

Eastside Parkway Frequently Asked Questions (FAQ)

12-18-17

1. What is Eastside Parkway and what is it intended to do?

Eastside Parkway is a conceptual Southwest-Northeast arterial roadway within the Fort Ord on-site transportation network. The Fort Ord Reuse Authority (FORA) FY 05-06 thru 17-18 Capital Improvement Program (CIP) documents describe the conceptual roadway as a 2-lane arterial roadway from Eucalyptus Road to Schoonover Drive. Eastside Parkway is expected to accommodate 18,586 average daily trips (ADT) at 2035 (see “2017 FORA Fee Reallocation Study” for additional information).

2. What will the alignment of Eastside Parkway look like when it’s complete?

The alignment of Eastside Parkway has not yet been determined. As next steps in California Environmental Quality Act (CEQA) process for the roadway, FORA will prepare a project description of the proposed project and a statement of the project’s goals and objectives. The precise alignment of Eastside Parkway will not be determined until the CEQA process is complete.

3. When and how was the public informed of FORA’s plan to build Eastside Parkway?

In 1996, FORA circulated its Draft Fort Ord Reuse Plan and accompanying Draft Environmental Impact Report (EIR), which included Eastside Parkway in the Fort Ord Transportation Network, for public review and comment. In 1997, the FORA Board adopted the Fort Ord Reuse Plan and its Final EIR. The Final EIR identified the following impact: Increase Travel Demand on Regional Transportation System. It also identified the following mitigation for this impact: A Development and Resource Management Plan (DRMP) to establish programs and monitor development at Fort Ord to assure that it does not exceed resource constraints posed by transportation facilities and water supply shall be established by FORA. Section 3.11.5.3 (a) of the 1997 Fort Ord Reuse Plan (a component of the DRMP) states: FORA shall fund its “Fair Share” of “on-site,” “off-site,” and “regional” roadway and transit capital improvements based on the nexus analysis of the TAMC regional transportation model.

Eastside Road, renamed Eastside Parkway by County staff in 2010, is an “on-site” road within the Fort Ord Transportation Network identified in the 1997 Fort Ord Reuse Plan and its accompanying Final EIR, 3 traffic studies in 1997, 2005, and 2017, and in FORA’s annual Capital Improvement Program (CIP) documents from 2001-02 to present. The FORA Board prioritized Eastside Parkway funding in the 2009/10 mid-year CIP and maintained this funding priority in subsequent, annual CIP document approvals. These documents are available on FORA website: <http://fora.org/EastsideParkway.html>

4. What Fort Ord developments does Eastside Parkway serve?

In the beginning, Eastside Road was designed as a part of a network that accommodated Fort Ord and regional traffic. Eastside Parkway currently would serve East Garrison, East Campus Housing, CSUMB, Defense Manpower and Data Center, and Presidio of Monterey military housing, and future planned developments, such as Campus Town and Seaside East. Future traffic conditions in 2035 modeled in the ‘2017 FORA Fee Reallocation Study’ show that Eastside Parkway would provide important roadway capacity, meaning 18,586 ADT would use

Eastside Parkway. TAMC modeled the 2035 scenario finding that, with TAMC's Regional Transportation Plan and the FORA CIP, roadways in the Fort Ord Transportation Network would perform within acceptable levels of service (LOS) D or better.

5. If Fort Ord developments are not built, will Eastside Parkway still be necessary?

Fort Ord developments have been entitled, built, and are being planned consistent with the 1997 Fort Ord Reuse Plan. The 1997 Fort Ord Reuse Plan DRMP (Section 3.11.5) allows development within certain financial and resource constraints, such as 6,600 acre-feet per year of Salinas Valley groundwater. The FORA Board has not amended the DRMP. Planning for less development than allowed in the DRMP has not been studied, including traffic modeling which would answer this question.

6. Will there be bike paths on Eastside Parkway?

Yes. Bike path and trail connection through the former Fort Ord roadway network is an important part of the design of each roadway.

7. How will Eastside Parkway be funded?

Eastside Parkway is funded through the FORA CIP. The primary source of funds for the FORA CIP is the FORA Community Facilities District (CFD) Special Tax, which is a one-time special tax on former Fort Ord development. For additional details, you can access the current FORA CIP document on the FORA website: <http://www.fora.org/Reports/CIP-Current.pdf>

8. Why was Eastside Parkway designed to go through open space and disrupt habitat?

Eastside Parkway is a component of an on-base network of roads that address access issues under the 1997 Fort Ord Reuse Plan. The Fort Ord Reuse Plan identifies nearly 18,000 acres of habitat for permanent conservation and enjoyment by the Monterey Bay community and others. Access to these areas and the Fort Ord National Monument is a key element in the CIP priority for completing this roadway. As noted above, Eastside Parkway is a conceptual Southwest-Northeast arterial roadway within the Fort Ord on-site transportation network. The impact of the roadway on environmental conditions is yet to be determined and the precise alignment will not be finalized until CEQA is complete, but was taken into account in the reservation of lands for endangered species in the 1997 Fort Ord Habitat Management Plan.

9. Why is FORA still using the current conceptual alignment for Eastside Parkway?

FORA is not using the current conceptual alignment for Eastside Parkway. FORA is considering options.

10. What was the lawsuit about, and what was the error by the County and FORA? How was it corrected?

FORA, County of Monterey, and the County of Monterey Redevelopment Agency approved a 5-party memorandum of agreement (MOA) in 2011, agreeing to grant road rights of way (ROW) along the conceptual Eastside Parkway alignment to the County of Monterey. Keep Fort Ord Wild (KFOR) filed a lawsuit arguing that FORA and the County of Monterey should have completed CEQA prior to approval of the 2011 MOA. The Court sided with KFOR. Afterwards, FORA and County of Monterey settled with KFOR and rescinded their 2011 MOA approvals.

11. At the two December 6 FORA events on the Eastside Parkway, FORA talked about a "third route." Can you please tell me more about what is meant by a third route?

On December 6th, FORA consultant Andy Hunter with Whitson Engineers presented information about a "3rd Corridor" that would connect the Salinas Valley to the Monterey Peninsula, from Davis Road westerly to Reservation Road to Inter-Garrison Road to Eastside Parkway to the Monterey Peninsula. The other two corridors are described as:

- 1) Blanco Road westerly to Reservation Road to Imjin Parkway to Highway 1 South and
- 2) Highway 68 Monterey-Salinas Highway westerly to the Monterey Peninsula.

Three two-directional green arrows show these three corridors' starting points on slides 24-26 of 32 of the December 6, 2017 presentation

(http://fora.org/Presentations/Eastside_Parkway_Workshop_12-06-17.pdf). These slides show modeled changes in Average Daily Trips (ADT) from existing conditions to 2035. The source of this information is the "2017 FORA Fee Reallocation Study" completed by TAMC (http://fora.org/Reports/FORA_Fee-Reallocation_Study2017.pdf).

12. What happens with the extra traffic, as it would bring accidents, go by the middle school on Coe, and via Hilby, with the increase in traffic that building this road would bring?

FORA has not yet completed a project description for Eastside Parkway. FORA is considering options. When FORA completes an Eastside Parkway Environmental Impact Report (EIR), traffic impacts will be studied under the EIR and provided to the public and decision-makers.

13. What efforts will you take to ensure the FORA Board does not rubber stamp the same alignment?

CEQA requires FORA to complete a Notice of Preparation (NOP) stating that an EIR will be prepared. The NOP will include a project description and a statement of project goals and objectives. FORA is seeking community input on the project goals and objectives for this reason. In accordance with CEQA, FORA will proceed with an environmental review process that involves public participation, evaluation of a project's environmental impacts, and analysis and consideration of reasonable and feasible alternatives to the project to reduce environmental impacts, including a "no-project" alternative.