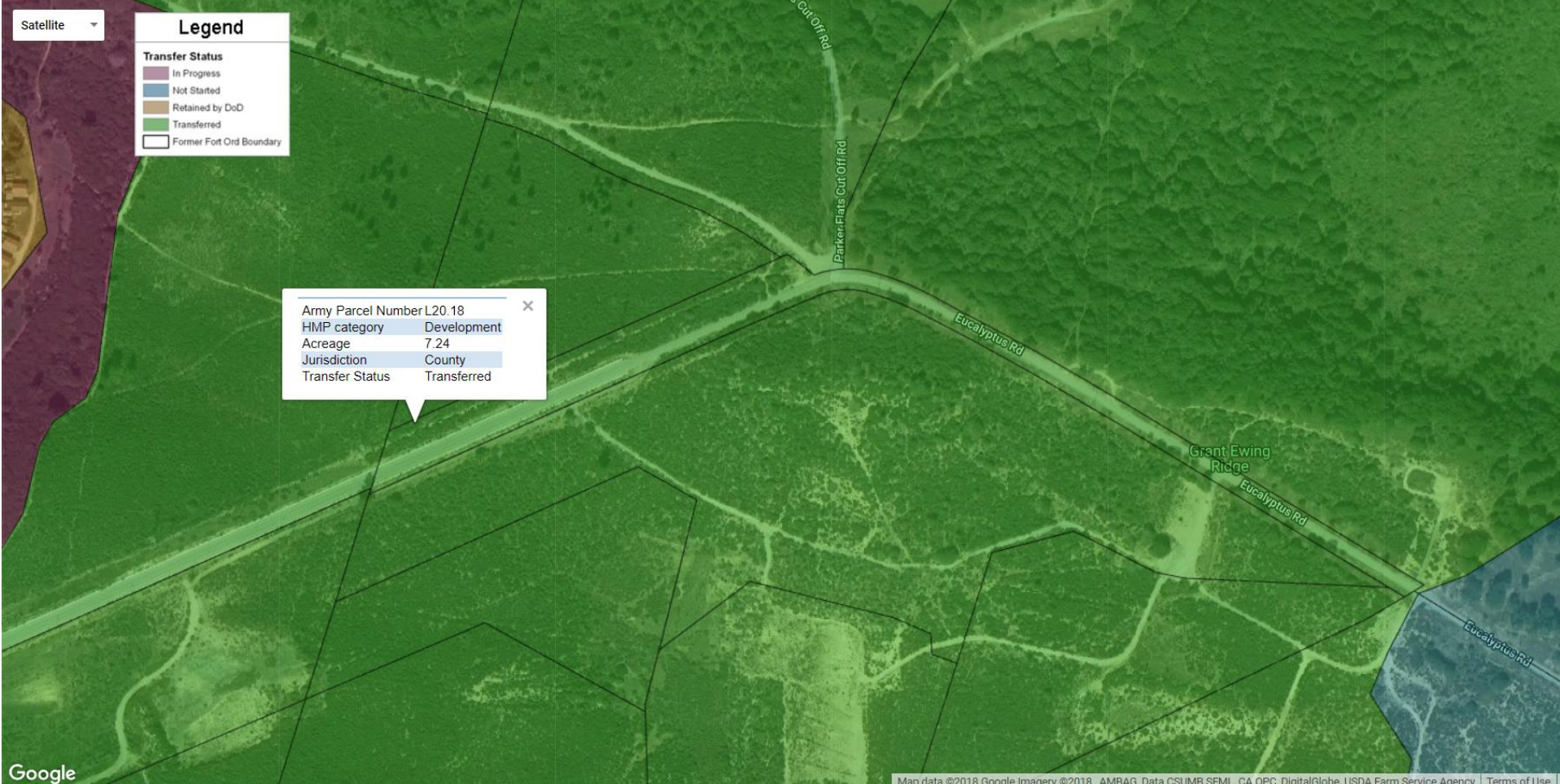
By: Richard D. [Signature]  
Its \_\_\_\_\_

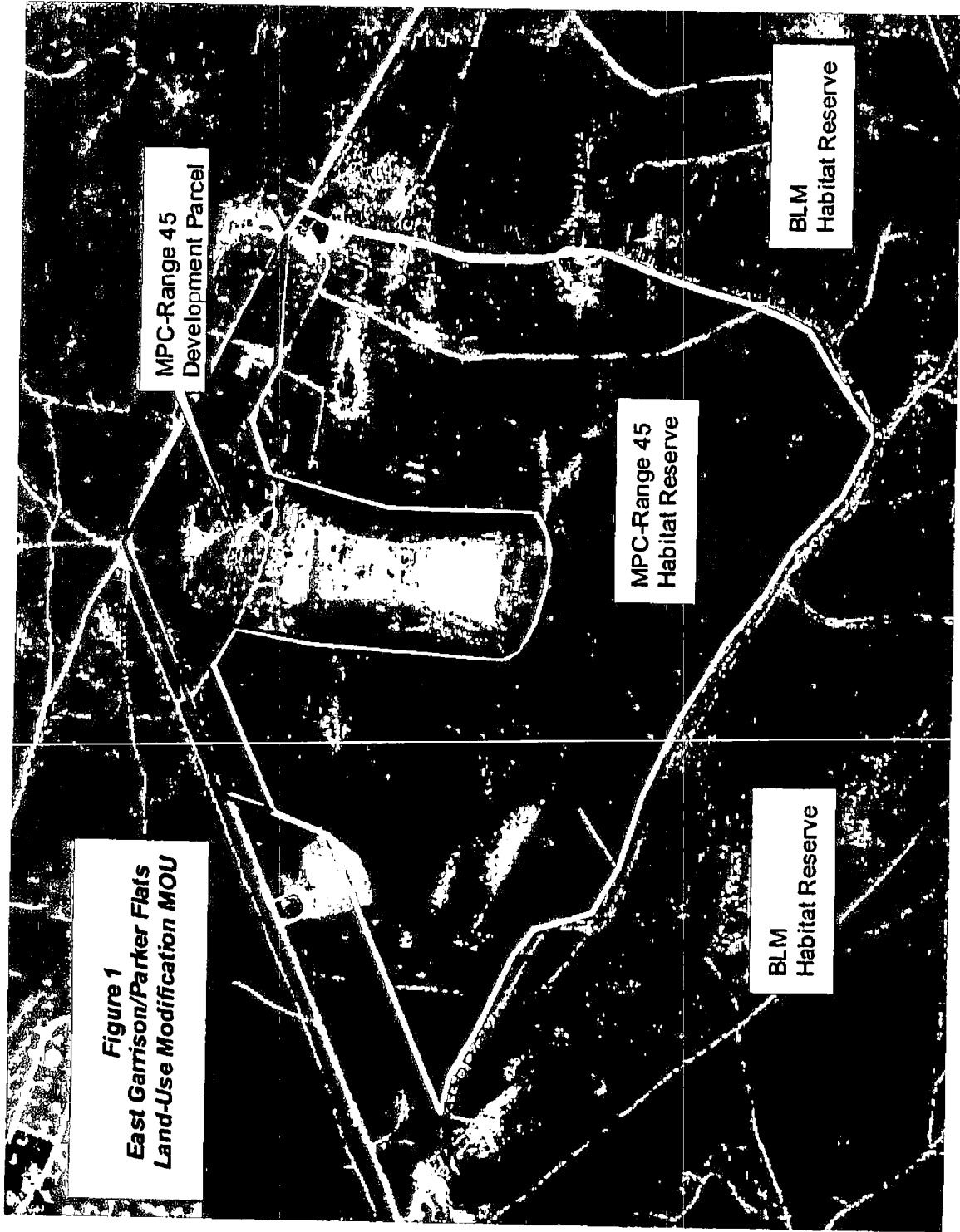
10/2/05  
Dated

MONTEREY PENINSULA COLLEGE

By: Therese [Signature]  
Its Superintendent / President

9-14-05  
Dated





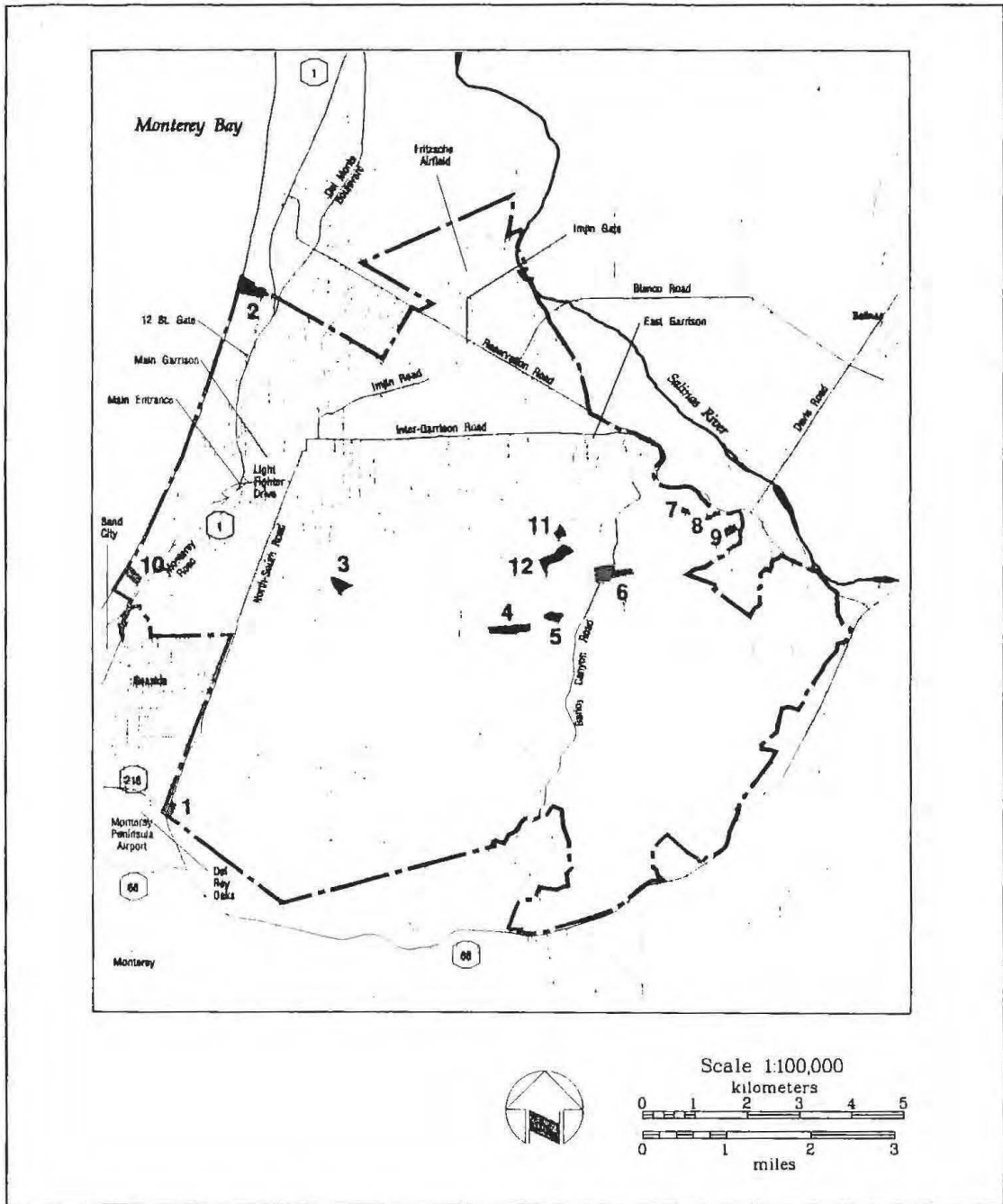
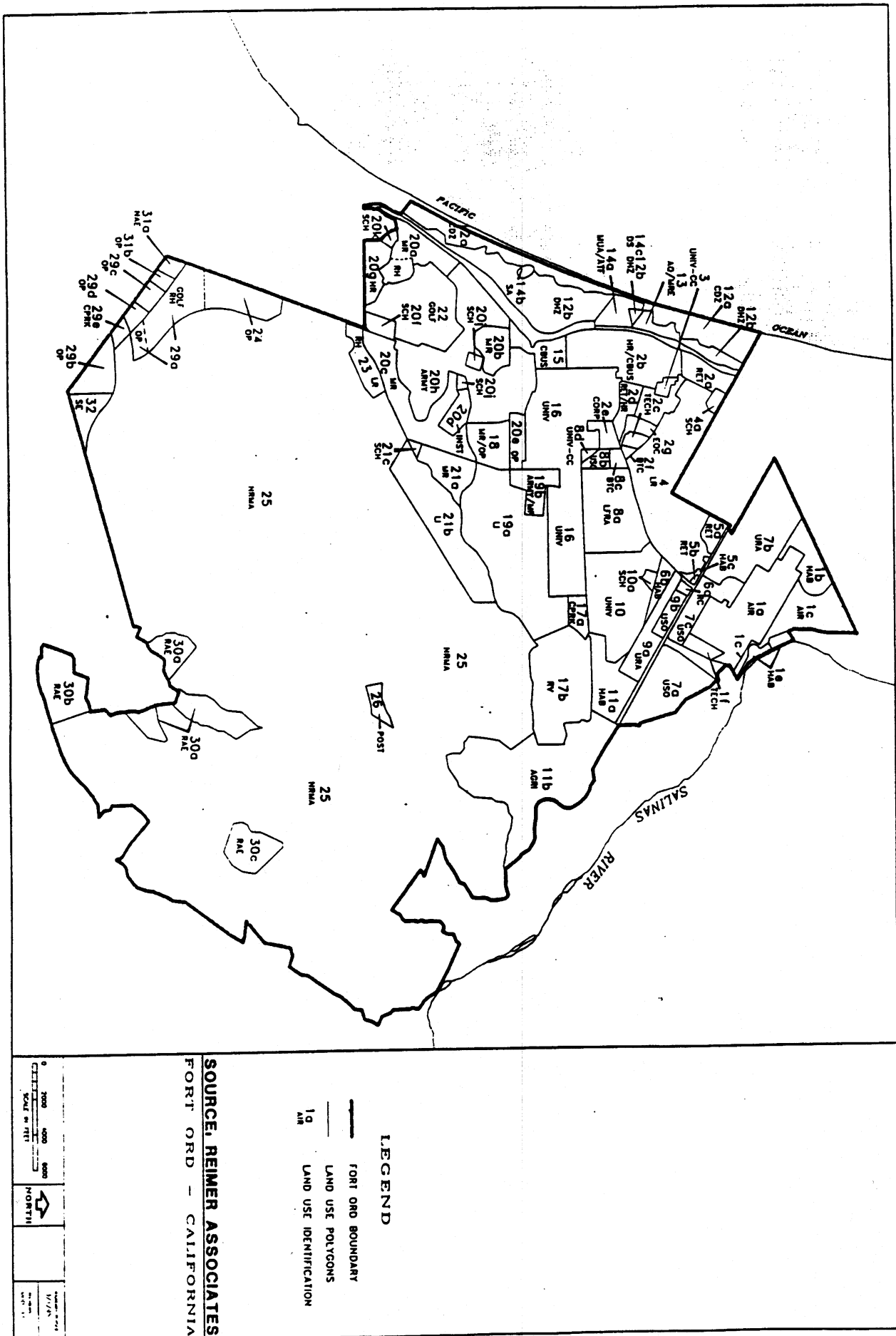


Figure 4. Location of Native Plant Reserves





Exhibit B: HMP Planning Area



LEGEND

- FORT ORD BOUNDARY
- LAND USE POLYGONS
- 1g LAND USE IDENTIFICATION

SOURCE: REIMER ASSOCIATES  
FORT ORD - CALIFORNIA

0 2000 4000 6000  
CENTERS  
SCALE IN FEET

NORTH

DATE: 11/78  
BY: [signature]





**From:** [Howard Kranther](#)  
**To:** [FORA Board](#)  
**Subject:** Northeast-Southwest Arterial Connector Project  
**Date:** Tuesday, September 25, 2018 4:25:43 PM

---

September 25, 2018

FORA board members  
920 2nd Avenue, Suite A  
Marina, California 93933  
[board@fora.org](mailto:board@fora.org)

To FORA board members,

I am writing to strongly oppose the creation of a connector road near East Garrison for the Northeast-Southwest Arterial Connector Project. The use of Inter Garrison Road and Watkins Gate Road for this project will harm East Garrison, where I live.

Regarding routes described in the document "Denise Duffy & Associates Preliminary Project Screening Analysis for the Northeast-Southwest Arterial Connector Project" dated August 23, 2018:

The proposed Blue route using the existing Watkins Gate Road is the worst alternative. My home along with numerous others faces this road and is at most 50 feet from it. Having 18,000 vehicles drive past my front door every weekday will turn our beautiful home into a noisy and polluted place.

Increased traffic on the streets of East Garrison caused by drivers trying to get between Inter-Garrison Road, East Garrison Drive, and Watkins Gate Road will cause additional problems.

The value of our property, which we purchased less than a year ago, will be significantly reduced by these problems.

There was no disclosure of a roadway of this type near East Garrison.

The Blue, Orange, and Pink proposed routes will disrupt the open space in the Fort Ord Monument, used for walking, running, hiking, and cycling.

They will also create barriers to the use of the Fort Ord Monument areas by residents of East Garrison.

Open space and recreational activities available in the Fort Ord Monument were promoted by the builder, and they factored into our decision to buy a home here.

We have been enjoying them.

Please consider these issues and find way to resolve problems with traffic in the growing Monterey area that does not harm East Garrison or other communities.

Thank you for your attention to this matter.

Howard Kranther  
East Garrison

**From:** [Yahoo!](#)  
**To:** [FORA Board](#)  
**Subject:** FORA DO NOT APPROVE  
**Date:** Tuesday, September 25, 2018 5:53:52 PM

---

I and a number of our East Garrison neighbors participated on September 6th in an extremely important FORA scoping meeting that has the real potential to impact ALL EG residents relative to their quality-of-life, residential investments, traffic congestion, noise, and safety (to name but a few). The Fort Ord Reuse Authority (FORA) held a public meeting to discuss plans for a new Northeast-Southwest Arterial Connector Project (formerly East Side Parkway). Simply put, this project involves the design and construction of a new parkway that would start at Eucalyptus Road east of Gen. Jim Moore Blvd and would cut directly through a section of Fort Ord that is owned by Monterey County. This part of Fort Ord presently is widely used by hikers, walkers, bicyclists and nature lovers and the home of much wildlife. The proposed road, that will be 4 and 1/2 miles long, would have the potential of connecting to Watkins Gate Road probably at the West Camp St. intersection with the alternative plan having the road run parallel 300 yards to the south of our current Watkins Gate Road connecting with the newly constructed Watkins Gate Road at Barloy Canyon Road, finally connecting to Reservation Road.

Engineering studies have suggested that the road would carry approximately 18,500 cars a day; compare this to the average 6,500 cars that daily use Inter-Garrison Road. The impact will be significant to traffic, trails, natural habitat, park use, your homes, and our EG community

EG residents will be directly impacted by either of the three proposed connections into East Garrison. Our Master Planned Community was designed by engineers and the current three access points; Inter-Garrison, East Garrison, and Watkins Gate Road would support the traffic generated by the 1400 residences and Town Hall area in the EG Master Plan. The additional traffic flow generated by any one of these proposals will change the dynamics of our community significantly. We need your personal involvement in this project. This project has the real potential of completely changing our East Garrison Community. The FORA is asking for public input as they prepare to draft an environmental impact report concerning this road.

Sent from my iPhone

# LAFCO of Monterey County

---

## LOCAL AGENCY FORMATION COMMISSION OF MONTEREY COUNTY

**2018**

**Commissioners**

**Chair**

Warren Poitras  
*Special District Member*

**Vice Chair**

Matt Gourley  
*Public Member*

Luis Alejo  
*County Member, Alternate*

Joe Gunter  
*City Member*

Mary Ann Leffel  
*Special District Member*

Maria Orozco  
*City Member, Alternate*

Jane Parker  
*County Member*

Ralph Rubio  
*City Member*

Simón Salinas  
*County Member*

Steve Snodgrass  
*Public Member, Alternate*

Graig R. Stephens  
*Special District Member, Alternate*

**Counsel**

Leslie J. Girard  
*General Counsel*

**Executive Officer**

Kate McKenna, AICP

132 W. Gabilan Street, #102  
Salinas, CA 93901

P. O. Box 1369  
Salinas, CA 93902

Voice: 831-754-5838

[www.monterey.lafco.ca.gov](http://www.monterey.lafco.ca.gov)

September 26, 2018

Board of Directors, Fort Ord Reuse Authority  
920 Second Ave., Marina CA 93933

**Re: FORA Transition Plan**

Dear FORA Board Members:

The staff of the Local Agency Formation Commission of Monterey County (“LAFCO”) has reviewed the staff report and draft transition plan on the agenda of the FORA meeting of September 28, 2018, and has consulted with its General Counsel with regard to LAFCO’s role in FORA’s transition and dissolution. We would like to reiterate LAFCO’s position with respect to its role in the transition process as set forth in the FORA Act, specifically Government Code section 67700.

Section 67700 requires FORA to transmit to LAFCO a transition plan that “shall assign assets and liabilities, designate responsible successor agencies, and provide a schedule of remaining obligations [emphasis added].” The Government Code does not invest LAFCO with any authority to make such assignments, designations or provisions in the event the transition plan approved by your Board fails to so do, nor does it not make the provisions of the Cortese-Knox-Hertzberg Act (Government Code section 56000 et seq., “CKH”) applicable to the transition process. Had it wished to do so, the Legislature easily could have made CKH specifically applicable, but it did not. In addition, the dissolution process in CKH contains a majority protest procedure which could defeat the specific intent of the Legislature that FORA be dissolved by June 30, 2020; we do not believe the Legislature intended such a result.

We caution against any amendment of CKH to address FORA-specific issues, as LAFCO has neither the subject-matter expertise nor resources to undertake a substantive role in FORA’s dissolution, and CKH is a law of general applicability addressing disincorporation and dissolution of agencies under its jurisdiction. Finally, we point out that LAFCO does not have jurisdictional authority over many members of FORA, including the County of Monterey, CSUMB, the UC system, or MPC. This lack of jurisdiction makes LAFCO’s role in a substantive manner questionable.

LAFCO believes it is incumbent upon FORA to adopt and transmit to LAFCO a fully developed transition plan that can be implemented without LAFCO needing to make additions or changes to the plan. If such a plan is approved and transmitted, LAFCO will fulfill its statutory duty to ensure that the plan is implemented as set forth in Government Code section 67700(b)(1).

Sincerely,



Kate McKenna, AICP  
Executive Officer

CC:  
LAFCO Commissioners  
Leslie Girard, LAFCO General Counsel

# MONTEREY COUNTY



## OFFICE OF THE COUNTY COUNSEL

168 WEST ALISAL STREET, 3<sup>RD</sup> FLOOR, SALINAS, CALIFORNIA 93901-2439  
(831) 755-5045 FAX: (831) 755-5283

**CHARLES J. McKEE**  
COUNTY COUNSEL-RISK MANAGER

**Wendy S. Strimling**  
Senior Deputy County Counsel

September 27, 2018

### *Via First Class Mail and E-Mail*

Board of Directors  
Fort Ord Reuse Authority  
920 2d Avenue, Suite A  
Marina CA 93933  
[board@fora.org](mailto:board@fora.org)

Re: September 28, 2018 Agenda Item 8e – FORA Transition Plan

Dear Chair Rubio and Honorable Members of the FORA Board of Directors:

This letter is written on behalf of the County of Monterey regarding the draft “Resolution of the Governing Body of the Fort Ord Reuse Authority Adopting a Transition Plan,” item 8e on FORA’s September 28, 2018 agenda.

County staff and County Counsel are in the process of analyzing the draft resolution, which was released to the public only on September 21, 2018. On September 25, 2018, we advised the Board of Supervisors that, based on initial preliminary review, the resolution as drafted raises legal, financial, and policy considerations for the County. Accordingly, at its September 25, 2018 meeting, the Board of Supervisors directed County staff and County Counsel to present an analysis of the resolution to the Board of Supervisors on October 2, 2018, and the Board of Supervisors also voted unanimously to request that FORA delay any vote on the draft resolution until FORA’s regularly scheduled meeting in October.

While we are still conducting our review, we would like to bring to FORA’s attention some of the legal questions and concerns that suggest that adoption of the resolution in its current form would be premature. Issues include: assumptions about the legal authority to assign obligations and costs to jurisdictions without the assent and agreement of those jurisdictions; assumptions about assigning to County and other landholding jurisdictions future costs of funding FORA’s Capital Improvement Program based on a future, not yet adopted source of funds without consideration of the limits on jurisdictions’ authority under the Debt Limitation Clause of the California Constitution (California Constitution, article XVI, section 18); assumptions about approval and completion of projects that have not yet undergone environmental review or been approved; and lack of careful distinction between obligations that would survive FORA’s dissolution versus matters over which successor entities would have discretion. Independent of the policy and financial issues raised by the resolution, these legal considerations necessitate revision and more careful wording of the resolution.

Thank you for considering these comments and concerns. The County may have additional comments following the Board of Supervisors' consideration of the draft resolution at its October 2, 2018 meeting.

Sincerely,

Charles J. McKee  
County Counsel

By:   
Wendy S. Strimling  
Senior Deputy County Counsel

cc:  
Michael Houlemard, Executive Director  
Luis Alejo, Supervisor District 1  
John M. Phillips, Supervisor District 2  
Simon Salinas, Supervisor District 3  
Jane Parker, Supervisor District 4  
Mary Adams, Supervisor District 5  
Lew Bauman, County Administrative Officer  
Nick Chiulos, Assistant County Administrative Officer  
Melanie Beretti, RMA Services Manager