

Eastside Parkway Goals and Objectives

Public Comment Sheets

Collected at the Public Workshops held on
December 6, 2017



FORT ORD REUSE AUTHORITY

920 2ND Avenue, Suite A, Marina, CA 93933
Tel: 831 883 3672 | Fax: 831 883 3675 | www.fora.org

Community Workshop – Eastside Parkway Goals and Objectives

Comment Sheet (December 6, 2017)

Name: Bonnie Fernandez Email: brodienow@gmail.com

Affiliation: Resident Schoonover Park 20 years

Comments: It is very unclear where the proposed options for Eastside Parkway. Where will it be?

Spend the \$ on improving the traffic planning of existing Roads- like Imjin, Jim Moore. Widen these, make more roundabouts

Make true workshop / public meetings where we can get questions answered. That is why I came! Why no questions?



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6 DEC 2017

Community Workshop – Eastside Parkway Goals and Objectives

Comment Sheet (December 6, 2017)

Name: CAMERON Binkley Email: CABINKLEY@VAHOO.COM

Affiliation: MYSELF

Comments: ① It would be helpful to ^{the} public if planners could speak clearly about the proposed project instead of a ^{USMS} technical jargon.

② The proposed project seems mainly to derive from plans developed 20 years ago and were designed for purposes that no longer seem to be consistent with current public desires to protect open space, oak woodland wildlife habitat, and trail heads & access ~~to the~~ ^{to the} ~~area~~.

③ New roadways development should focus on developed areas w/ not requiring ~~new~~ ^{paving} natural areas.

④ Congested roadways should be reduced by projects that focus on existing roadways. High 69 is too large for much of its route and money could be spent to widen it with more direct impact than an "Eastside Parkway." Similarly, proposals to widen Hwy 156 would also more directly reduce congestions than building new roads thru open space.



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Community Workshop – Eastside Parkway Goals and Objectives

Comment Sheet (December 6, 2017)

Name:

Dawn Hartsock Email: dhartsock@gmail.com

Affiliation:

Seaside Resident

Comments:

- I don't feel we need another road through Fort Ord
- I am concerned about the destruction of trees and danger to wild life.
- I feel money will be better spent on improving existing roads to accommodate increased traffic rather than starting from scratch & destroying habitat & wild life!
- I am concerned with impact to Seaside roads where parkway will empty onto Fremont etc., traffic will become heavier in neighborhoods when people try to avoid traffic on parkway
- This was not a workshop I feel it was not a good use of everyone's time (over)

I wonder about the
longevity of FORA & having
this group spear head this
project when they may be
leaving



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Community Workshop – Eastside Parkway Goals and Objectives

Comment Sheet (December 6, 2017)

Name: George T. Riley Email: georgetriley@gmail.com

Affiliation: _____

Comments: Amend the BRP to reflect new
high priority for recreation users, available
land resources, and enhance natural and
scenic attributes.

This advertised "workshop" was not !!!
Not even a map that showed existing Eastside
Road already in place. It was no different than
a normal FORA mtg -- an overview of procedure,
not substance, then 3 minute comment. Terrible
option for FORA and largely useless to the public.
Another example of FORA being closed to open
dialogue.

Why were there no maps -- of any
options under consideration? Not even showing
what's in the ground now?

①



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Community Workshop – Eastside Parkway Goals and Objectives

Comment Sheet (December 6, 2017)

Name: Henrietta Stern Email: henri.stern@ymail.com

Affiliation: FORT Friends (Fort Ord Recreation Trails Friends)
MORCA (Monterey Off-Road Cycling Association)

Comments: Recreationists are concerned about loss of ^{safe} access
to public trails and a very popular trailhead at 8th &
Bigling. The nearby trails include the County-owned
"Oak Oval" to be part of a future County park; and ②
the Fort Ord National Monument.

Current
Mont-Ord
oriented
alignment

Key goals and objectives should include:

GOAL= ① consistency with FORTAG (Fort Ord Regional Trail
and Greenway) approved by voters in 2016; which includes
② ~~safe~~ ^{current} trailheads to access County and federal
(Monument) trail systems

GOAL= ② ~~sa~~ no harm to public access to County and
federal trails in the 8th & Bigling area

GOAL= ③ safe access for the public to the County
and federal ^{trail} systems, including bikes (road +
mountain), hikers, equestrians, families with
strollers, children, dogs etc.

GOAL= ④ design project to minimize adverse effects to
recreation community

* { FORT Friends and MORCA will submit formal comments
later in the CEQA process once more information is known.

OBJECTIVE = How

- ① Location ~~of~~ road alignment to ~~minimize~~ ^{facilitate} public access to County & trail system.
Include trailheads with parking &
- ② bathrooms (even simple ones like BLM trailheads) at Creekside
- ③ Ensure safe passage of multiple users such as bikes, strollers, walkers, horses, across the Parkway such as illuminated crosswalks, tunnels, overpass walkway.



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Community Workshop – Eastside Parkway Goals and Objectives

Comment Sheet (December 6, 2017)

Name: Jan Shriner Email: shrinerforsure@gmail.com

Affiliation: resident of Marina

Comments: A couple of us scanned the FORA website for the meetings today. They could not be found. We could not find the correct email, only Board@FORA.org or info@FORA.org so I hope those inboxes will be checked or forwarded.
I have just heard that questions tonight will not be answered tonight. Charette or small groups can be more effective and community-building.

I do not see a need for the Eastside Parkway in its design or lay out. I agree with a previous speaker about housing, lifestyle, and broader view.

What forms of alternatives are being considered and evaluated, including other methods of transportation than cars? Some industries + corporations offer bus transportation.

What are other circulation improvements being considered, such as 2nd ave completion to unite Marina's center and southern Dunes area?

How can this parkway be deferred to the time when FORA has completed more like 50%-75% of the residential build out?

(Since I heard that only 2% per year has been taking place during the last two years of growth, 2% for 20 years will still be about 40%)



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Community Workshop – Eastside Parkway Goals and Objectives

Comment Sheet (December 6, 2017)

Name: Joe Patronik Email: patronikj@gmail.com

Affiliation: _____

Comments: I see no reason to build the
highway for the following reasons.

① It will not solve traffic jams. For example - Look at 101 in SF area or 5 in LA the expansions were always sold on the idea that the traffic jams would end.

They have not - They brought more traffic
② The precious natural resource of open land is irreplaceable And so are the fauna & flora

③ Monterey Doves is dead so should this project

④ I believe the legal decision has been correctly rendered. This needs to stop.

⑤ If FORA keeps pushing this I believe FORA should be stopped.

I attended this evening expecting this to be a workshop FOR THE PUBLIC TO PARTICIPATE IN ASSESSING BOTH (1) THE NEED FOR AN EASTSIDE PARKWAY and (2) *if* needed, WHAT ALTERNATIVE ALIGNMENTS should be evaluated in an Environmental Impact Report.

1. PLEASE IDENTIFY what are the specific traffic concerns or problems FORA is attempting to address with a road;
2. PLEASE IDENTIFY ANY APPLICABLE CEQA MITIGATIONS from the Certified EIR for the Base Reuse Plan which are being met by the Eastside Parkway;
3. PLEASE IDENTIFY THE POLICIES and PROGRAMS of the REUSE PLAN which need to be considered in creating alternative alignments;
4. PLEASE IDENTIFY feasible improvements to existing roads which can be accomplished more quickly; with less investment; and significantly less destruction of open space – for example, Intergarrison to 8th, to Giggling, to General Jim Moore.
5. PLEASE CONFIRM improvements to existing roads may well be the “preferred alignment” for consideration in the planned EIR.
6. Please have FOR A’s consultant answer how it is her firm be identifying a preferred alignment for the environmental impact report it is undertaking.

The format of this event prevents the PUBLIC from effectively weighing in on a preferred alignment -- there are no maps and too little information provided to us to be effective. SO, WILL THE PREFERRED ALIGNMENT BE DETERMINED BY

1. THE CONSULTANT?
2. THE FORA STAFF?
3. OR THE FORA BOARD, ADOPTING A STAFF RECOMMENDATION

ANY OF THESE THREE IS UNACCEPTABLE.

Maria Ogden
967 Jefferson
Monterey



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Community Workshop – Eastside Parkway Goals and Objectives

Comment Sheet (December 6, 2017)

Name: Mary Pommerich Email: pommie@sbcglobal.net

Affiliation: Marina Resident

Comments:

Goal: Actually listen to the will of the people.

Goal: Preserve the natural beauty and recreational options on the Ft. Ord National Monument. Do not destroy habitat, access, serenity, etc. Do not bisect the "Eastern" and "Western" segments of the public lands.

How: Reassess whether an "Eastside Parkway" is truly necessary, or whether other transportation improvements can be made elsewhere to mitigate traffic.

How: Bypass the recreation areas of Ft. Ord, as opposed to bisecting them, if a new road is needed.

I am very much opposed to the concept of the Eastside Parkway. Ft. Ord National Monument is a gem that should be preserved at all costs. A major road that runs through the middle of the land will destroy much that is great about Ft. Ord National Monument. Any transportation efforts should focus on the perimeter of the public lands, not the interior.

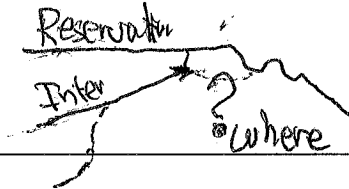
Community Workshop – Eastside Parkway Goals and Objectives

Comment Sheet (December 6, 2017)

Name: Richard Nieuwstaad Email: nstaad@sbcglobal.net

Affiliation: East Garrison

Comments: _____



- one of the maps that I saw showed the East Side Parkway connecting with Intergarrison Road, and ^{then} improving and widening Intergarrison Rd, and then connecting/terminating ~~that~~ the East Garrison housing development
- Is there any considerations, or plan, to route the additional traffic around East Garrison
- It would greatly affect our community if traffic from Intergarrison passed through East Garrison to exit through the new Watkins Gate exit to Reservation Road
- preferred exit at Intergarrison + Reservation Rd existing traffic light



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Community Workshop – Eastside Parkway Goals and Objectives

Comment Sheet (December 6, 2017)

Name: Dianne Nielson Email: ennaidsnielson@gmail.com

Affiliation: Seaside Resident

Comments: I attended this "workshop". But the only voice allowed to speak were the presenters, not attendees. Not a workshop.

I am not in favor of the Eastside Parkway. Improving existing roads, traffic flow, alternative transportation are far more desirable than yet another road. We cannot even afford to take care of the roads currently used! Also I feel it is premature to build the parkway at this time. Last, not least this road would cut through a very popular recreational area.

Let's fix what we have, please, before taking on more that we can't keep maintained now.

Eastside Parkway Goals and Objectives Emails to the Board of Directors

Relating to the Public Workshops held on
December 6, 2017

From: [Richard Kiskis](#)
To: [FORA Board](#)
Subject: Eastside Parkway
Date: Friday, December 01, 2017 6:31:54 AM

The Eastside Parkway serves no demonstrated need, and our transportation dollars would be better spent on other more pressing projects. The \$800,000 in legal fees for the Eastside Parkway project would have been better spent there, too.

Richard K.
Salinas, CA

From: Mail.mbay.net
To: [FORA Board](#)
Subject: East side Parkway
Date: Saturday, December 02, 2017 9:47:39 AM

Dear FORA Board,

I am concerned about the Eastside Parkway. I do not want it built. I do not see a need to build it. I hike there often and enjoy the serenity. The EP would destroy that serenity. It would also cause damage to the flora and fauna there. I am not alone. I see hundreds of other like-minded hikers and bikers. I speak to them every time I go there. None of them wants the EP either. Please leave the natural beauty of Fort Ord just as it is. Monterey Downs was a mistake and so is this.

Skip Kadish, Marina
831-601-3057

From: chris_dale@comcast.net
To: [FORA Board](#)
Subject: Eastside Parkway
Date: Saturday, December 02, 2017 5:54:25 PM

December 2, 2017

Dale McCauley
270 El Caminito Rd.
Carmel Valley Ca. 93924
chris_dale@comcast.net

Dear FORA Board,

I would suggest your goals be to first, use existing roads with some improvements to serve the current users.

Secondly, work with TAMC to improve the local circulation and address the current problems during rush hours.

Third, develop a transportation plan that focuses on bicycles, buses and electric cars to prepare for the future by starting at the campus.

As for the Eastside "Parkway" do not spend any more time and money on it.

If you want to be effective, start by listening to the community, become a trusted partner, think forward and deeply and become informed, then test your ideas with focus groups. You need to build support with the people first.

Your first step would be to do some house cleaning and acknowledge the past mistakes. It would be bold and take leadership but you need to make some major changes anyway.

I encourage you to lead if you want to survive.

Sincerely,

Dale McCauley

From: [John Manning](#)
To: [FORA Board](#)
Subject: Concerns over Eastside Parkway
Date: Sunday, December 03, 2017 3:30:14 PM

Dear Board,

I support the Landwatch opposition to the Eastside Parkway. Having hiked Ft. Ord , I appreciate the wild beauty that needs to be preserved.

Thank you,

Ruth Carter
Carmel Valley

Sent from my iPhone

From: [Edith Frederick](#)
To: [FORA Board](#)
Subject: In lieu of Eastside Parkway
Date: Sunday, December 03, 2017 7:41:36 PM

Please pay the owed \$35 million to TAMC first, then pay for regional road improvements on Highway 1, Highway 68 and Highway 156.

Please consider any further spending for cost efficient projects easing present traffic congestion areas and to improve safety for bikers and pedestrians.

We do not need more roads!

From: [Edith Frederick](#)
To: [FORA Board](#)
Subject: Fwd: In lieu of Eastside Parkway
Date: Sunday, December 03, 2017 7:43:50 PM

The previous email is from
Edith Frederick, MST rider, pedestrian, bicyclist and driver in that order
121 Winham Street
Salinas
831 998 1007

Begin forwarded message:

From: Edith Frederick <ediesan115@gmail.com>
Subject: In lieu of Eastside Parkway
Date: December 3, 2017 at 7:41:26 PM PST
To: board@fora.org

Please pay the owed \$35 million to TAMC first, then pay for regional road improvements on Highway 1, Highway 68 and Highway 156.

Please consider any further spending for cost efficient projects easing present traffic congestion areas and to improve safety for bikers and pedestrians.

We do not need more roads!

From: [amy wells](#)
To: [FORA Board](#)
Subject: Eastside Parkway
Date: Sunday, December 03, 2017 9:00:00 PM

Dear FORA board and staff,

I am writing you to express my dissatisfaction with your promoting of the "Eastside Parkway" and its alignment, stemming from the failed Monterey Downs development.

I cannot attend the public workshops on this matter and wish to, as clearly as possible, dissuade you from pursuing this unpopular road. We, as a community, should not expend public resources pursuing a project which has tremendous environmental, financial, and legacy costs for no discernible benefit.

I, like many residents, use the area in which the road is proposed for recreation, and I commute on highway 68 to work. By simply looking at the maps I realize the road will do next to nothing to improve my commute (actually it will likely increase traffic on highway 218 which intersects 68) and will significantly lower my, and others opportunities to recreate in the Parker Flats areas.

Please consider other less burdensome alternatives, such as improving existing roads (e.g. Inter Garrison, Eighth Ave. and Giggling) to achieve the same goals, if these goals are even arguably a priority. We know there are several other more pressing regional traffic issues.

I ask you not to attribute this letter as "public participation" in the forwarding of the ill advised Parkway: It is a call to abandon the project and process as a whole.

Sincerely,
Amy Wells D.V.M

From: [Danielle Martin](#)
To: [FORA Board](#)
Cc: [Supervisor Adams](#); district4@co.monterey.ca.us
Subject: Re: FORA's future funds usage for local highway improvements....
Date: Monday, December 04, 2017 8:15:54 AM

Dear FORA Board,

Please receive my request to NOT develop the Eastside Parkway.

I am concerned that our existing highways should still have additional improvements before considering ANY new roads. Also I am concerned that connecting the upper areas of Seaside to this additional road towards Salinas will result in destroying the family neighborhoods and school access streets on the way to accessing this proposed parkway/freeway area. Additionally this 'same' traffic would still get waylaid when eventually it would connect to Reservation Road, Highway 68 or Fremont Street areas, Canyon Del Rey areas, etc. Thus I highly encourage any 'remedies' possible to improve existing roads' infrastructure - particularly improving the worst Highway 156 bottlenecks and 'all' our commuting/gridlock zones as a higher priority which I understand FORA's budgeting privileges can be properly applied towards.

Lastly I consider the Ft. Ord National Monument and it's surrounding areas to be a 'priceless' treasure to it's surrounding communities and I predict that this area will become more and more 'beloved' as are our other regional parks and regional 'natural areas'. I've seen so many ages of users there, families with kids of all ages finally safe enough to bike on it's 'car free' roads, locals running, hiking, and biking to access the dirt trails without having to endure any worrisome traffic near the park's immediate boundaries.

Thanks you for your time in reading this email,

Sincerely,

Danielle Martin

From: Paola Berthoin
To: FORA Board
Cc: landwatch@mcclw.org
Subject: Eastside parkway proposal
Date: Wednesday, December 06, 2017 11:20:23 AM

Dear Fora Board,

All other options other than the proposed Eastside Parkway (or any other environmentally destructive option) must be considered to the fullest extent as required by CEQA and other applicable laws. This proposal would destroy 10,000 oak trees and associated habitat that is home to much wildlife. It is also land that is used for recreation by many people. Now, more than ever, prime lands such as this maritime chaparral should be preserved. Monterey County is known for its environmental values. Destroying this habitat would be devastating and a real scar on the reputation of Monterey County. We know the far-reaching detrimental effects of the car culture, most significantly, climate change.

As an artist, I have spent many hours painting onsite of the proposed "parkway". All FORA members and others involved in the decision making process would benefit from spend time out on the land. As Aldo Leopold said many years ago;

"A thing is right when it tends to preserve the integrity, stability, and beauty of the biotic community. It is wrong when it tends otherwise." ... [A] land ethic changes the role of Homo sapiens from conqueror of the land-community to plain member and citizen of it."

What message and legacy do you want to leave to the children of this area and beyond? One of destroyer of earth's support systems or one who creatively designs solutions that preserve the ecological integrity of the land we all depend on for physical and mental well-being? An approach of using Ecological Design Principles would provide a useful framework for all involved.

The painting and photograph included with this email depicts part of the area that would be destroyed if the already-deemed illegal parkway moves forward.

Sincerely,

Paola Berthoin

Paola Berthoin
25440 Telarana Way
Carmel, CA 93923
www.paolafiorilleberthoin.com
www.passion4place.net
831.624.9467





From: [Michael McGirr](#) on behalf of mike.mcgirr@icloud.com
To: [FORA Board](#)
Cc: [Lisa McGirr](#); markeyka@co.monterey.ca.us; district4@co.monterey.ca.us
Subject: Not so fast on Eastside Parkway.
Date: Wednesday, December 06, 2017 12:59:23 PM
Attachments: [image001.png](#)

Dear FORA Board,

As a concerned citizen of Monterey County and an avid outdoorsman I believe Supervisor Jane Parker has given a clear and concise summary of why alternatives to the Eastside Parkway are a desirable course of action rather than pursuing a plan with the obvious disruptions and shortcomings of the Eastside Parkway.

I support the suspension of further planning or consideration of the Eastside Parkway. Supervisor Parker gives an excellent summary in her recent Face Book post and I support her efforts for conservation and better planning for use of constrained public funds.

It would be nice to see the County, Seaside and Marina come together to determine a Gateway to the Fort Ord Monument somewhere in the 8th and Giggling area. It could be both a recreational and economic boost to the community.



Jane Parker

3 hrs · 🌐

...

I'm not convinced that there is a need for a new road (Eastside Parkway) that carves through the middle of a popular recreation area. We need to be clear about the goals we are trying to achieve. I have expressed my opinion that FORA should instead be allocating its share towards improvements on existing regional roads including Highway 1, Highway 68, and Davis Road, before pursuing Eastside Parkway.

I encourage you to learn more and participate in the public process by attending one of the meetings today or sending an email to the FORA Board (board@fora.org).

Some of my concerns I have shared about this project include:

- Is Eastside Parkway needed? There are already existing roads that connect General Jim Moore Boulevard to Reservation Road, and much of the planned development in the upper end of Seaside has not occurred.
- Would Eastside Parkway create third route between Salinas and Monterey? One would have to cut through a series of roads that are currently heavily impacted at rushhour - Fremont Street and Canyon Del Rey. With additional development planned in Del Rey Oaks, this route will become even more difficult.
- There are much more cost effective alternatives to relieving traffic, such as improving existing roads as necessary.
- FORA hasn't yet paid for regional road improvements. FORA committed to helping pay for improvements on Highway 1, Highway 68 and Highway 156. To date, FORA owes \$35 million to TAMC.
- FORA's preferred alignment for Eastside Parkway will destroy a popular recreation area along with 10,000 oak trees.
- The approval of Eastside Parkway would open the door for a project similar to Monterey Downs to be built in the same location at Parker Flats.



DEC Eastside Parkway Environmental Review...

6

Today · 2 Times · Carpenters Union Hall, 910 2nd...
5 people interested

★ Interested



Like



Share

Thank you.

Kind Regards,

Mike and Lisa McGirr
1081 San Vincente Ave.
Salinas, CA 93901
321.432.5322

From: [Juli Hofmann](#)
To: [FORA Board](#)
Subject: Eastside Parkway
Date: Wednesday, December 06, 2017 1:59:19 PM

Dear Board,

FORA needs to re-evaluate the priority that it has placed on developing the Eastside Parkway plan. This plan was originally envisioned to serve Monterey Downs; a project that is not longer a possibility of development. Why then, continue to fund and plan this road, when there is little data to support its current or future need? How does the board justify its stubborn desire to cling to this project when there are better infrastructure projects to support first?

Instead, resources would be better served to improve traffic flows where traffic impacts are clearly more evident and measurable. Please reconsider and look at other project alternatives that would serve more residents and users of the existing roads. It is evident that the parameters of need for the parkway, as originally designed, have changed. The board must recognize this shift and reassess new solutions beyond the Eastside Parkway concept.

Even removing the remaining blight on the base would be a better use of FORA resources as this will lead to development and infill instead of building a road to no where.

Juli Hofmann
Marina

From: Bertrand Deprez <bertrand@redshift.com>
Sent: Tuesday, December 19, 2017 10:59 AM
To: FORA Board
Subject: Eastside Parkway

To whom it may concern,

I am a Seaside resident and attended the FORA community "workshop" on "Eastside Parkway" Dec 6. The process was flawed and I suggest you start listening to the residents and stop imposing on us a vision that is outdated and obsolete. The "Eastside Parkway" is not needed. Many speakers gave you good reasons why to not proceed and offered solutions to remedy. Hopefully you will answer the questions asked during this supposedly "workshop" rather sooner than later. Thank you for your consideration.

Bertrand Deprez

From: Michael DeLapa [mailto:execdir@landwatch.org]

Sent: Tuesday, December 19, 2017 10:37 AM

To: Jonathan Brinkmann <Jonathan@fora.org>; FORA Board <board@fora.org>

Cc: Nicole Charles <Nicole.Charles@sen.ca.gov>; Mark.Stone@asm.ca.gov; cityclerk@ci.seaside.ca.us; marina@ci.marina.ca.us; COB@co.monterey.ca.us

Subject: FORA Transportation Project Goals and Objectives (previously Eastside Parkway)

Fort Ord Reuse Authority (FORA) Board of Directors

At workshops held on December 6, 2017, FORA staff and consultants sought public input on project “goals and objectives” related to the Eastside Parkway. More than 90% of the people at the workshop I attended voiced strong opposition to a new freeway across Fort Ord. Acknowledging this overwhelming opposition, LandWatch Monterey County offers revised goals for transportation improvements that meet identified needs (*attached*). We also rename the project —formerly known as the Eastside Road and also as the Eastside Parkway—to reflect public support for regional projects that improve safety and reduce traffic congestion.

Regards,

Michael

Michael D. DeLapa
Executive Director
[LandWatch Monterey County](http://LandWatchMontereyCounty.org)
execdir@landwatch.org
650.291.4991 m

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December 19, 2017

Mayor Ralph Rubio, Chair
Fort Ord Reuse Authority (FORA) Board of Directors
920 2nd Avenue, Suite A
Marina, CA 93933
board@fora.org | planning@fora.org

Subject: FORA Transportation Project Goals and Objectives [Eastside Parkway]

Dear Chair Rubio, FORA directors, and FORA staff:

At workshops held on December 6, 2017, FORA staff and consultants sought public input on project “goals and objectives” related to the Eastside Parkway. More than 90% of the people at the workshop I attended voiced strong opposition to a new freeway across Fort Ord. Acknowledging this overwhelming opposition, LandWatch Monterey County offers revised goals for transportation improvements that meet identified needs (attached). We also rename the project —formerly known as the Eastside Road and also as the Eastside Parkway—to reflect public support for regional projects that improve safety and reduce traffic congestion.

There is no demonstrated need for a new “parkway” in Fort Ord. Traffic volumes, regional traffic models, and other traffic data don’t justify it. Moreover, the public strongly opposes significant loss of oak woodlands, as made clear during the Whispering Oaks referenda and the Monterey Downs debacle.

Consequently, the goals we propose focus FORA’s transportation improvements and limited funds on mitigation for identified development projects on the former Fort Ord. This of course begs the question whether FORA’s limited funds would be better spent on blight removal, which remains a very significant impediment to economic development – more so than roads.

In developing these goals, LandWatch consulted with community leaders, transportation engineers, land use attorneys, and others with extensive experience in regional transportation issues, CEQA, and Fort Ord reuse. We are confident that the goals we recommend will stand both public scrutiny and help FORA avoid further costly lawsuits.

Please also enter LandWatch’s previous correspondence into the public record:

- October 9, 2017 letter from Keith Higgins to Michael DeLapa identifying issues the Fort Ord Reuse Authority, Monterey County and Cities of Marina and Seaside should address for the planning of Eastside Parkway in northeastern Fort Ord.

- October 10, 2017 letter from Michael DeLapa to Mayor Ralph Rubio seeking clarification of on-call engineering and design services on the Oct. 13 FORA Agenda in the context of Eastside Parkway.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael D. DeLapa". The signature is stylized with large, overlapping loops for the letters "D" and "L".

Michael D. DeLapa
Executive Director

cc: State Senator Bill Monning
Assemblymember Mark Stone
Monterey County Board of Supervisors
City of Seaside City Council
City of Marina City Council
Keep Fort Ord Wild

¹Regional Transportation Improvement Project² to Mitigate Transportation Impacts of Identified Development Projects on the Former Fort Ord

Project Goals

1. Identify and prioritize funding for the most economically and environmentally cost effective network of regional road improvements that by 2035 would mitigate known development impacts on the former Fort Ord and provide a level of service “D,³” taking into account the Transportation Agency of Monterey County’s regional transportation plans, already programmed and funded road improvements and their expected benefits.
2. Correct existing, unprogrammed and unfunded road deficiencies prior to dealing with potential long-term deficiencies. For example, these could include the Highway 1 interchanges with Fremont Boulevard and Imjin Parkway.
3. Consistent with strong public sentiment at the public workshops, which also opposed the now defunct Monterey Downs and Whispering Oaks proposals, reject any new road that would significantly impact oak woodland habitat or induce growth.

Comments

1. If a north-south transportation improvement is identified as a necessary mitigation, improvement of existing roads, such as Gigling Road to Eighth Avenue to Inter-Garrison, and roundabouts, should be preferred alternatives because road enhancements will likely generate fewer significant environmental impacts and have lower costs than building new roads.
2. All road designs shall be consistent with best design practices of the Regional Urban Design Guidelines adopted by the FORA Board.
3. Recognize that collaboration with LandWatch and Keep Fort Ord Wild is the best strategy for developing community consensus and avoiding unnecessary legal costs.

¹ “Known development” is existing development and future development for which a local land use agency has issued development approvals that include at least a lot-level subdivision map or building permit.

² Renamed the project formerly known as the Eastside Road to reflect an identified transportation need.

³ LOS D is the Monterey County, Seaside and Marina standard.

From: Bill Weigle <billweigle@sbcglobal.net>
Sent: Tuesday, December 19, 2017 5:55 PM
To: FORA Board; Jonathan Brinkmann
Subject: Plans for Eastside Parkway - I agree with LandWatch
Attachments: 121917-LW_FORA_Transportation_Goals.pdf

Members of the FORA Board:

I have been following the discussions regarding the Eastside Parkway for several years and I am intimately familiar with the heavily-forested land on the former Fort Ord where it would go, destroying both habitat and heavily-used and -needed recreational venues both locals and visitors use.

I encourage you to read the "FORA Transportation Project Goals and Objectives [Eastside Parkway]" very carefully. I have attached this document below. It is possible to meet our transportation needs without destroying our Coastal Oak Woodlands.

Thank you for reading and considering my comments.

Bill Weigle
Seaside resident



December 19, 2017

Mayor Ralph Rubio, Chair
Fort Ord Reuse Authority (FORA) Board of Directors
920 2nd Avenue, Suite A
Marina, CA 93933
board@fora.org | planning@fora.org

Subject: FORA Transportation Project Goals and Objectives [Eastside Parkway]

Dear Chair Rubio, FORA directors, and FORA staff:

At workshops held on December 6, 2017, FORA staff and consultants sought public input on project “goals and objectives” related to the Eastside Parkway. More than 90% of the people at the workshop I attended voiced strong opposition to a new freeway across Fort Ord. Acknowledging this overwhelming opposition, LandWatch Monterey County offers revised goals for transportation improvements that meet identified needs (attached). We also rename the project —formerly known as the Eastside Road and also as the Eastside Parkway—to reflect public support for regional projects that improve safety and reduce traffic congestion.

There is no demonstrated need for a new “parkway” in Fort Ord. Traffic volumes, regional traffic models, and other traffic data don’t justify it. Moreover, the public strongly opposes significant loss of oak woodlands, as made clear during the Whispering Oaks referenda and the Monterey Downs debacle.

Consequently, the goals we propose focus FORA’s transportation improvements and limited funds on mitigation for identified development projects on the former Fort Ord. This of course begs the question whether FORA’s limited funds would be better spent on blight removal, which remains a very significant impediment to economic development – more so than roads.

In developing these goals, LandWatch consulted with community leaders, transportation engineers, land use attorneys, and others with extensive experience in regional transportation issues, CEQA, and Fort Ord reuse. We are confident that the goals we recommend will stand both public scrutiny and help FORA avoid further costly lawsuits.

Please also enter LandWatch’s previous correspondence into the public record:

- October 9, 2017 letter from Keith Higgins to Michael DeLapa identifying issues the Fort Ord Reuse Authority, Monterey County and Cities of Marina and Seaside should address for the planning of Eastside Parkway in northeastern Fort Ord.

- October 10, 2017 letter from Michael DeLapa to Mayor Ralph Rubio seeking clarification of on-call engineering and design services on the Oct. 13 FORA Agenda in the context of Eastside Parkway.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael D. DeLapa". The signature is stylized with large, overlapping loops for the letters "D" and "L".

Michael D. DeLapa
Executive Director

cc: State Senator Bill Monning
Assemblymember Mark Stone
Monterey County Board of Supervisors
City of Seaside City Council
City of Marina City Council
Keep Fort Ord Wild

¹Regional Transportation Improvement Project² to Mitigate Transportation Impacts of Identified Development Projects on the Former Fort Ord

Project Goals

1. Identify and prioritize funding for the most economically and environmentally cost effective network of regional road improvements that by 2035 would mitigate known development impacts on the former Fort Ord and provide a level of service “D,³” taking into account the Transportation Agency of Monterey County’s regional transportation plans, already programmed and funded road improvements and their expected benefits.
2. Correct existing, unprogrammed and unfunded road deficiencies prior to dealing with potential long-term deficiencies. For example, these could include the Highway 1 interchanges with Fremont Boulevard and Imjin Parkway.
3. Consistent with strong public sentiment at the public workshops, which also opposed the now defunct Monterey Downs and Whispering Oaks proposals, reject any new road that would significantly impact oak woodland habitat or induce growth.

Comments

1. If a north-south transportation improvement is identified as a necessary mitigation, improvement of existing roads, such as Gigling Road to Eighth Avenue to Inter-Garrison, and roundabouts, should be preferred alternatives because road enhancements will likely generate fewer significant environmental impacts and have lower costs than building new roads.
2. All road designs shall be consistent with best design practices of the Regional Urban Design Guidelines adopted by the FORA Board.
3. Recognize that collaboration with LandWatch and Keep Fort Ord Wild is the best strategy for developing community consensus and avoiding unnecessary legal costs.

¹ “Known development” is existing development and future development for which a local land use agency has issued development approvals that include at least a lot-level subdivision map or building permit.

² Renamed the project formerly known as the Eastside Road to reflect an identified transportation need.

³ LOS D is the Monterey County, Seaside and Marina standard.

From: David Grow <DavidG@trueleaffarms.com>
Sent: Thursday, December 07, 2017 11:06 AM
To: Heidi Lizarbe; Mayor Gunter
Subject: For consideration.

Please submit to committee looking into a new path between the Salinas corridor and the Monterey peninsula.

3.63 miles connects Salinas to an underused existing connection to HWY 1

Best Regards,
David Grow
831 235 5681



From: JaneHaines80@gmail.com
Sent: Tuesday, December 19, 2017 8:09 PM
To: FORA Board; Rubio Mayor Ralph
Subject: "Eastside Parkway Environmental Review Process"

Dear Mayor Rubio and FORA:

This email responds to FORA's solicitation of comments addressing the so-called "Eastside Parkway Environmental Review Process."

I oppose construction of a new Eastside Parkway. I urge that instead of constructing an Eastside Parkway, FORA be guided by the environmentally-superior goals recommended by LandWatch, as follows:

- direct funding to improvement of existing roads rather than construction of a new freeway across the former Fort Ord
- avoid road construction through oak woodland habitat
- make road design consistent with Regional Urban Design Guidelines

The Fort Ord Base Reuse Plan mandates environmental protection in reuse of the former Army base.. Cutting a new highway through oak woodland habitat is the antithesis of environmental protection. The Base Reuse Plan never mentions an "Eastside Highway." I urge FORA to abandon its long-held assumption that an Eastside Parkway is needed and instead, to look with fresh eyes at LandWatch's recommended transportation goals, and then adopt them.

Sincerely,
Jane Haines
Pacific Grove resident
(831) 375-5913

From: Lisa <lhoivik@comcast.net>
Sent: Tuesday, December 19, 2017 5:43 PM
To: FORA Board; Jonathan Brinkmann
Subject: eastway parkway

Mayor Rubio and Board members,

There is no need for a new “Parkway” at Fort Ord. The public does not want it and traffic studies do not support it. And the significant loss of oak woodlands would be a disaster!

Better to spend limited funds on blight removal and recreational opportunities. The latter would benefit locals and visitors.

Thank you,

Lisa Hoivik
113 Linda Vista Pl.
Monterey

From: Sara Hunsaker <sarahun@comcast.net>
Sent: Wednesday, December 20, 2017 6:01 AM
To: FORA Board
Subject: Ft. Ord 'Development'

Dear FORA Board Members,

I fully support the Landwatch determinations regarding building new parkways. There is a need to update the Imjin and Fremont accesses. That's all folks: Keep Fort Ord as Wild as possible. "Parkways" are foot paths and bike trails within our protected parks not places we want to destroy habitat.

Please!

Thank you,
Sara Hunsaker
Carmel Valley, CA

From: Jody Hansen <jody@montereychamber.com>
Sent: Wednesday, December 20, 2017 12:24 PM
To: FORA Board; Jonathan Brinkmann
Subject: Comments - Eastside Parkway - Goals & Objectives
Attachments: MPCC Comment - Eastside Parkway Goals & Objectives - 12 19 17.pdf

Dear FORA Board and Planning Staff,

Please see the attached letter for our comments.

Thank you,
Jody

Jody Hansen

President and CEO

Monterey Peninsula Chamber of Commerce

243 El Dorado Street, Suite 200, Monterey, CA 93940

831.648.5359 Direct | 831.648.5350 Main | 408.646.9162 Cell | 831.649.3502 Fax

jody@montereychamber.com | www.montereychamber.com





December 19, 2017

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WWW.MONTEREYCHAMBER.COM

Mayor Ralph Rubio, Chair
Fort Ord Reuse Authority (FORA) Board of Directors
920 2nd Avenue, Suite A
Marina, CA 93933
board@fora.org | planning@fora.org

Re: Comments – Eastside Parkway Goals and Objectives

Dear Chair Rubio and FORA Board Members:

The Monterey Peninsula Chamber of Commerce represents over 800 members in the greater Monterey County region. There are over 8,500 companies located on the Monterey Peninsula employing more than 59,000 workers, many of whom live in and commute from the Salinas Valley area.

Our organization continues to support the initial promise of the master plan adopted by the Fort Ord Reuse Authority to provide a balance of environmental preservation, educational advancement and economic recovery for the communities devastated by the closure of Fort Ord. We supported the formation of the Fort Ord Monument that preserved over 17,000 acres as well as an additional 4,000 acres of recreational open space and visitor serving areas; that's over 21,000 out of the 28,000 total acres of Fort Ord lands. We also supported entitlements of 2,300 acres for the establishment of California State University Monterey Bay; Monterey Peninsula College's satellite campus; and University of California Santa Cruz's MBEST Center for educational and research pursuits.

The Eastside Parkway is a critical transportation component to create an efficient and safe circulation system that is desperately needed for moving workers, goods and services to and from the Peninsula and the Salinas Valley. By comparison to the vast open space allocation, a very small percentage of acreage is needed to complete the Eastside Parkway, which is the remaining linkage for a functional transportation system within Fort Ord lands. It needs to be built for connection between housing, job sites, the Veterans Cemetery and recreational areas. It is part of the master plan promise.

We are extremely concerned about efforts to thwart construction of the Eastside Parkway. The interests of citizens focused exclusively on recreational uses and environmental preservation have been served. It's now time to provide balance and meet the needs of thousands of hard working citizens in our community who cannot attend countless public hearings. We believe construction of the Eastside Parkway is essential for the future economic prosperity of our region. A preferred alignment would take into consideration sensitive habitat, wildlife corridors and integrate with the FORTAG trail while allowing convenient thoroughfare access for our working population. We understand there is no perfect alignment. We do not assume expertise to recommend a preferred alignment. Appropriate mitigation should be applied to allow the project construction to move forward. Parties that state this roadway is not needed are mistaken and may have alternative motives to curtail balanced development.

Thank you for consideration of these comments.

Sincerely,


Jody Hansen
President and CEO

From: Donna Burych <dburych@comcast.net>
Sent: Friday, December 22, 2017 10:14 PM
To: FORA Board; Jonathan Brinkmann
Subject: FORA Transportation Project Goals and Objectives [Eastside Parkway]

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Chair Rubio, FORA directors, and FORA staff:

I am writing to say I oppose a new freeway across Fort Ord. And I oppose any project that would cause further loss of oak woodland habitat. I support the goals proposed by Land Watch that focus FORA's transportation improvements on mitigation for identified development projects.

Thank you.

Donna Burych, Monterey CA

Eastside Parkway Goals and Objectives

Emails to planning@fora.org

Relating to the Public Workshops held
on December 6, 2017

From: Amelia Olson <amolson@csumb.edu>
Sent: Wednesday, December 13, 2017 11:46 AM
To: Jonathan Brinkmann
Subject: Eastside Parkway comments

RE: Comments on the December 6th, 2017 Community Workshop on project goals and objectives for the proposed Eastside Parkway.

Ladies and Gentlemen,

I attended the Community Workshop on December 6th, held to solicit opinions from the public regarding the proposed Eastside Parkway. As a resident of Marina since 2011, I appreciate the effort to integrate public opinion into goals and objectives for the proposed road. However, I oppose the Eastside Parkway for the following reasons:

- The workshop was presented as a seminar. The questions that were presented were not answered by FORA members. I left the meeting with more questions than I entered with.
- One such question I left with was “where would this road go?”
 - Presently, there is no proposed route of the Parkway. Further, was a lack of general corridor shown at the public meeting. Without a reference path, it is very difficult to select route that is preferable to the public.
- As an avid hiker, Fort Ord in its present condition presents a wonderful opportunity for recreation. A road such as Eastside Parkway would disrupt many trails and pose a new safety risk in crossing. Worrying about being struck by a car is not something I would like to associate with hiking.
- Car strike and roadkill would be an inevitability with Eastside Parkway. Deer strike in particular would not only negatively impact to the native deer population, but would also be a human safety problem.
- The flora and fauna present in Fort Ord would be disrupted by the implementation of this road.
- Though the design of the road is intended to lessen traffic issues and avoid the CSUMB campus, I worry that the addition of cars entering Inter-Garrison would negatively impact students and staff traveling from East Campus Housing to campus.
- Lastly, I wonder if there is not a better solution that does not involve the creation of a new road through Fort Ord but perhaps improving existing roads.

Please take these comments into consideration.

Thank you,

Amelia Olson

[8053155008](#)

amolson@csumb.edu

From: john-bonnie <johnwhisler@comcast.net>
Sent: Monday, December 18, 2017 7:38 AM
To: Jonathan Brinkmann
Subject: Eastside Parkway

Dear Planners,

I have some concerns about the present alignment.

I am concerned about the damage that will be done to a valuable Oak woodland, and the damage that will be done to a popular recreation area.

I am concerned that this road will direct traffic through residential areas in Seaside causing bottlenecks and unwelcome noise.

I am concerned that Seaside Middle School, which produces its own traffic, will be subjected to even more traffic.

The plan to put this road through Fort Ord will require careful planning, and consideration of these concerns.

Sincerely,
Bonnie Whisler
1985 Military Ave.
Seaside

From: Darius Rike <darike01@gmail.com>
Sent: Wednesday, December 06, 2017 3:13 PM
To: Jonathan Brinkmann
Subject: Eastside Parkway

I attended the "workshop" today but had to leave early. I was a little disappointed as I thought it would be more interactive.

In any case, here are my comments.

1. Are there alternatives to address the projected traffic besides building a new road (improve/connect existing roadways to allow traffic to flow better, improve biking infrastructure for bike commuting, improve public transportation).
2. If an Eastside Parkway (North South Road through the former Fort Ord) must be built then the road infrastructure at each end of it should be developed FIRST so that you don't end up with a road that can handle a lot of traffic that ends up starting and ending in areas that can not (General Jim Moore is only two lanes where it enters Del Rey Oaks, Reservation Road and Davis Roads are only two lanes but are supposed to be feeders in this new roadway, InterGarrison is only two lanes etc....). Improving the surrounding traffic infrastructure will help current and future proposed traffic and if built out and the additional traffic doesn't require Eastside parkway then great.
3. If Eastside Parkway is built every effort should be made to minimize its impact on open space and wildlife. A road through the open space on Former Fort Ord WILL lead to more animal deaths from traffic even if you make wildlife crossings. The wildlife doesn't know it is supposed to cross the road at a specific location.
4. If Eastside Parkway is built every effort should be made to ensure it enhances the recreational trail opportunities and does not negatively impact what has become a destination trail system for hikers, bikers, trail runners, dog walkers etc..
5. Safe crossing for trail users must be included in the plan preferably in the form of multiple over or under passes.

Regards,

Darius Rike
831-596-9102
Marina, CA

From: Dusan Tatomirovic <dusan.tatomirovic@gmail.com>
Sent: Friday, December 08, 2017 6:34 AM
To: Jonathan Brinkmann
Subject: "Eastside Parkway"

A new connection between Monterey/Seaside area and Salinas is necessary for rush hour traffic only.

Instead of building a completely new road, FORA should consider using existing infrastructure and be upgrading it to meet the current standards.

The Coe Avenue extension should connect to upgraded Eucalyptus and Watkins Gate roads since the east side of WG is already being upgraded for the East Garrison access.

That route would provide very little habitat destruction and will be the shortest connection between Seaside and Salinas while avoiding CSUMB but serving East Garrison as well.

Such a new route should be appropriately renamed, to avoid association with past failed projects. Also, more evenly distributing traffic between Blanco and Reservation/Davis routes would alleviate traffic congestion through Marina.

Once completed, the proposed two-lane road would be open to ONE WAY TRAFFIC from Salinas to Monterey between 7-9 am and in the opposite direction between 4-6 pm.

For the rest of the day, it would operate as a Fort Ord access road only, with a physical barrier preventing through traffic. Such an automated system could be easily implemented.

This solution would take away the most important issue from the development opponents - CA oaks destruction and would also present them with an idea that is hard to fight: that the road's primary goal is to increase access to Fort Ord.

Please confirm that you have received this e-mail.

Thank you.

Dusan Tatomirovic
Marina, CA 93933

Dusan Tatomirovic
Skype: duketate
Phone: 831-204-8401

"Nothing limits achievement like small thinking; nothing expands possibilities like unleashed imagination." (William Arthur Ward)

From: Eric Morgan <emorgan@blm.gov>
Sent: Wednesday, December 06, 2017 1:40 PM
To: Jonathan Brinkmann
Subject: Eastside Parkway Workshop
Attachments: ATT00001.htm; Transportation Workshop Letter to FORA.pdf; eastside parkway planning maps BLM comment letter.pdf; ATT00002.htm

Please accept this previous letter as our comment on the Eastside Parkway planning process.

ERIC MORGAN
Fort Ord National Monument Manager
(831)582-2212 office
(831)206-2505 cell

Visit Our ExtraOrdinary Webpage www.blm.gov/nlcs_web/sites/ca/st/en/prog/nlcs/Fort_Ord_NM.html

Begin forwarded message:

From: "Morgan, Eric" <emorgan@blm.gov>
Date: August 25, 2017 at 9:42:56 AM PDT
To: board@fora.org
Subject: FORA Transportation Workshop

Hi FORA Board:
Thanks for sponsoring a transportation workshop on September 8th.
Please see our comments on the transportation planning efforts relevant to Eastside Parkway.

Eric A. Morgan
BLM's Fort Ord National Monument Manager

(831)582-2212 Office
(831)206-2505 Cellular

BLM Fort Ord National Monument
940 2nd Avenue
Marina, CA 93933

Visit Our ExtraOrdinary Webpage [here](#)

*"**GREAT LANDS, GREAT VALUE:** The BLM is one of a handful of federal agencies that generates more revenue than it spends. For every dollar of federal funding spent, BLM returns about five dollars directly back to the Federal Treasury - much of this revenue is disbursed back to state and local governments where the public lands reside. Job creation associated with the BLM administered lands accounts for about 1 percent of the GDP. These lands are a sound financial investment in so many ways."*



United States Department of the Interior
BUREAU OF LAND MANAGEMENT

Central Coast Field Office
940 2nd Avenue
Marina, CA 93933
www.blm.gov/california



August 25, 2017

In Reply Refer To:
6200 (CA190.50)P

Michael A. Houlemard, Jr.
Executive Officer Fort Ord Reuse Authority (FORA)
920 2nd Ave,
Marina, CA 93933
Regarding: Transportation Workshop

Dear Mr. Houlemard:

The Bureau of Land Management (BLM) appreciates the leadership of FORA and the FORA Governing Board in carefully considering and planning a regional transportation system on the former Fort Ord. We support FORA's decision to analyze various options for the regional transportation system referred to as "Eastside Parkway" within the Capital Improvement Program. This potential transportation facility has become a lightning rod for controversy and we hope that the public becomes involved in the environmental review process.

As you know, the BLM was engaged with FORA in the early conceptual planning of "Eastside Parkway" with California State University Monterey Bay (CSUMB) sometime around 2005. The BLM envisioned a regional transportation connector that was north of what is now the national monument, and CSUMB envisioned this regional connector being south of their campus and possible future campus housing. That conceptual transportation planning in 2005 was also mindful of avoiding lands designated as habitat reserves within the Habitat Management Plan.

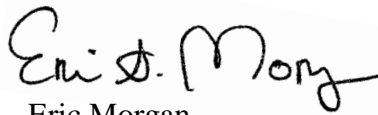
As you now analyze alternatives and final alignment of this regional transportation network, please be mindful of these opportunities: 1) there is need for a gateway to the national monument from the north – there are two BLM trailheads on the southeast near State Route 68, but no managed trailheads on the north; 2) there is an opportunity to integrate regional motorized and non-motorized routes such as the Fort Ord Recreation Trail and Greenway (FORTAG); and 3) consider passage across transportation systems by wildlife and recreationists to open space.

If planned correctly, this transportation corridor can accomplish all of the above and provide needed traffic relief for State Route 68 and Highway 1. If the transportation network improves access to the national monument and includes developed trailheads as part of its design, perhaps it

can be called “*Monument Parkway*” or “*Gateway Avenue*”. There are currently three trailhead opportunities along or near the study corridor that have opportunities to be served by a regional roadway: 8th and Gigling intersection, Jerry Smith and Intergarrison intersection, and the former Travel Camp. A trailhead at the Jerry Smith intersection with Intergarrison Road could serve both a FORTAG trail segment and access to the national monument. This could provide opportunities for federal funding of the transportation connection and access through the Federal Lands Access Program.

We are pleased to offer our enthusiastic support of this important transportation planning process. Thank you for considering our input.

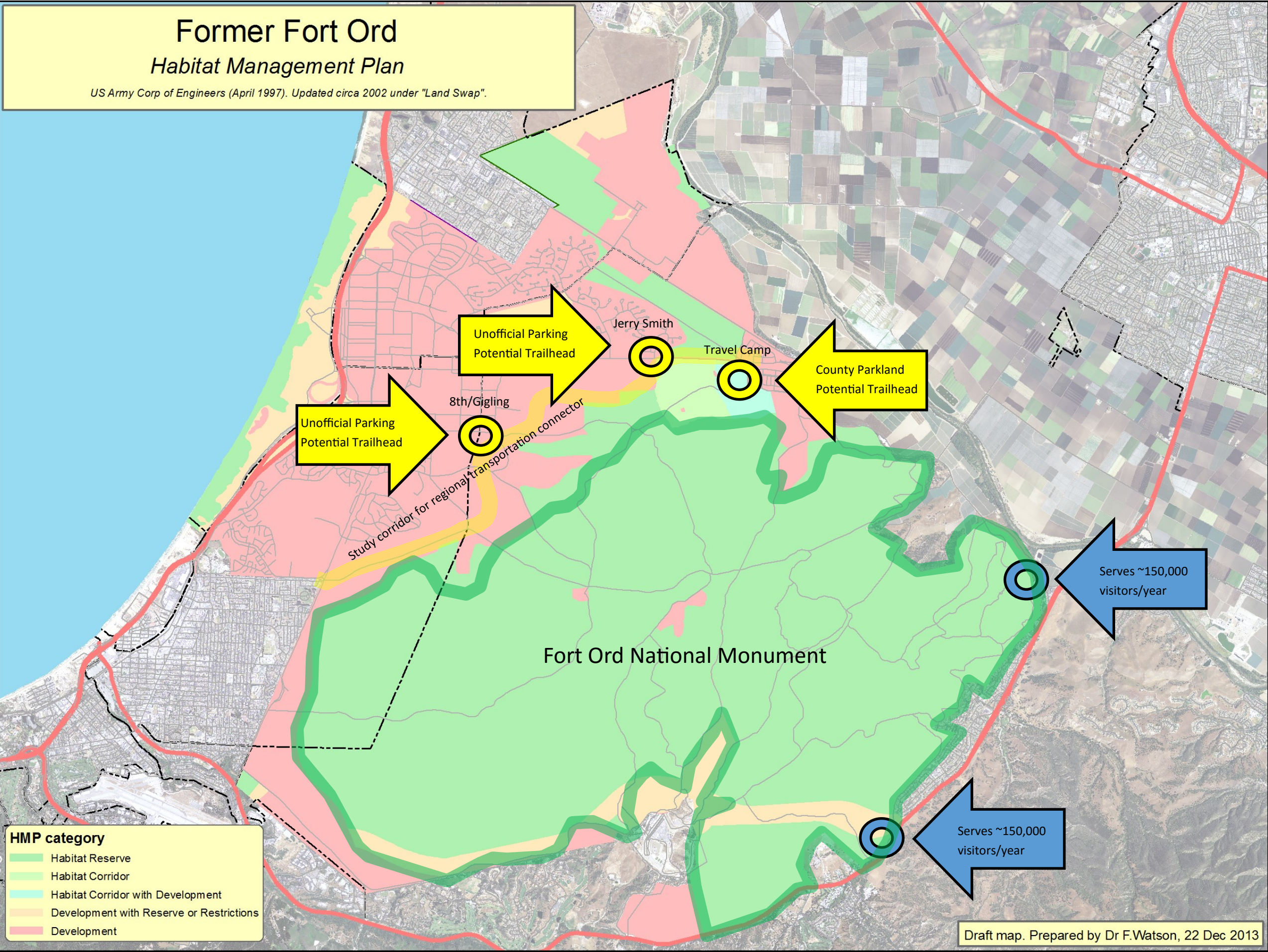
Sincerely,

A handwritten signature in black ink that reads "Eric D. Morgan". The signature is written in a cursive, flowing style.

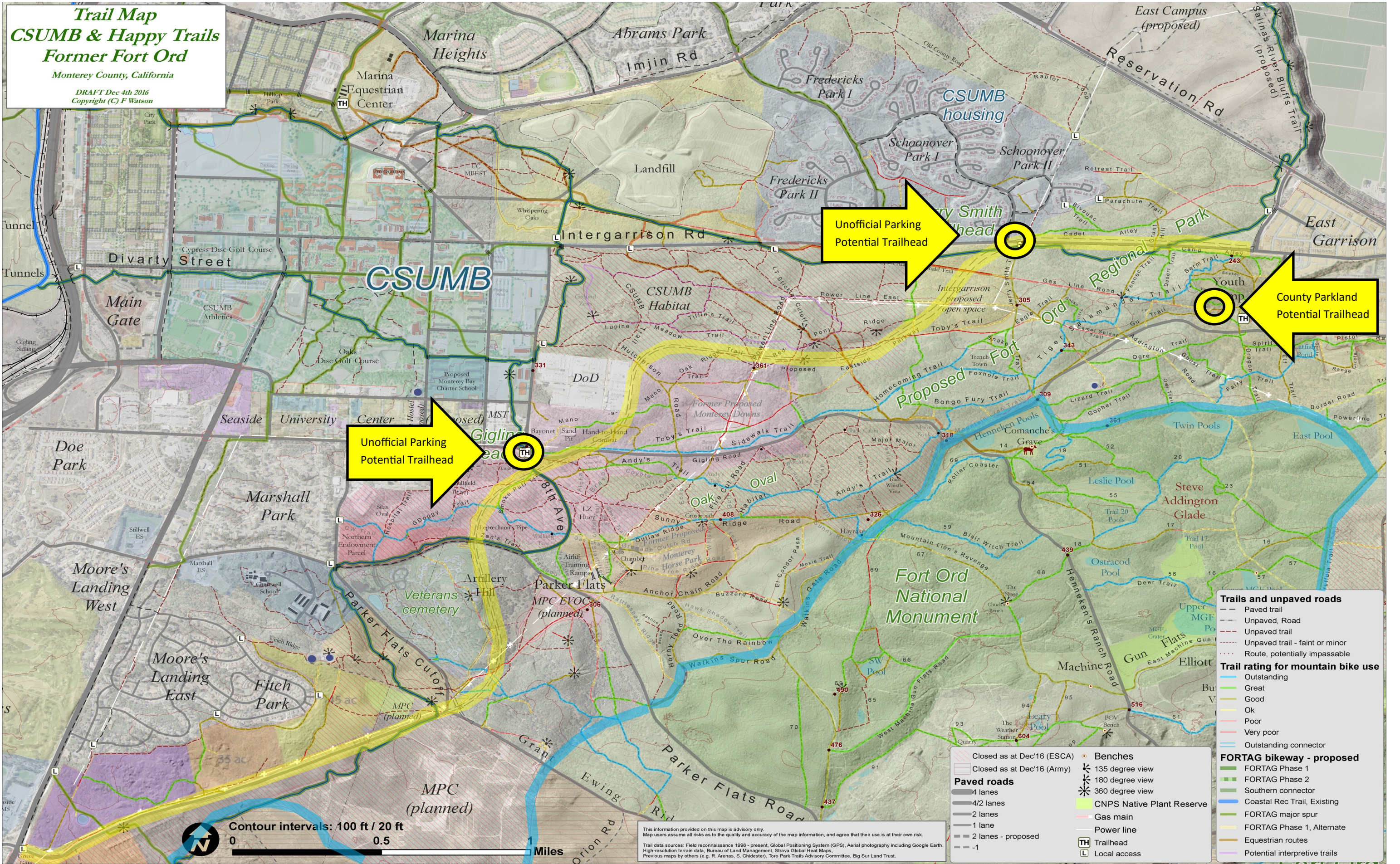
Eric Morgan
Fort Ord National Monument Manager

Attached:

- Maps showing study corridor for regional transportation connector



Trail Map
CSUMB & Happy Trails
Former Fort Ord
Monterey County, California
DRAFT Dec 4th 2016
Copyright (C) F Watson



From: Karla Garcia <karlarenee@prodigy.net>
Sent: Thursday, December 07, 2017 12:37 PM
To: Jonathan Brinkmann
Subject: East side Parkway

Good Afternoon,

As a home owner and member of this community, I am completely against the Eastside Parkway. There is no reason to utilize this road. The only thing that building a road in this area does is kill both plant and wildlife. Widening of both Imjin Road and Reservation Road is something that needs to be done. Both these roads are used heavily and they are direct routes to and from Marina and Salinas. From what I've read this project is going against a court order. I am hoping to be at every public meeting working in opposition against this road to KEEP OUR OPEN SPACE - OPEN!

Karla Garcia

From: kenneth chrisman <kennethchrisman@me.com>
Sent: Sunday, December 10, 2017 12:59 PM
To: Jonathan Brinkmann
Subject: Eastside Parkway - don't do it

Dear FORA board:

I encourage you to abandon the quest for a new route for vehicular traffic through the former Fort Ord. Please direct your resources to improving the existing routes as mandated by your initial charter. Issues to consider are:

1. Are there alternatives to address the projected traffic besides building a new road (improve/connect existing roadways to allow traffic to flow better, improve biking infrastructure for bike commuting, improve public transportation)?
2. If an Eastside Parkway (North South Road through the former Fort Ord) must be built then the road infrastructure at each end of it should be developed FIRST so that you don't end up with a road that can handle a lot of traffic that ends up starting and ending in areas that can not (General Jim Moore is only two lanes where it enters Del Rey Oaks, Reservation Road and Davis Roads are only two lanes but are supposed to be feeders in this new roadway, InterGarrison is only two lanes etc....). Improving the surrounding traffic infrastructure will help current and future proposed traffic and if built out and the additional traffic doesn't require Eastside parkway then great.
3. If Eastside Parkway is built every effort should be made to minimize its impact on open space and wildlife. A road through the open space on Former Fort Ord WILL lead to more animal deaths from traffic even if you make wildlife crossings. The wildlife doesn't know it is supposed to cross the road at a specific location.
4. If Eastside Parkway is built every effort should be made to ensure it enhances the recreational trail opportunities and does not negatively impact what has become a destination trail system for hikers, bikers, trail runners, dog walkers etc..
5. Safe crossing for trail users must be included in the plan preferably in the form of multiple over or under passes.

Thanks,
Ken Chrisman

Sent from my iPad

From: Lisa Rike <lmrike@yahoo.com>
Sent: Monday, December 18, 2017 4:43 PM
To: Jonathan Brinkmann
Subject: Eastside Parkway

18 December 2017

Lisa Rike
3020 Eddy Street
Marina, CA 93933

FORA
920 2nd Avenue
Suite A
Marina, CA 93933

SUBJECT: Eastside Parkway

The following is my submission of Goals and Objectives to be included in the evaluation of the need for Eastside Parkway.

GOAL: Coordinate with all other organizations to ensure duplication of traffic reductions aren't happening.

Objective: Coordinate with AMBAG to see what their five year plan is.

Objective: Coordinate with CEQA to ensure all mitigations are being represented.

Objective: Coordinate with TAMC who is also going through public process at this time for transportation planning for the next five years. Be absolutely sure they haven't already found a solution before adding new roads.

Objective: Respect the already approved FORTAG alignment approved by TAMC.

Objective: Re-evaluate already preconceived transportation project to ensure they are still a rational choice.

GOAL: Minimize harm to public access in relation to key destinations. Also, minimize advert effects to the already active, outdoor community.

Objective: Identify public access locations already in use for recreational lands and plan around those location to prevent their loss.

Objective: Amend ReUse Plan to recognize unanticipated, extraordinary value the public has now placed on open/recreational space (i.e. 8th & Gigling) where the amount of people hiking, biking and running has increased by over 200+% since the last plan for this Parkway was established.

Objective: Recognize "Happy Trail" (the North East section of land near 8th & Gigling) as a valued location to the community.

Objective: Avoid cutting through recreational areas.

Objective: Ensure no visible or sound impact on recreational areas

GOAL: Maintain Safe access to key destinations.

Objective: Be sure there is adequate parking at trail heads.

Objective: Be sure there is safe access to trail head by using under/over passes.

NOTE: Be aware this only has value to humans, the animals don't know the use them and will still be killed trying to cross over new roads within their habitat.

Objective: Establish Bike and Pedestrian routes that are safe and not ON the actual roadway.

GOAL: Reduce traffic impacts and travel time while reducing impacts on wildlife, loss of recreational space, and other community locations.

Objective: Analyze traffic flow and find the bottleneck locations. Fix these specific problems FIRST.

Objective: Ensure that all access points to EastSide Parkway are able to take the added traffic and aren't just a new place for bottlenecking and commuter frustration.

Objective: Maximize improvement to existing roads and re-evaluate before building new. For example, create wider road on Hwy 68 or add commuter lanes to Hwy 1.

Objective: Create Roundabouts for smoother flow. i.e. General Jim Moore has so many stop signs that commuters aren't interested in using it and are still taking the other routes.

Objective: Provide for alternative options of transportation (i.e. bus lanes, bike lanes, park and rides)

Objective: Reduce the carbon footprint of Monterey County.

Objective: Avoid/Reduce impacts to local, state and federally defined sensitive areas.

Objective: Conserve farmland resources.

GOAL: Ensure Habitat Corridors (i.e. to the Salinas River from Fort Ord National Monument (FONM)) are still available for the wildlife.

Objective: Prevent bifurcation of animals and plants from FONM.

Objective: Do NOT destroy local animal habitats.

Objective: Avoid cutting through habitat areas.

From: Madison Heard <mheard@csumb.edu>
Sent: Sunday, December 10, 2017 4:05 PM
To: Jonathan Brinkmann
Subject: Eastside Parkway

Hello,

I am a student at CSUMB and resident in the Fort Ord military housing. I frequently hike and bike around the Ford Ord trails and strongly oppose the construction of a parkway that will bisect these pristine lands.

Doing so would increase the likelihood of cars running into wild animals that have no familiarity with traffic, and fragile species would be threatened.

I do not support the plan to construct the Eastside Parkway.

Thank you and have a nice day.

Cheers,
Madison Heard

From: Pat McNeill <pmcneill@sbcglobal.net>
Sent: Monday, December 11, 2017 11:34 AM
To: Jonathan Brinkmann
Subject: Eastside Transit route

I propose the following route. East to West: Intergarrison Road to 8th Street to 8th St. Extension to Parker Flats to Eucalyptus to General Jim Moore.

A separate frontage path for student traffic will be required parallel and adjacent to Intergarrison. Wildlife underpasses, adequate for animals up to the size of deer and humans should be placed at locations determined by qualified biologists.

Thank you, Pat McNeill

From: Paul Whitson <p.whitson496@gmail.com>
Sent: Tuesday, December 12, 2017 12:36 PM
To: Jonathan Brinkmann
Subject: Eastside Parkway

Dear FORA Planning Committee Members:

I strongly urge you to reject proposals for construction of Eastside Parkway. This project is unneeded, a waste of tax dollars and an environmental disaster. I am strongly opposed and ask you to reject this proposal.

Cordially,

Paul Whitson
17900 Kearny Street #612
Marina, CA 93933-4554

From: Uli Siebeneick <uli.siebeneick@gmail.com>
Sent: Friday, December 15, 2017 10:02 AM
To: Jonathan Brinkmann
Subject: Eastside Parkway

I want to seriously object to the idea of an Eastside Parkway in its current form.

From all the information I have gotten so far, it will dump the traffic on to the intersection of Eucalyptus Road and General Jim Moore. At that point most of the traffic would want to go down Coe Avenue and from there to Monterey Road. This would be the most direct way from East Garrison, Salinas and East Marina traffic to get to the Peninsula. Nobody would want to go directly through downtown Seaside. But Monterey Road is at this point already over its capacity to handle the current traffic.

Hans-Ulrich Siebeneick

From: Alison Kerr <shouldbeinthegarden@gmail.com>
Sent: Thursday, December 21, 2017 3:34 PM
To: Jonathan Brinkmann
Subject: Eastside Parkway

To FORA planning members and staff,

I would like to express my desire that you NOT got through with the proposed Eastside Parkway. There are other priorities that need to be completed first and too much taxpayer funding has already gone into lawsuits.

There are different ways to achieve the housing goals that seem to be driving this, without disrupting wildlife or doing so much damage to the environment that was bequeathed to the Monterey residents.

Please reconsider your support for this proposed thoroughfare. We are unable to get back that which we destroy.

--

kind regards,

Alison
394-3031-nearest the yard

From: Barbara S F Davis <barbarasfdavis@gmail.com>
Sent: Thursday, December 21, 2017 1:48 PM
To: Jonathan Brinkmann
Subject: Eastside Parkway

Dear FORA,

According to Land Watch executive director, Michael DeLappa: "There is no demonstrated need for a new 'parkway' in Fort Ord. Traffic volumes, regional traffic models, and other traffic data don't justify it.

"Moreover, the public strongly opposes significant loss of oak woodlands, as made clear during the Whispering Oaks referenda and the Monterey Downs debacle."

Sincerely,

Barbara Davis

From: Brian Tomasini <colormetango@hotmail.com>
Sent: Thursday, December 21, 2017 12:32 AM
To: Jonathan Brinkmann
Subject: Eastside Parkway Comments

Fort Ord Reuse Authority

Dear People,

Very disappointed the cities of Seaside, Marina, as well as FORA and Monterey County, have displayed ZERO interest in the possibilities and potential inherent in accessing the western oak lands of the Fort Ord National Monument from the coast. Aside from building a border wall of billboard villages and asphalt parkways to erase it from history, apathy reigns. The southwest side of Fort Ord is full of level and gently rolling family friendly trails and paths under oak canopy. Some will point to miles of existing trails on the Monument already, but fail to mention the vertical characteristics of those trails on the Hwy 68 side. Will you walk with your children or pets from the Laguna Seca Raceway entry gate up that hill to the race track? The slim swath of terrain on the south west is practically handicap accessible, already rimmed with roads, an irreplaceable opportunity for recreation, rehabilitation, teaching, appreciating, and attracting all manor of visitors and volunteers. 8th Avenue should connect with Eucalyptus along the Veteran's Cemetery and a transition from the former Fort Ord to the Fort Ord National Monument should be a feature destination. Gateway to Fort Ord? Try the side of the road, because there is no place to park.

We need to use what we already have. We must not lose what we already have. We have road corridors that can be made to serve, and designated habitat we need to save. The Eastside Parkway will not be the 35 MPH unicorn lane from one residential neighborhood to another that will cure the common crawl. We must not sacrifice the eternal on the altar of the immediate. Is there a big picture everyone sees at the same time? Can all the competing teams shoulder up to become part of one competitive team?

Duly Yours,
Brian M. Tomasini

From: Carolyn Johnson <rosythorn9@yahoo.com>
Sent: Thursday, December 21, 2017 9:44 AM
To: Jonathan Brinkmann
Subject: Eastside Parkway

I am writing to strongly oppose the notion of a bypass through Fort Ord, especially for a purpose such as making even more heavy traffic possible. There's already way too much - it would be smarter to start thinking about trains - remember trains? we even have tracks showing where they used to be - and commuter bus services. This member of the public DEFINITELY opposes significant loss of oak woodlands!

Land Watch executive director, Michael DeLappa: "There is no demonstrated need for a new "parkway" in Fort Ord. Traffic volumes, regional traffic models, and other traffic data don't justify it. Moreover, the public strongly opposes significant loss of oak woodlands, as made clear during the Whispering Oaks referenda and the Monterey Downs debacle."

From: Fred Watson <fwatson@csumb.edu>
Sent: Friday, December 22, 2017 5:16 PM
To: Jonathan Brinkmann
Subject: Eastside Parkway - suggested goals
Attachments: WatsonComments_SW-NE-TranspImprovProj_171222b.pdf

Dear FORA planning staff,

In response to FORA's solicitation for public input on goals and objectives for "Eastside Parkway", please find attached my suggested goals.

Thanks,

Fred.

Fred Watson, PhD
Professor. School of Natural Sciences, California State Univ. Monterey Bay.
Degree Program Coordinator: Environmental Science, Technology & Policy.
Bldg 53, Rm E112, 100 Campus Center, Seaside, CA, 93955, USA.
fwatson@csumb.edu. <http://science.csumb.edu/~fwatson>. 831-582-4452.

Suggested Goals for the project known as “Eastside Parkway”

by Fred Watson, PhD

Environmental Scientist. Professor, CSUMBⁱ. 19-year Resident of Fort Ord.

22 Dec 2017

- Goal 1: Identify and document the need for a project, in the context of known development impacts on the former Fort Ord. Proceed further only if a need exists.
- Goal 2: Rename the project to better reflect its purpose, which would be to provide transportation improvements in the Fort Ord region, and which might not necessarily involve a new “parkway”.
- Goal 3: Before issuance of a Notice of Preparation under CEQA (at which time a Proposed Project must already have been identified), involve the public in the identification of a Proposed Project by holding a workshop or charrette at which multi-way interaction and discussion among all attendees would be encouraged and facilitated. (The events on 6-Dec-2017 were billed as a “workshop”, but a workshop did not take place.)
- Goal 4: Recognize the value of the "Happy Trails" area for nature-oriented recreational benefit, and specifically that recognition of this value by has grown substantially since the 1996 Fort Ord Reuse Plan to a degree that was underestimated by the reuse plan. In doing so, refer to: (1) the sustained use of the de-facto trailheads at 8th & Gigling and at the Jerry Smith Corridor, and (2) public opposition to the now-defunct Whispering Oaks and Monterey Downs projects from the standpoint of nature-based recreation. Note: The “Happy Trails” area could be generally defined as the undeveloped area northwest and north of the Fort Ord National Monument, excluding the Veterans Cemetery..
- Goal 5: Support funding for the Veterans Cemetery through solicitation of purchase of the “endowment parcels” (according to the 2009 MOU) by donors and/or a land trust for uses consistent with nature-oriented recreation and habitat protection.
- Goal 6: Propose a project with minimal risk of costing public money but eventually not being constructed.
- Goal 7: Propose a project that maximizes incentive to locate housing near employment, e.g. affordable housing in the Peninsula cities.
- Goal 8: Propose a project that maximizes overlap with infill development
- Goal 9: Propose a project that maximizes reuse of existing roads that are currently open for general use
- Goal 10: Propose a project that that maximizes the incentive for people to choose active transportation
- Goal 11: Propose a project that minimizes visibility of traffic from recreational and habitat areas

- Goal 12: Propose a project that minimizes the sound of traffic heard from recreational and habitat areas
- Goal 13: Propose a project that minimizes additional bisection of recreational and habitat areas by roads
- Goal 14: Propose a project that – for a given level of development (buildings, vehicles etc.) - minimizes the encroachment of developed areas toward the core recreational and habitat areas of Fort Ord

ⁱ My comments should not be construed as an official comment on behalf of the university.

From: gkreeger <gkreeger@aol.com>
Sent: Friday, December 22, 2017 1:12 PM
To: Jonathan Brinkmann
Subject: Eastside Parkway

Hello,

I attended the 'workshop' on the Eastside Parkway earlier this month and, as most in attendance, left disappointed. If there had been any discussion and dialog at all, some of the following may have been addressed. However, it is what it is, so here we go.

First, before anything moves forward there needs to be a current, well studied justification for building the Eastside Parkway (EP). Just because something has been in the plan for 20 years is not sufficient reason to barge ahead blindly. The obvious statement is that you want to implement a plan that is over 20 years old. So, nothing has changed during all that time? We all know that there are traffic issues but looking at the maps, dated as they are, it's not all that clear how building the EP helps out. As a DRO resident, dumping more traffic on the General Jim Moore/218/south boundary road doesn't seem to make much sense. If you want to get public buy in for this plan, then you need to explain how improving existing roads is not enough to mitigate traffic. There is a lot that could be done with currents to improve traffic flow and capacity. It's not all all clear how cutting across wooded oak land is going to reduce traffic. You have a lot of work to do if you want the public to get behind this!!!

Gary Kreeger
3 Quendale Ave
DRO, CA 93940

From: Josh Metz
Sent: Wednesday, December 20, 2017 9:59 AM
To: Jonathan Brinkmann
Subject: FW: 101 Hwy concerns

FYI – please see comments from Kathy Anderson below re: Eastside Parkway goals and objectives

From: Anderson, Kathy [mailto:K.Anderson@ctt.com]
Sent: Wednesday, December 20, 2017 9:49 AM
To: Josh Metz <Josh@fora.org>
Subject: RE: 101 Hwy concerns

Yes, regarding Eastside Part way Goals. Objectives.

Because the level of traffic on Hwy 68 to 101, I make a right on York Road and Left toward South Boundary Road then go on General Jim Moore Blvd.
for my Seaside and Marina needs. Much faster if you know that short cut.

Kathy

Kathy Anderson
Assistant Vice President
Sales/Special projects
Chicago Title
email: k.anderson@ctt.com
Cell Phone: 831 594-4096

From: Josh Metz [<mailto:Josh@fora.org>]
Sent: Wednesday, December 20, 2017 9:30 AM
To: Anderson, Kathy <K.Anderson@ctt.com>
Subject: RE: 101 Hwy concerns

IMPORTANT NOTICE - This message sourced from an external mail server outside of the Company.

Hi Kathy,

Are these comments regarding Eastside Parkwat Goals & Objectives?

Best\JM

~~~~~  
*Josh Metz*

Economic Development Manager  
[Fort Ord Reuse Authority](#)  
920 2<sup>nd</sup> Ave., Suite A  
Marina, CA 93933  
(831) 883-3672

[josh@fora.org](mailto:josh@fora.org)  
<http://www.OrdForward.org>  
#EconDev Tweets [@OrdForward](#)

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**From:** Anderson, Kathy [<mailto:K.Anderson@ctt.com>]  
**Sent:** Wednesday, December 20, 2017 9:27 AM  
**To:** Josh Metz <[Josh@fora.org](mailto:Josh@fora.org)>  
**Subject:** 101 Hwy concerns

Josh,

I live off Hwy 68, travel that road daily to work, sometime 3 trips a day on the weekends.  
We certainly need a third rout for access to 101 off 68  
My thoughts, each of our communities need to be connected on making this possible.  
It will benefit our safety, for all future travelers on this corridor.

Kathy

VISIT OUR WEBSITE



CHICAGO TITLE

**Kathy Anderson** AVP / Sales / Special Projects

Mobile: 831.594.4096  
Office: 831.375.2262  
email: [K.Anderson@CTT.com](mailto:K.Anderson@CTT.com)  
250 Bonifacio Place | Monterey, CA 93940  
[www.ChicagoTitleKathy.com](http://www.ChicagoTitleKathy.com)

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**From:** Lawrence Samuels <lsamuels@csumb.edu>  
**Sent:** Friday, December 22, 2017 6:34 PM  
**To:** FORA Board; Jonathan Brinkmann  
**Cc:** Michael Houlemard; Dr. Eduardo Ochoa; Andre Lewis  
**Subject:** CSUMB Goals and Objectives re: Eastside Parkway  
**Attachments:** Eastside Parkway - CSUMB Comments Letter.pdf

Dear FORA Board and Planning team,

Attached is a letter from President Ochoa detailing CSUMB's goals and objectives regarding the Eastside Parkway project. Please contact me or Andre Lewis with any concerns and/or questions.

Best regards,

Larry Samuels

--

Larry Samuels, PhD  
Sr. Advisor to the President  
California State University, Monterey Bay  
[831.582.3522](tel:831.582.3522)  
[LSamuels@CSUMB.edu](mailto:LSamuels@CSUMB.edu)



December 22, 2017

Mayor Ralph Rubio, Chair  
Board of Directors  
Fort Ord Reuse Authority  
920 2<sup>nd</sup> Avenue, Suite A  
Marina, CA 93933  
[board@fora.org](mailto:board@fora.org) | [planning@fora.org](mailto:planning@fora.org)

Re: Eastside Parkway Goals and Objectives – Comments

Dear Chair Rubio and Members of the FORA Board:

California State University Monterey Bay (CSUMB), being situated squarely on lands formerly a part of Fort Ord, has a unique perspective in regards to transportation infrastructure development on lands serving and surrounding the university.

Underlying our perspective is a commitment to the following CSUMB objectives:

- Maintain a safe environments for the students, faculty, staff and visitors of CSUMB by minimizing traffic to and through the campus, particularly traffic generated by vehicles whose destination is not on campus (*through or regional traffic*).
- Work with our neighboring municipalities and communities to facilitate their needs for transportation improvement, provided such improvement does not lead to *through or regional traffic* within our campus, or otherwise compromise the development needs of CSUMB and the aforementioned commitment to maintaining a safe environment for all visitors and residents of CSUMB.
- In line with our commitment as a regional university and our “steward of place” philosophy, work with the greater communities of Monterey and Santa Cruz Counties to enhance the quality of life in the region by improving and enhancing the overall transportation infrastructure for all residents and visitors.
- Pursuant to objective #3 above, balance the needs of protecting and preserving the lands surrounding CSUMB (including the native species of flora and fauna) with the needs and future growth of the university, the needs of the entire region, and the university’s commitment to foster more robust economic growth in the Monterey Bay region.
- Ensure that access to the Fort Ord National Monument (Monument), a critical asset of the Monterey Bay region and the “backyard” of CSUMB’s campus, be preserved for recreational usage and the enjoyment of all residents of (and visitors to) the Monterey Bay region.

These objectives lead us naturally to support the following goals:

- 1) Development of additional east/west transportation infrastructure such as the Eastside Parkway (Parkway), provided that such development does not utilize or infringe upon any CSUMB lands. Accordingly, any routing of the Parkway that would bisect or cross any portion of CSUMB lands would be unacceptable to the University.



- 2) Protection of existing and future CSUMB facilities and housing from roadway noise and emissions. Specifically, CSUMB's East Campus housing is near a proposed intersection of the Parkway with Inter-Garrison Road, an issue of concern to the university.
- 3) Providing adequate safety for bicycle and pedestrian usage on all roadways on campus and adjacent to campus, by means of dedicated pedestrian and bicycle pathways.
- 4) Minimizing the impact of roadway development upon native species and sensitive habitats, by means of utilizing wildlife crossings and, where possible, building upon or improving existing roadbeds.
- 5) Providing the best possible routing/corridors for cross-county transportation to create new linkages for East-West cross-county commutes.

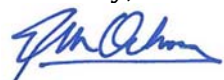
We understand the desire of some individuals in the region to discourage any development in the lands surrounding the Monument. We agree that the lands surrounding the Monument should be protected, where possible, but not at the cost of constraining economic development and job creation in the region, nor at the cost of adversely impacting the lives of county residents. With over 20,000 acres of the former Fort Ord set aside as protected lands, creating or improving transportation corridors to the north and south of these lands to enhance the quality of life for Monterey County residents and visitors should be an equally important priority.

In particular, we believe that East-West traffic infrastructure in Monterey County is insufficient to accommodate existing traffic flows for workers seeking to reach their places of employment in the Monterey Peninsula area; workers for whom the cost of living on the Peninsula has precluded them from residency in the area and are forced to live in the eastern and southern areas of Monterey County. The Parkway is a critical element in addressing this issue, an issue which will continue to grow given the thousands of new housing units currently slated for construction in the municipalities of Marina, Salinas and Seaside.

Balancing protection of public lands and the accommodation of transportation needs is a longstanding issue in California, but the situation created by the closure of Fort Ord has created a unique opportunity for the residents of Monterey County. By facilitating a responsible plan for cross-county transportation infrastructure, the region can improve the quality of life for tens of thousands of county commuters. While the Eastside Parkway is not a panacea, and the current routing could be improved by direct connection to Reservation Road, CSUMB is nonetheless supportive of the construction of the Parkway and urges the FORA Board to take all appropriate measures to move forward with the project.

Thank you for your consideration of these ideas and objectives,

Sincerely,

A handwritten signature in blue ink, appearing to read 'Eduardo M. Ochoa', with a stylized flourish at the end.

Eduardo M. Ochoa  
President

**From:** Lynham <lynham@sbcglobal.net>  
**Sent:** Friday, December 22, 2017 12:39 PM  
**To:** Jonathan Brinkmann  
**Subject:** Eastside parkway

My comments on the proposed Eastside Parkway: I am very concerned that any addition to roadways on Fort Ord wild lands will further disrupt wildlife habitat and animal migration routes. Any further loss of oak woodland will also harm ecotourism and nearby real estate values.

There is a stretch of Imjin Parkway, from Reservation to Imjin Rd., that is about 1.5 miles long. This is where the real bottleneck is on Imjin. A widening of this short stretch would greatly improve traffic movement along Imjin. This, along with roundabouts to be built on highway 68, and TAMC's multi-modal plan, could greatly improve traffic speed.

Thank you,

Lynn Hamilton

Sent from my iPad

**From:** Michael Weaver <michaelrweaver@mac.com>  
**Sent:** Friday, December 22, 2017 4:59 PM  
**To:** Jonathan Brinkmann  
**Subject:** Re: FORA Eastside Parkway goals and objectives

Dear Mayor Rubio and FORA Board,

The following is from the perspective of a life-long resident of Monterey County. I participated in the 1997 Fort Ord Re-Use meetings, and I have tried to follow Fort Ord issues, especially the clean up.

It is a continuing shame that clean up areas of former Fort Ord were divorced from plans for re-use. This divergent path happened early on and has caused untold amounts of time and money to be wasted.

The ambitious Fort Ord Reuse Plan adopted in 1997 assumed many traffic mitigation measures and improvements, including lots of offsite traffic mitigation measures. Eastside Parkway on Fort Ord was not one of them. These traffic improvement measures were kicked to the curb with the year 2005 Reallocation document that was quietly produced by FORA.

With this Reallocation, the public, who were supposed to benefit from the reuse of former Fort Ord, were instead doomed to both declining levels of service on surrounding roads and bridges, in addition to a raise in taxes to help pay for some offsite improvements.

The major traffic mitigation measure for the Fort Ord build-out approved in 1997, the Southwest Alternative, had a big FORA erasure taken to it.

Gone. It was labeled impractical and cost prohibitive.

Instead of concentrating on "re-use" of the existing built areas of former Fort Ord, FORA instead set off on a path of impractical and cost prohibitive plans for building out former Army warfare training ranges. Transportation needs were kicked to the curb or schemes were developed that would encourage growth on previously unbuilt areas, to the detriment of the areas needing renewal, largely ignored.

The taxpayers have picked up the tab for millions of dollars of attempted clean-up of former Army training ranges in addition to the clean up of groundwater caused in part by dumping toxics into an unlined landfill on former Fort Ord.

Twenty years down the road and needed housing in Monterey County being built in East Garrison, and in nearby Marina, is largely being purchased by retirees or soon to be retired folks from the greater San Jose area.

We don't need another boondoggle.

Thanks for the opportunity to comment,

Mike Weaver

**From:** Nancy Leon <Nancy1L@yahoo.com>  
**Sent:** Thursday, December 21, 2017 9:19 AM  
**To:** Jonathan Brinkmann  
**Subject:** Eastside Parkway

NO on Eastside Parkway. We do not need it!!! Keep our Monterey County environment beautiful.  
I live in Pacific Grove and I vote.  
Nancy Leon

**From:** Patrice Vecchione <patrice@patricevecchione.com>  
**Sent:** Thursday, December 21, 2017 11:41 AM  
**To:** Jonathan Brinkmann  
**Subject:** Eastside Parkway

I am writing to say NO EASTSIDE PARKWAY!

There is no call for it. Simply no traffic to necessitate such a road. Additionally, I and many Monterey residents wish to preserve our oak woodlands.

Please respect that natural world. You are custodians of our rare and irreplaceable land.

Thank you,  
Patrice Vecchione

Help protect our priceless land and wild animal habitat! Dec. 22 is the last day to comment on the proposed Eastside Parkway, a road for which there is no need proposed for Ft. Ord land. If built, this roadway would destroy significant oak woodland.

Please consider writing to FORA at [planning@fora.org](mailto:planning@fora.org). In the subject line write: Eastside Parkway. According to Land Watch executive director, Michael DeLappa: "There is no demonstrated need for a new "parkway" in Fort Ord. Traffic volumes, regional traffic models, and other traffic data don't justify it. Moreover, the public strongly opposes significant loss of oak woodlands, as made clear during the Whispering Oaks referenda and the Monterey Downs debacle."

Patrice Vecchione  
*Step into Nature: Nurturing Imagination & Spirit in Everyday Life*  
from Simon & Schuster/Beyond Words/Atria Books  
[www.patricevecchione.com](http://www.patricevecchione.com)  
831-206-2475

**From:** Paul Whitson <p.whitson496@gmail.com>  
**Sent:** Wednesday, December 20, 2017 2:06 PM  
**Subject:** East Parkway Project Goals & Objectives

I am writing to urge you to adopt LandWatch Monterey County's revised Goals & Objectives for this project. Please protect the natural environment of Fort Ord which makes this area so spectacular.  
Do not repeat the mistakes of San Jose, Sacramento & LA.

Cordially,

Paul Whitson  
17900 Kearny Street #612  
Marina, CA 93933-4954  
650-630-0196

**From:** Paula Marie Gourley <lilyhousestudio@aol.com>  
**Sent:** Thursday, December 21, 2017 11:45 PM  
**To:** Jonathan Brinkmann  
**Subject:** Proposed Parkway Eastside Ft. Ord

I am dismayed to hear that the wild and precious oak savannahs may be destroyed by development. Every time I return to the area of my birth, there is more and more imposition of ugly, irresponsible sameness in the place that is the Home of My Heart.

Please listen to the people of the Monterey Peninsula, and those like me, who wish to keep this spectacular geography intact. Once development begins, more and more will be destroyed, And it can never be retrieved or restored. Money and greed motivate far too much in this world. Do not succumb. Do not spoil one of California's most beautiful places. Deer, wildflowers, birds, countless flora and fauna are treasures, like the wild and stately oaks. These things must remain unsullied.

For a road?

Do not turn my precious home into strip malls, McMansions, ugliness. The encroachment of San Jose and Silicon Valley have created a blight, creeping ever closer to these pristine wildlands.

Please stop this.

From my heart, I implore you. Do the right thing, and stop this travesty.

Paula Marie Gourley  
Lilyhouse Studio  
1936 W 34th Avenue  
Eugene, Oregon 97405

**From:** Coop <coop68@aol.com>  
**Sent:** Saturday, December 23, 2017 9:38 AM  
**To:** Jonathan Brinkmann  
**Cc:** villanuevab@co.monterey.ca.us; mq@co.monterey.ca.us; martinezrr@co.monterey.ca.us  
**Subject:** East side parkway

I realize this is a day past the deadline but I hope it is not discarded (Saturday before Christmas). I have lived in the Salinas / Monterey area for nearly 50 years and have made countless trips, via every conceivable route, between the Peninsula and Salinas. I know all too well the traffic nightmares that exist and the need to find alternative routes. As this project is moved forward, as I am sure it will, I hope that those involved in decision making examine not only traffic, but the impact this project will have on our open space(s). Thousands of bikers/hikers/ horses etc regularly utilize the areas this new roadway will potentially dissect. Impact to recreation, wildlife, and future growth all need equal consideration. Thousands of cars driving through the heart of the current Ord, and adjacent to the National Monument, will bring noise, pollution, litter, and hazards to a pristine area.

It's always easy to see the positive effects of a plan when the focus is an end result (ie reduced traffic congestion). What isn't always so easy is the impacts that cannot be undone once a project has been completed. Please keep your focus more broad based than just finding a way to divert traffic, let's not let solving one problem create a host of others.

Thank you

Stan Cooper

Sent from my iPad



**From:** susw09@aol.com  
**Sent:** Wednesday, December 20, 2017 2:45 PM  
**To:** Jonathan Brinkmann  
**Subject:** Eastside Parkway

FORA Planning Members

I would like it known that I agree with Land Watch's goals and objectives re the Eastside Parkway

Sue Shaw  
Salinas resident

**From:** susan schiavone <s.schiavone@sbcglobal.net>  
**Sent:** Tuesday, December 19, 2017 8:34 PM  
**To:** Jonathan Brinkmann  
**Subject:** EASTSIDE PKWY  
**Attachments:** FORA comments for Parkway December 2017.docx

Please find attached my comments which I am submitting before the deadline of December 22, 2017. Thank you and happy holidays.

December 19, 2017

Ft. Ord Reuse Authority  
91- 2<sup>nd</sup> Avenue  
Marina, CA 9333  
Attn: Planning

To whom it concerns:

The proposed Eastside parkway should not be completed for the following reasons, and more.

1. The alignment directly bifurcates a forest area, once again, ignoring the needs of the ecosystem you have been charged with protecting. Bifurcating forest creates islands that are unable to sustain the species that reside there and in essence, destroys them. This includes trees which connect through their root systems. Additionally, the area in question is also the edge land that abuts the Ft. Ord monument lands....it is essential to keep a border edge area for wildlife as the encroachment into the edge degradation affects the ecosystem dramatically (reduced food sources, pollution, noise, etc.) and erodes the wilderness, affecting the ability of species to feed, move, reproduce, and raise young. Indeed, having the noise of traffic, vibration, and pollution associated with a highway would effectively destroy any ecosystem in the nearby area.
2. This area is accessed by many residents as a recreational open space. This would destroy that use. This is used by many visitors as well as a gateway into Fort Ord wild lands, and a family hiking area, horse riding, bicycling, and runners. Having a parkway right next to this would be destructive. Rejection of the Monterey Downs development by the public included the rejection of having a parkway as well.
3. You were instructed by the court to consider alternative routes for this parkway and instead have stayed with the original plan. Now you are saying you have no preference or even alternative routes considered. It seems you need to at least put the alternative routes forward for consideration in order for the public to respond as well as meet the requirements of the Court.
4. It also appears to be a conflict of interest to hire the same consulting firm to evaluate the project that engineered the project. I would not do that at my home let alone a \$24million dollar project using tax payers' dollars.
5. You also flout this project as a mandate and obligation using the language of assumption. According to my reading the only required traffic mitigations are off site and not roads within the base.....you cannot legally rewrite the BRP without the required process which this action exemplifies. So far, FOR A has not met those obligations in regard to off base traffic mitigation requirements, and yet you want to put \$24million into this. It would be more prudent and also better planning to complete upgrades and initiate improvements in the existing roadways to accommodate more traffic versus building a parkway through forest area.
6. You have yet to produce a final habitat management plan, largely because you have continually adapted it to development instead of the opposite. This should have been a guide for development in situations like this. Instead it is close to the last thing you are doing. This is shameful and should have been done early on in the process and reflects the lack of priority placed on the animals and species that live there.

7. The need for some buffer areas near the Ft Ord monument lands is real. The road to nowhere could be turned into a nice parking area for hikers or integrate it into the development on General Jim Moore, or the Veterans' Cemetery. By the way, a nice Monterey pine woodland is emerging there on the hill and should be saved....it is not common for the pines to grow this close to the water and it is a special grove that could be an asset to the city as development ensues.
8. The workshop on December 6<sup>th</sup> should NOT count as a completed CEQA required workshop. It was not a workshop, there was nothing to respond to and this should be repeated with more information for the public and real options for alternative routes.

Thank you for taking my comments. I look forward to another workshop.

Sincerely,

Susan L. Schiavone  
Seaside resident/home owner

**From:** Paul Whitson <p.whitson496@gmail.com>  
**Sent:** Wednesday, December 20, 2017 2:06 PM  
**Subject:** East Parkway Project Goals & Objectives

I am writing to urge you to adopt LandWatch Monterey County's revised Goals & Objectives for this project. Please protect the natural environment of Fort Ord which makes this area so spectacular.  
Do not repeat the mistakes of San Jose, Sacramento & LA.

Cordially,

Paul Whitson  
17900 Kearny Street #612  
Marina, CA 93933-4954  
650-630-0196

# Eastside Parkway Goals and Objectives

# Letters to the Board of Directors

Relating to the Public Workshops held  
on December 6, 2017

Fort Reuse Authority  
920 2<sup>nd</sup> Avenue, Ste A  
Marina, CA 93933

Sid Williams  
147 Dolphin Circle  
Marina, CA 93933

December 5, 2017

Subject: Eastside Parkway Environmental Review Workshop

Dear Sirs:

I am unable to attend either of the sessions listed on your website due to previous commitments. Please accept these comments on this important issue and consider them when moving forward with the Environmental Review process for the Eastside Parkway.

A third connector between Salinas and the Monterey Peninsula has been a part of the transportation plan within the FORA EIR since its inception. The discussions on its final location have included concerns from TAMC, CSUMB and other stakeholders which have caused the routing to change several times. While there have been several locations proposed and considered the over-riding point has remained the need to provide this additional connector. It has been seen not only as a necessary transportation improvement to relieve congestion on Hwy 1 and Hwy 68, but more importantly as a major mitigation to the increased traffic from new homes and to new businesses on historic Ft. Ord. Without this new addition to the regional transportation network, this increased traffic will have a significant impact on the aforementioned routes and further degrade their level of service.

The final routing of this road should consider the potential impact on the Oak Woodlands Preservation Program, access to the National Monument, the protection of the buffer zones for the National Monument and West bound access to the Veterans Cemetery. These issues are worthy of consideration but should not be factors that might cause this important mitigation to not ultimately be constructed.

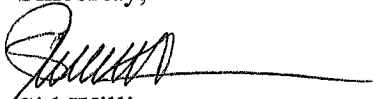
You will hear from Keep Fort Ord Wild and their supporters why this projection should not move forward. They will tell you that the routing you are currently considering is not what was originally proposed and is dangerous to the environment and detrimental to its protection. They will claim it is a mitigation that is no longer necessary. They intend that further construction on historic Ft. Ord will never be allowed to proceed and therefore this new transportation corridor is not worth the danger to the National Monument and its environs. However, this road is a major transportation mitigation for projects yet to come and a decision to not proceed endangers the

redevelopment of lands set aside for economic uses to replace the economies lost due to the base closure. Once the Eastside Parkway is killed, they will then use the lack of traffic mitigation as a reason not to permit the reuse of these lands.

The construction of this road is one of the most important regional projects in the Base Reuse Plan. It must be preserved to ensure that all three of the E's come to fruition. FORA is a regional authority and must prioritize that fact in its planning and CIP projects. To not move forward with this project would be an abrogation of FORA's regional responsibility.

Thank you for your consideration of these comments and for your efforts to bring the economy of this region back from the brink of Base Closure.

Sincerely,



Sid Williams





Robert Hale  
39 Hacienda Carmel  
Carmel, CA 93923

Mayor Ralph Rubio, Chair  
FORA Board of Directors  
920 2<sup>nd</sup> Ave, Suite A  
Marina, CA 93933

RE: Eastside Parkway project goals/objectives

Dear Mayor Rubio,

I strongly oppose the proposed Eastside Parkway and support improving transportation to support existing issues - such as Hwy 1 & Inglin, Hwy & Fremont bottlenecks. I support Landwatch's letter for goals and objectives regarding transportation issues around Fort Ord.

The Eastside parkway will have a huge impact if running a freeway across extensive oak woodlands. This should be the last option - not a current priority.

Thank you for your consideration

Robert A Hale