DRAFT 08.12.15

FORT ORD

REGIONAL URBAN DESIGN GUIDELINES

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A collaboration between:

FORA Regional Urban Design Guidelines Taskforce

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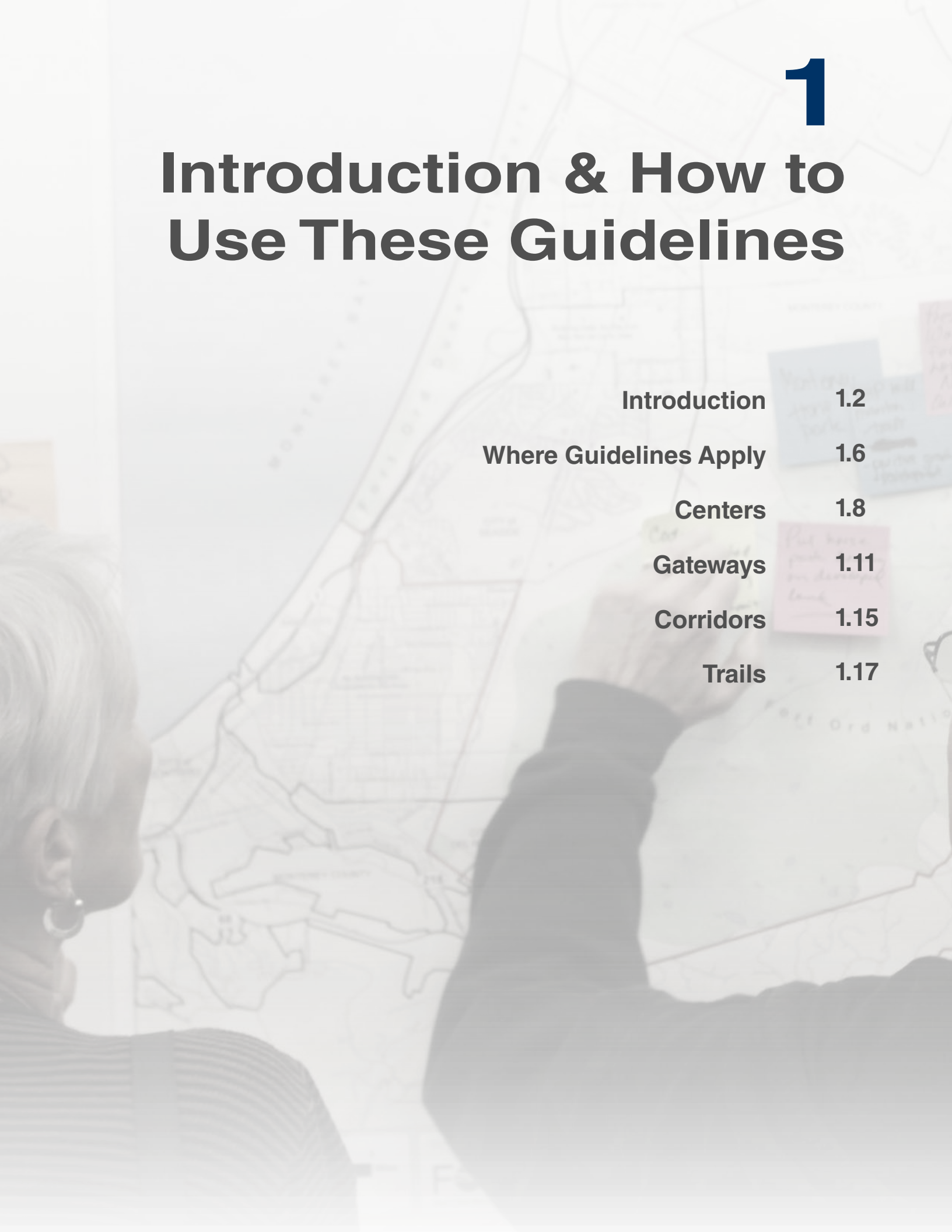
contents

1

Introduction & How to Use These Guidelines



Introduction

The Fort Ord Reuse Authority (FORA) adopted a state and federally required Base Reuse Plan (BRP) in 1997. That BRP required the development of these Regional Urban Design Guidelines (Design Guidelines). Under state law, FORA is responsible for planning, financing, and implementing reuse and recovery programs described in the 1997 BRP and as revisited in the 2012 Reuse Plan Reassessment Report. The following design principles guide the Monterey Bay Region in how FORA will evaluate future land recovery and development.

The Design Guidelines must also meet the individual community objectives of FORA's land use jurisdictions while ensuring that new development across former Fort Ord lands be cohesive, attractive, functional and sustainable.

In several past instances, the FORA Board has certified underlying jurisdiction legislative land use decisions (general plans, zoning ordinances, specific plans, etc.) and development entitlements (conditional use permits, site plan reviews, subdivision maps, etc.) to be consistent with the BRP. Once these Design Guidelines are adopted by the FORA Board, they will be the design-related measure for Board certification of future consistency determinations, as follows:

1. For a jurisdiction's future legislative land use decision submitted for FORA BRP consistency certification, the approved Design Guidelines shall be the design-related measure for a Board determination.
2. For a project level/development entitlement submittal, for which the submitting jurisdiction's FORA certified legislative land use decision forms the design-related measure for FORA staff level consistency determination, the Design Guidelines will serve as design-related recommendations, not requirements.
3. For a legislative land use decision amending or updating existing jurisdiction's certified legislative land use decision submitted for FORA BRP consistency certification, the approved Design Guidelines shall be the design-related measure for a Board determination.

"Design a man-made environment worthy of the natural place."

- 2015 charrette participant

The Design Guidelines clarify and further the following six design principles included in the BRP:

- ***Design Principle 1***. Create a unique identity for the community around the educational institutions.
- ***Design Principle 2***. Reinforce the natural landscape setting consistent with Peninsula character.
- ***Design Principle 3***. Establish a mixed-use development pattern with villages as focal points.
- ***Design Principle 4***. Establish diverse neighborhoods as the building blocks of the community.
- ***Design Principle 5***. Encourage sustainable practices and environmental conservation.
- ***Design Principle 6***. Adopt regional urban design guidelines.

These Design Guidelines set general standards for the following BRP identified focus areas:

- ***Centers***
- ***Gateways***
- ***Corridors***
- ***Trails***

Nine reuse guidelines make up the RUDG:

- ***Street Connectivity***
- ***Fronts Face Fronts***
- ***Primacy of Open Space***
- ***Scale of Public Space***
- ***Walkable Streets***
- ***Legible Centers***
- ***Mix of Building Types***
- ***Context Sensitive Trails***
- ***Customized Gateways***

How to Use the Design Guidelines

1. Locate a specific reuse site in "Where Guidelines Apply" in Chapter 1. Determine if the identified area includes a center, gateway, corridor, or trail.
2. Use the Applicability Matrix in Chapter 2, Regional Guidelines, to determine the Design Guidelines which apply to that site.
3. Review the applicable Chapter 2 Design Guidelines, which detail the purpose, applicability, and requirements.

For additional information:

- Consult *Design Fort Ord* for encouraged, but non-binding, approaches to complying with the Design Guidelines.
- These guidelines offer options and solutions to design issues.
- For more about the economic basis of the Design Guidelines and the public process that generated them, refer to *Design Fort Ord*.

COLONIAL MONTEREY

The Presidio of Monterey was the primary U.S. Army facility in the Monterey Bay region after the Mexican-American War of 1848 and the Spanish-American War of 1898.

Mexican-American War

Civil War

Spanish-American War

MILITARY BARRACKS

New wooden barracks were built and officially named Ord Barracks in June 1904, in honor of Major General Edward Ord, a Union Army leader in the American Civil War.

7th INFANTRY

In 1940, on the eve of World War II, the camps were consolidated to create Fort Ord. $3,000,000 is spent to construct barracks for the newly activated 7th Infantry Division.

US PREPARES FOR WAR

As war was looming in the Pacific during the late 1930s, the U.S. Army purchased more lands in the region, and established Camp Pacific, and Camp Clayton, in addition to Camp Ord.

World War II

1848 1861 1898 1903 1904 1917 1933 1940

CAMP ORD

The artillery field is named Camp Ord, also in honor of Major General Edward Ord.

POST IN MONTEREY

An infantry regiment arrived at Monterey with the mission of constructing a post to house cavalry & infantry.

U.S. ARMY SETTLES IN

The U.S. Army purchased 'Gigling Reservation' which comprised of over 15,000 acres of land within the Monterey City Land tracts and the Gigling family farm. The Reservation was created to accommodate the training of soldiers coming up from the Presidio of Monterey.

FORT ORD HISTORIC TIMELINE

The Design Guidelines begin a new chapter in the long story of Fort Ord. The guidelines build from a discussion that has taken place over many years and adds specificity to Base Reuse Plan goals.

POST-WORLD WAR II

Following World War II in 1945, Fort Ord expanded its role as a soldier training center.

VIETNAM WAR

Fort Ord trained tens of thousands of soldiers to fight in the Vietnam War during the 1960s to 1970s.

FORT ORD CLOSES

On September 30, 1994, the flag was lowered and Fort Ord closed its doors. This would be the largest base closure in U.S. history.

CSUMB OPENS

When Congress decided to shut down Fort Ord, the local community proposed the base be converted into a university. In June 1994, that plan was approved and property was transferred over to Cal State Monterey Bay.

BASE REUSE PLAN

On June 13, 1997 the Base Reuse Plan for the former Fort Ord was adopted as a comprehensive plan for economic recovery of the area.

1945 1950 1960 1980 1994 2009 2014

Vietnam War

Korean War

KOREAN WAR

Fort Ord acts as a staging area for troops preparing for deployment, training thousands of soldiers in the early 1950's.

FORT ORD DUNES STATE PARK

Fort Ord Dunes State Park, 979 acres of parkland along the California coastline, opened to the public in 2009.

FORT ORD NATIONAL MONUMENT

In 2012, over 14,500 acres of former Fort Ord lands were proclaimed as a National Monument offering hiking trails and serving as a nature preserve.

ARMY INNOVATION

During the 1980s, Fort Ord created/housed the Lightfighters: a brand of light infantry designed for rapid deployment on short notice to any military theater as needed.

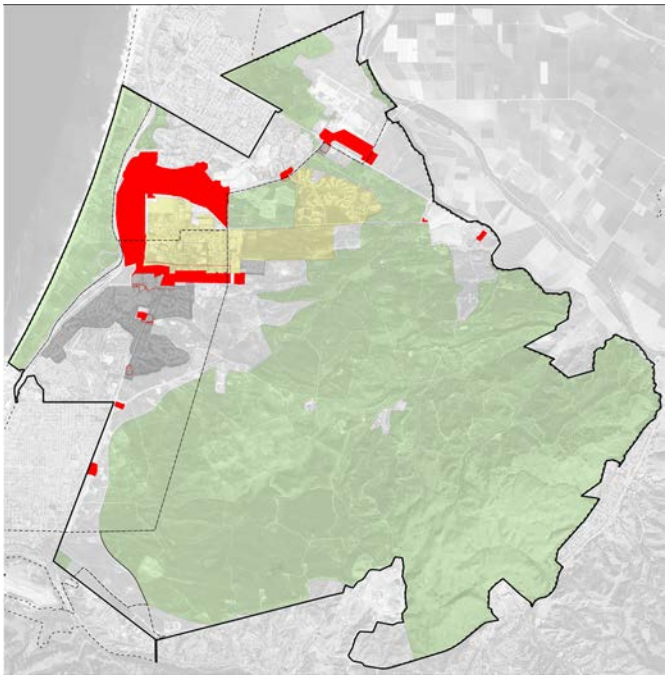
FORA RUDG

The Fort Ord Reuse Authority moves to establish Regional Urban Design Guidelines for the former Fort Ord as described in the 1997 Base Reuse Plan.

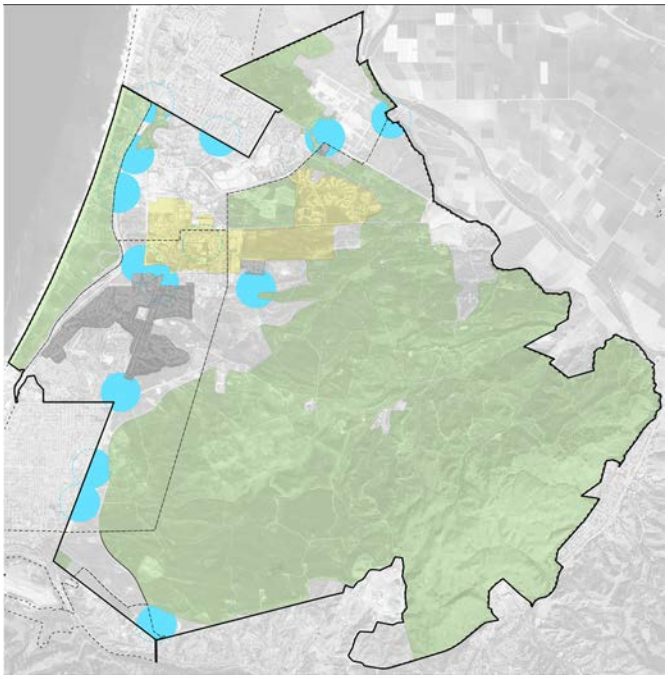
Where Guidelines Apply

These Design Guidelines guide physical improvements within the former Fort Ord. The centers, gateways, corridors, and trails overview maps below show pertinent areas. The different types of focus areas are described on the following pages.

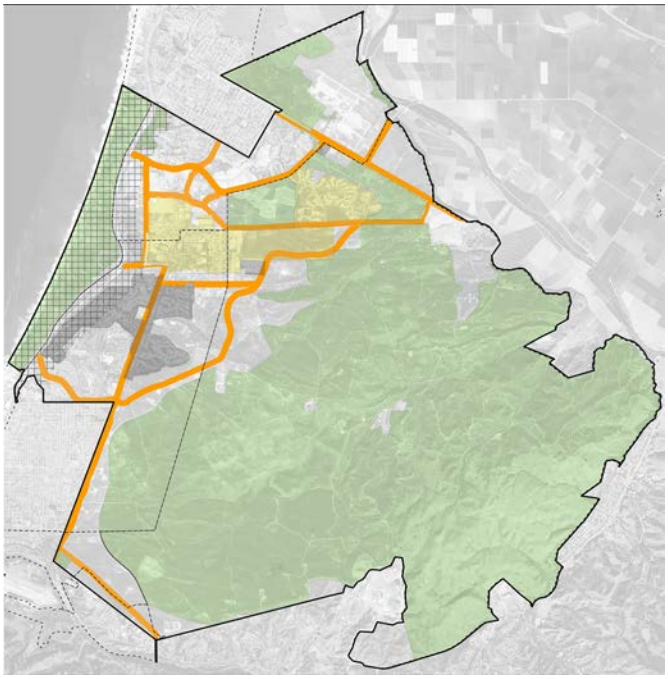
centers overview map



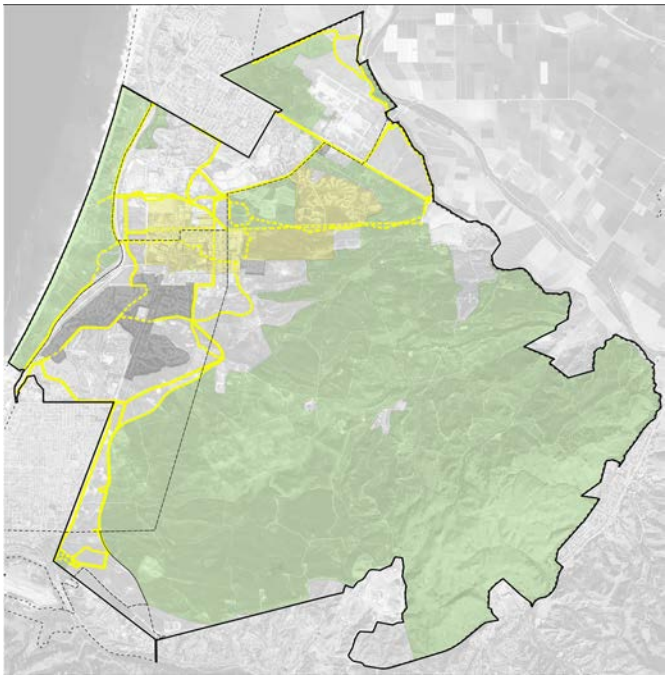
gateways overview map

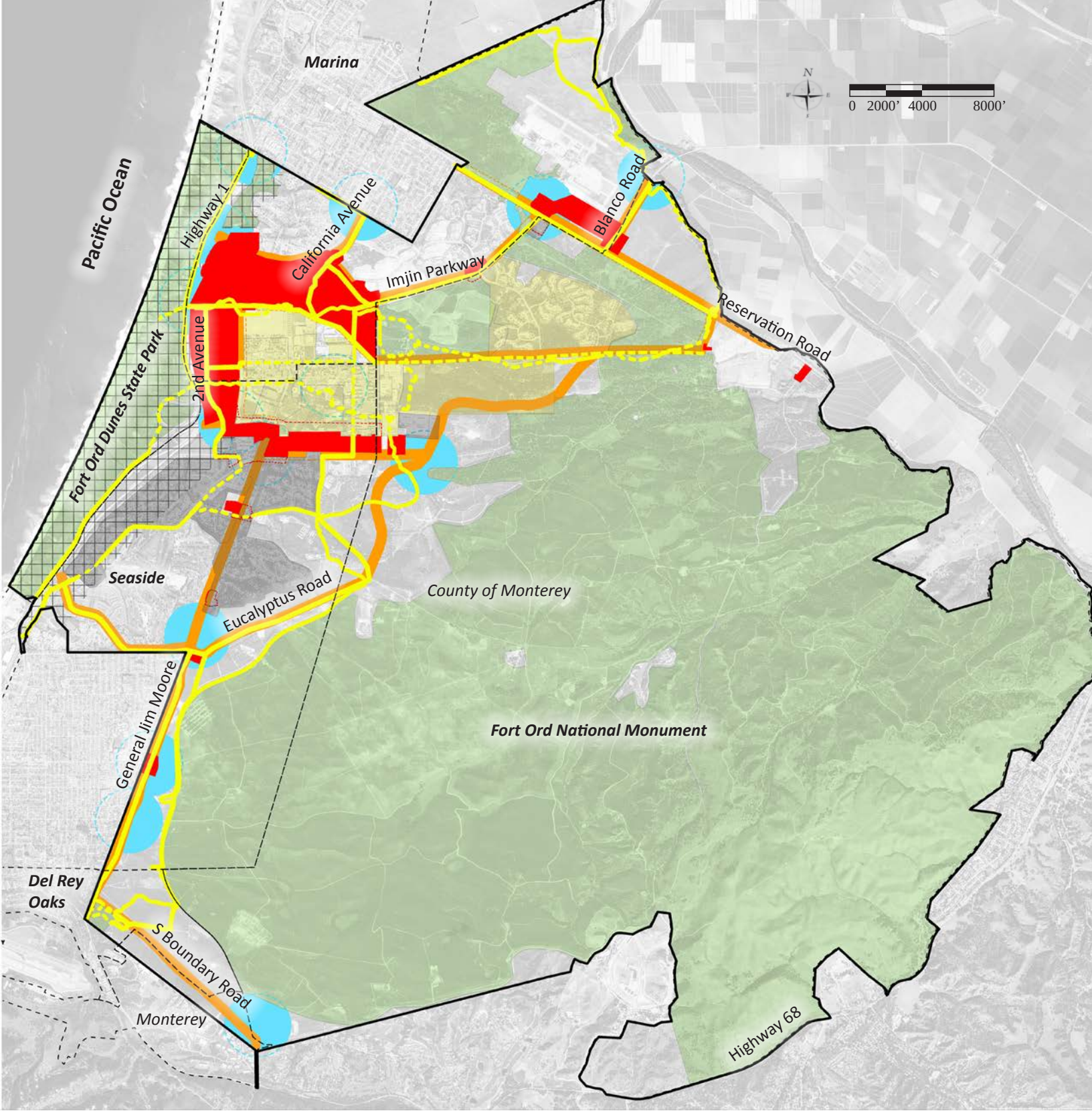


corridors overview map



trails overview map





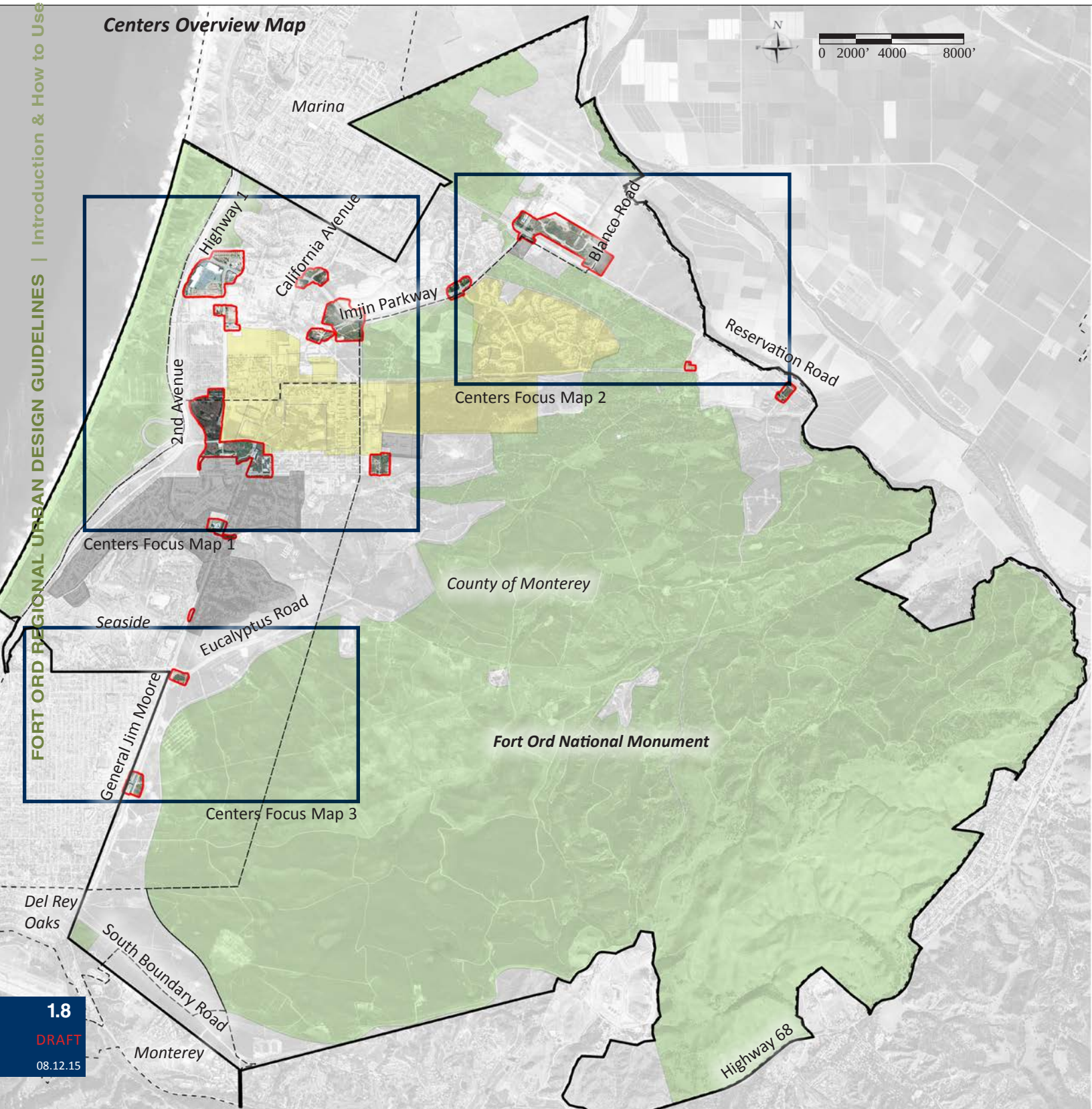
combined center, gateway, corridor & trail overview map

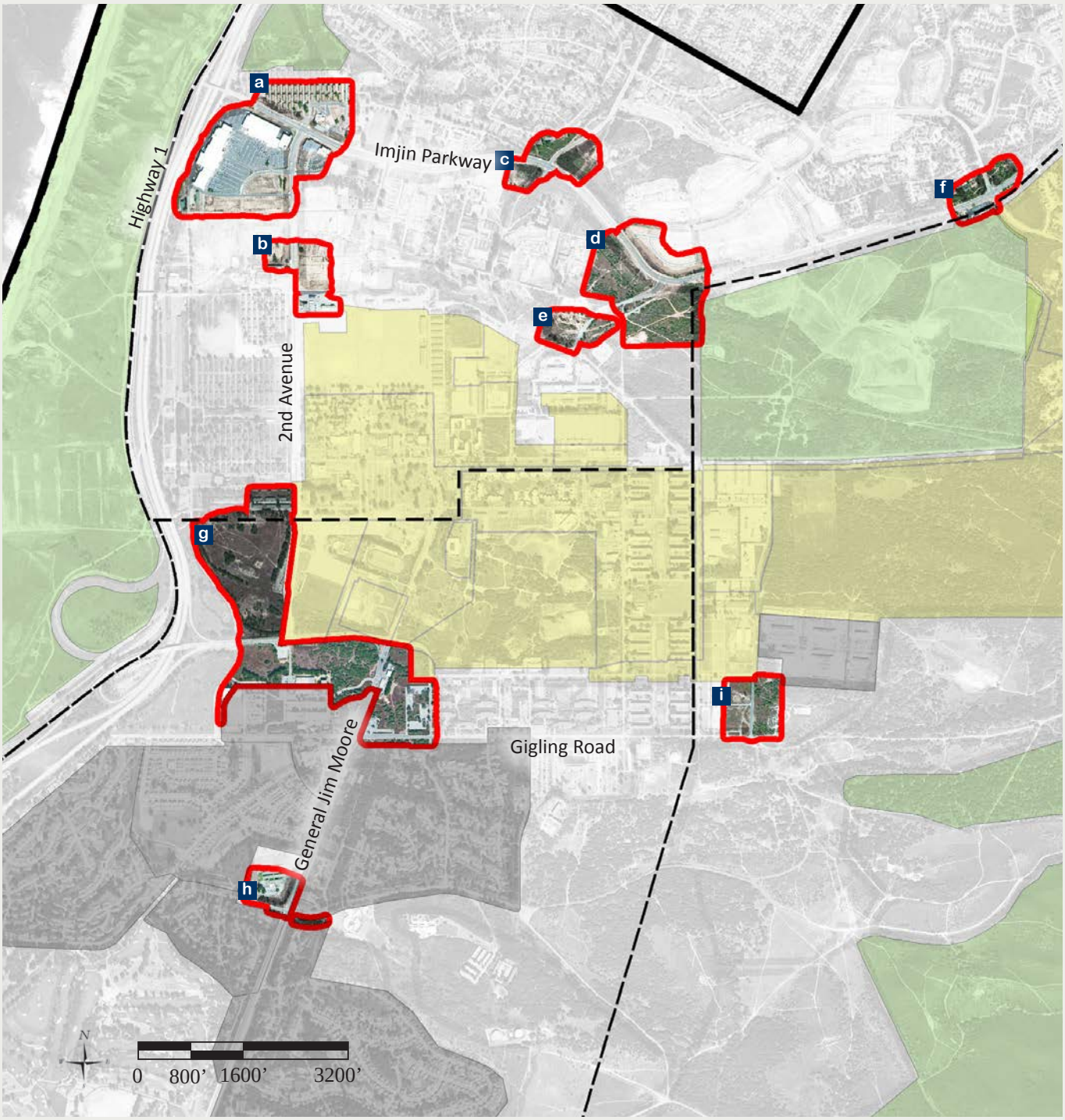
Legend

- Centers
- Gateways
- Corridors/Regional Streets
- Trails
- National Monument
- Highway 1 Guidelines Area
- Habitat Management Area
- Military/DoD Area
- CSUMB Area

Centers

Centers are the main points of interest in settlements. Centers act as gathering spaces for residents and visitors. Centers should include a variety of uses, including commercial, retail, and residential, aligned with effectively designed public spaces and amenities. The Centers Overview map and the Focus Area Maps, below, suggest a number of sites that could be developed as Centers.

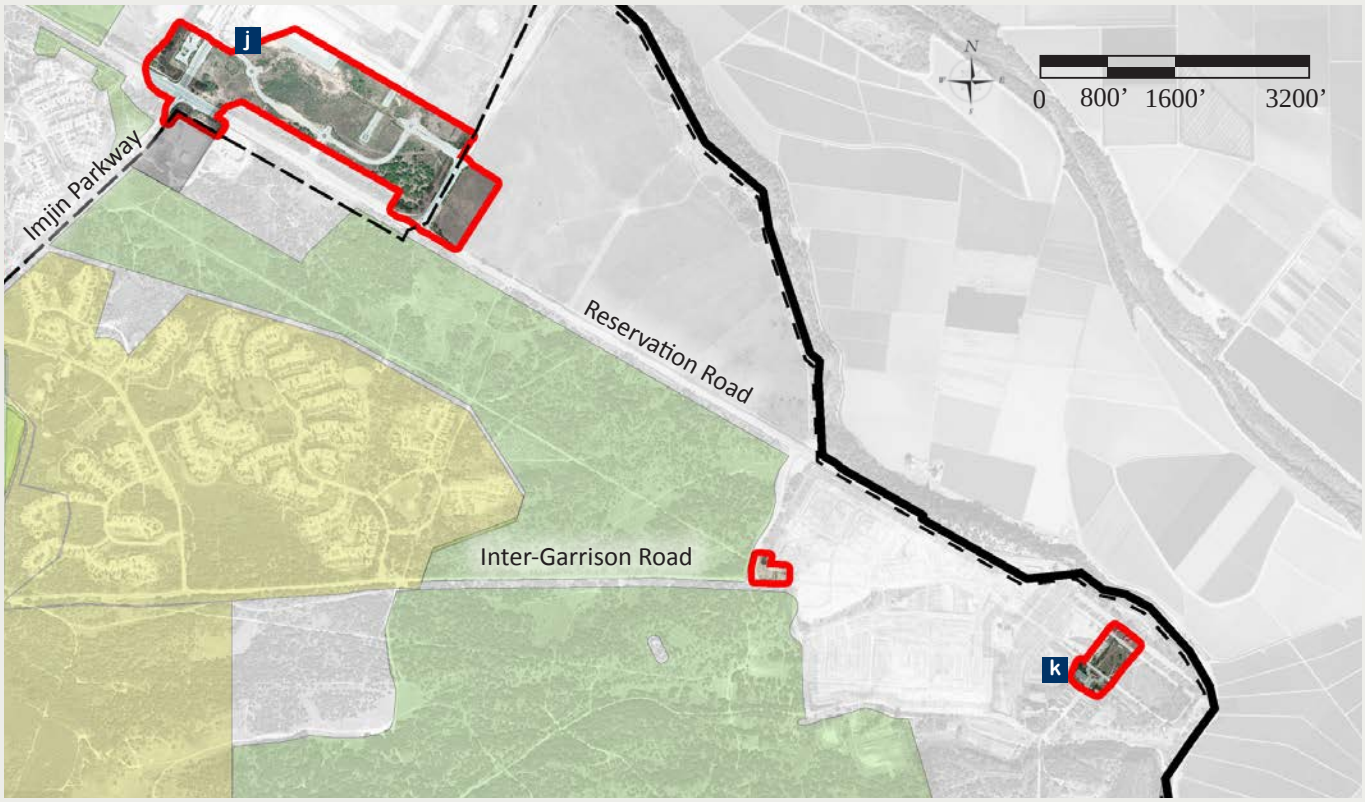




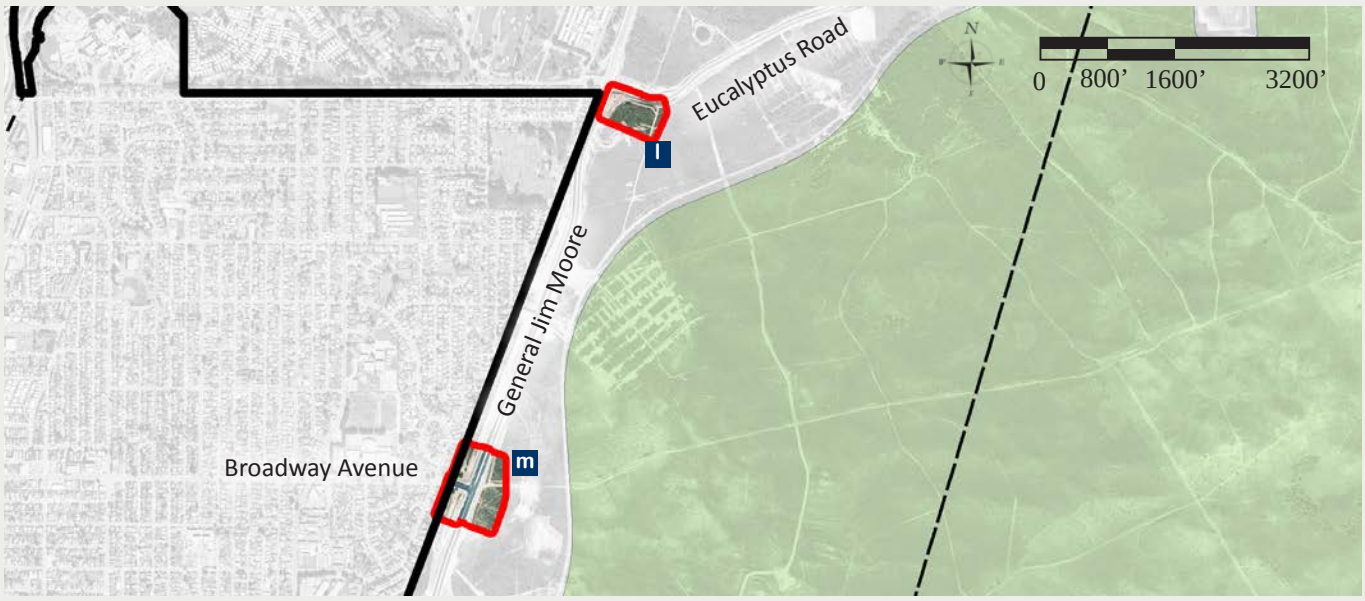
Centers Focus Map 1

Legend

- a The Dunes Center
- b Water City Center
- c California Center
- d Imjin Center
- e Imjin Road/8th Street Center
- f Imjin Parkway/Abrams Drive Center
- g Lightfighter Drive Center
- h General Jim Moore/Normandy Road Center
- i Gigling Road/8th Avenue Center



Centers Focus Map 2



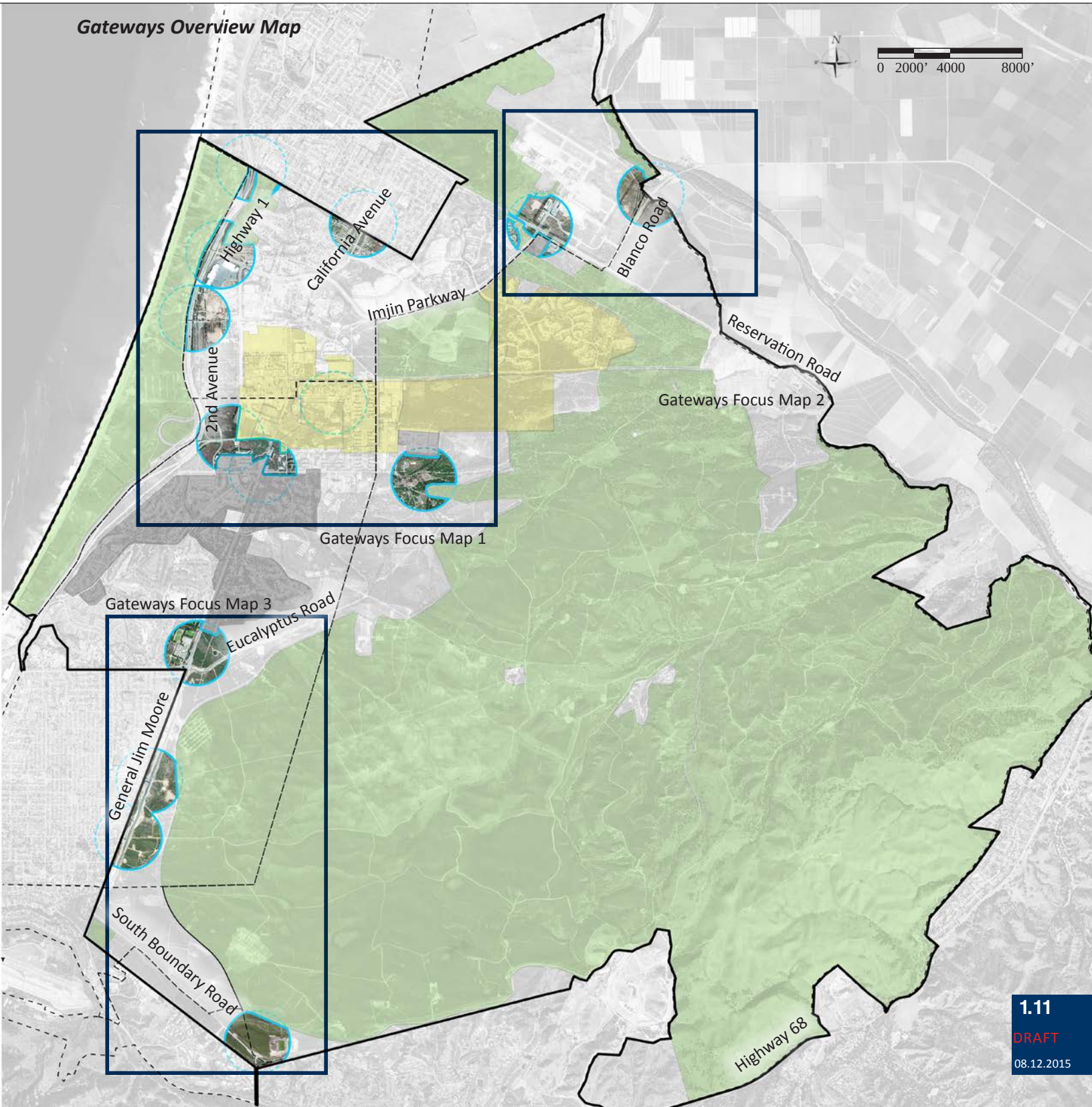
Centers Focus Map 3

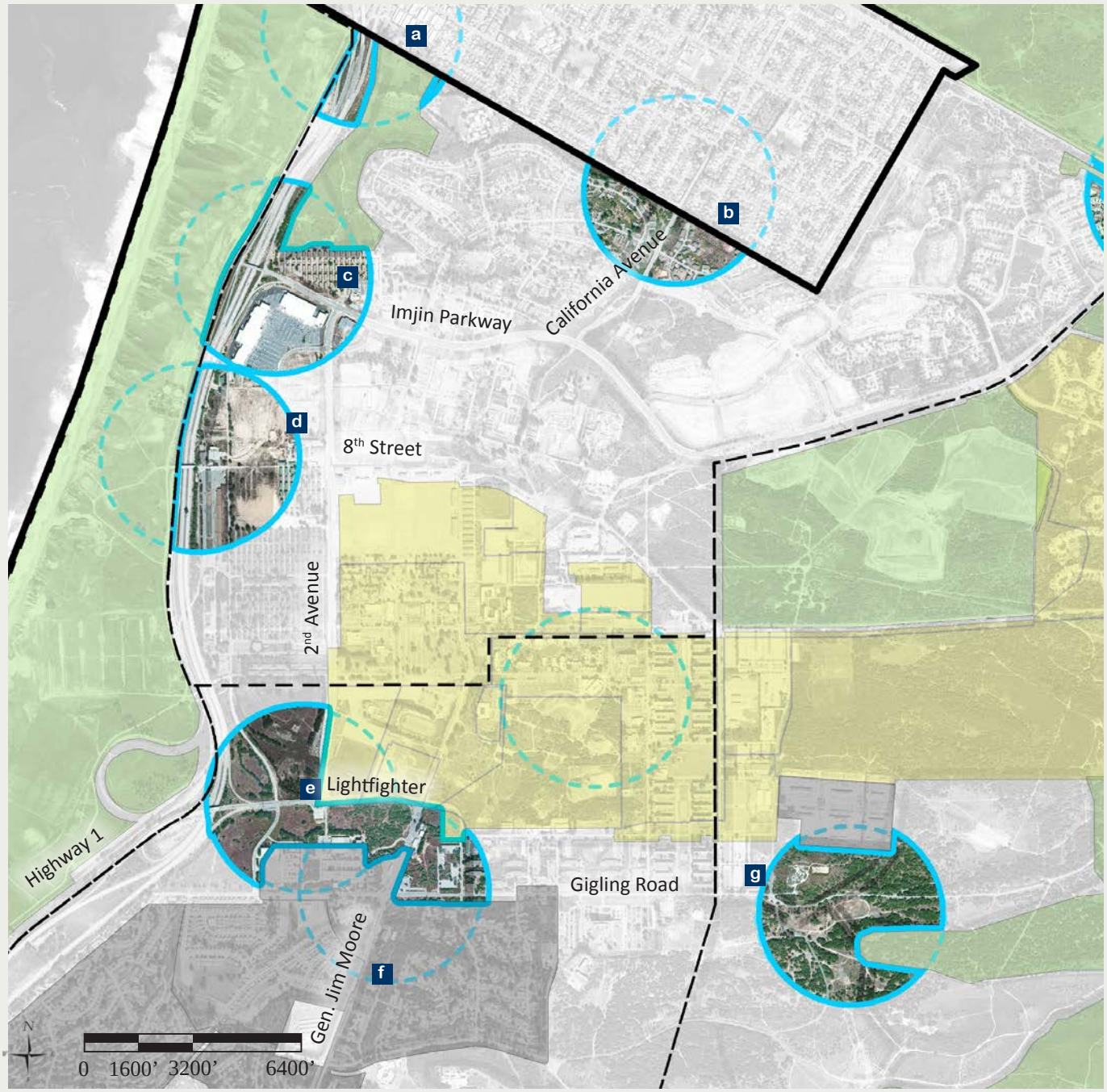
Legend

- j Marina Airport Center
- k East Garrison Center
- l General Jim Moore/Eucalyptus Road Center
- m Broadway Avenue/General Jim Moore Center

Gateways

Gateways provide a sense of arrival and signal that one is entering or leaving a defined location. Gateways should be located around points of significance, such as National Monument entries, or transitions between Centers. Gateways steer the location's first impression and should be designed to establish the surrounding area character. The Gateways Overview Map suggests sites that may be developed as Gateways.

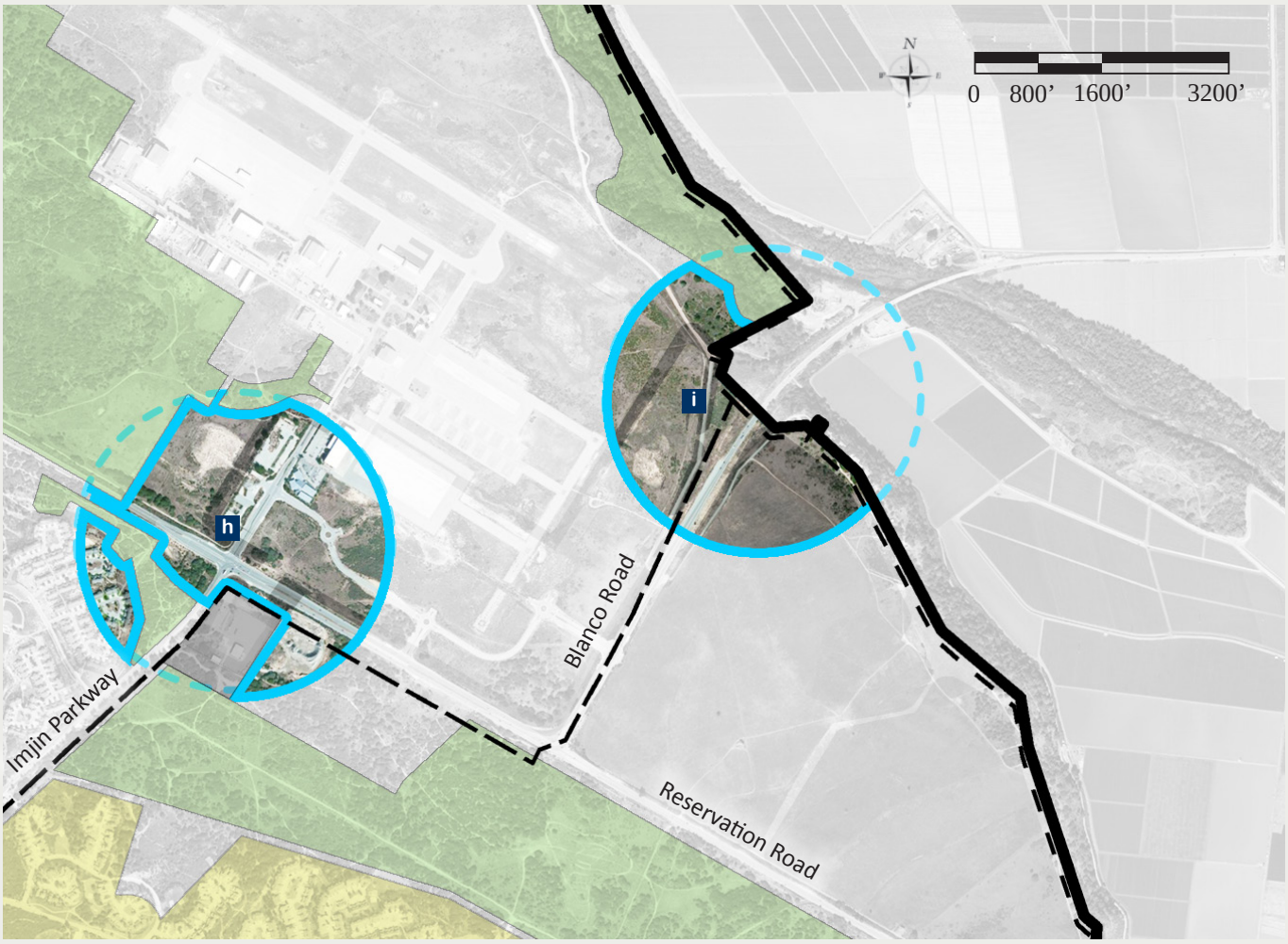




Gateways Focus Map 1

Legend

- a North Highway 1 Gateway
- b California Gateway
- c Imjin Gateway
- d 8th Street Gateway
- e Lightfighter Gateway
- f General Jim Moore Gateway
- g Gigling Road Gateway



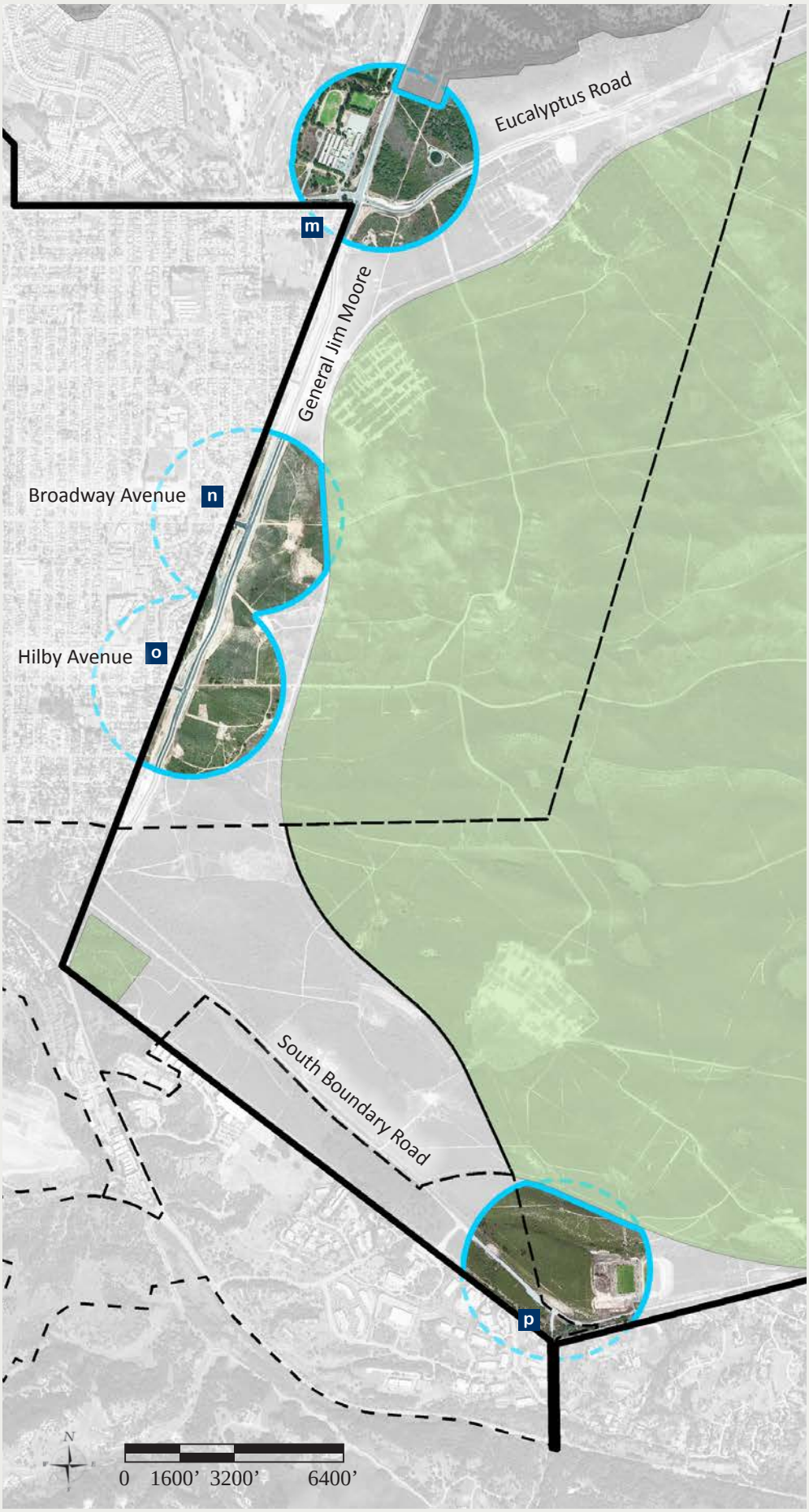
Gateways Focus Map 2

Legend

h Imjin/Reservation Gateway

i Salinas River Gateway

Gateways Focus Map 3

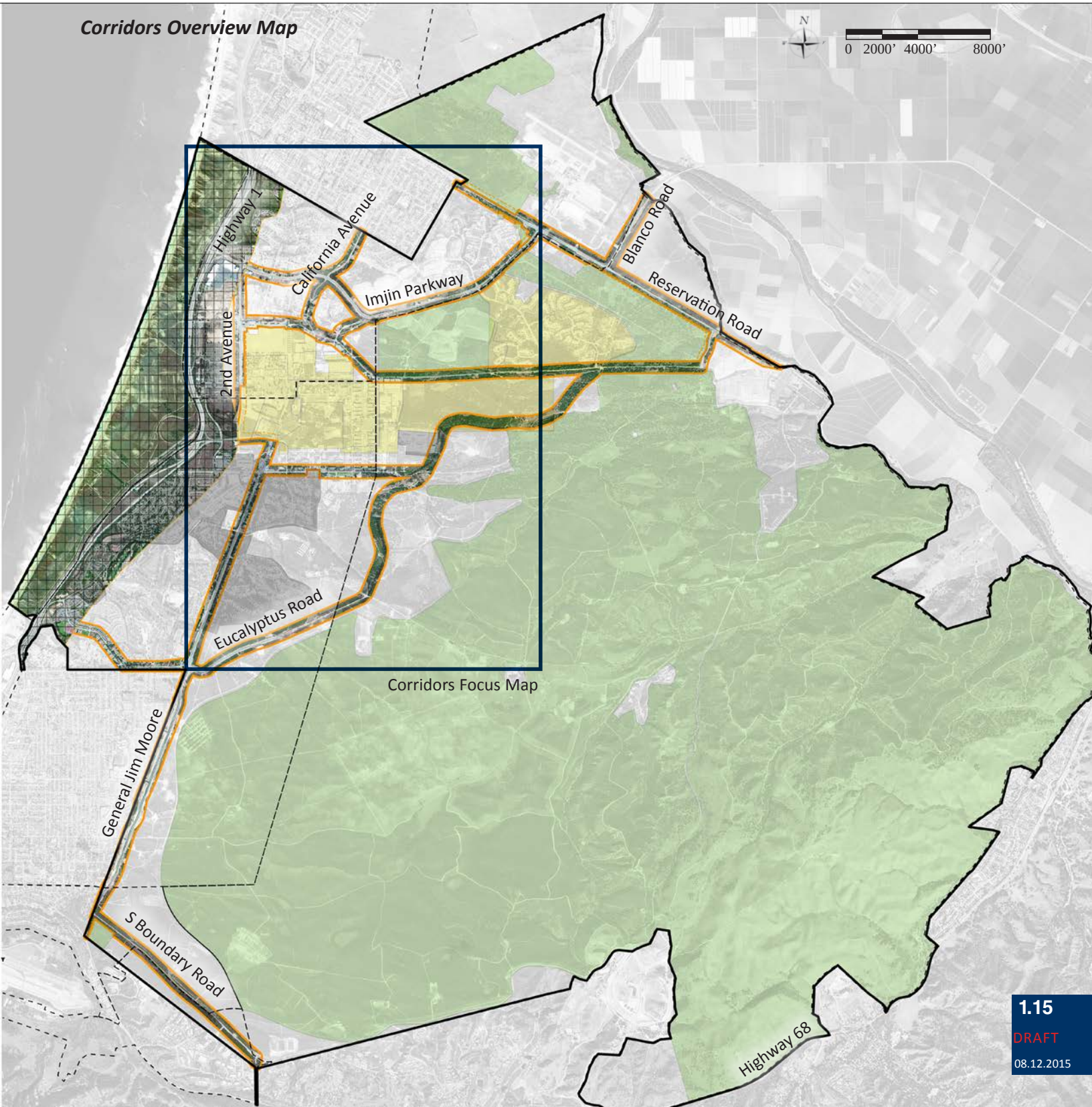


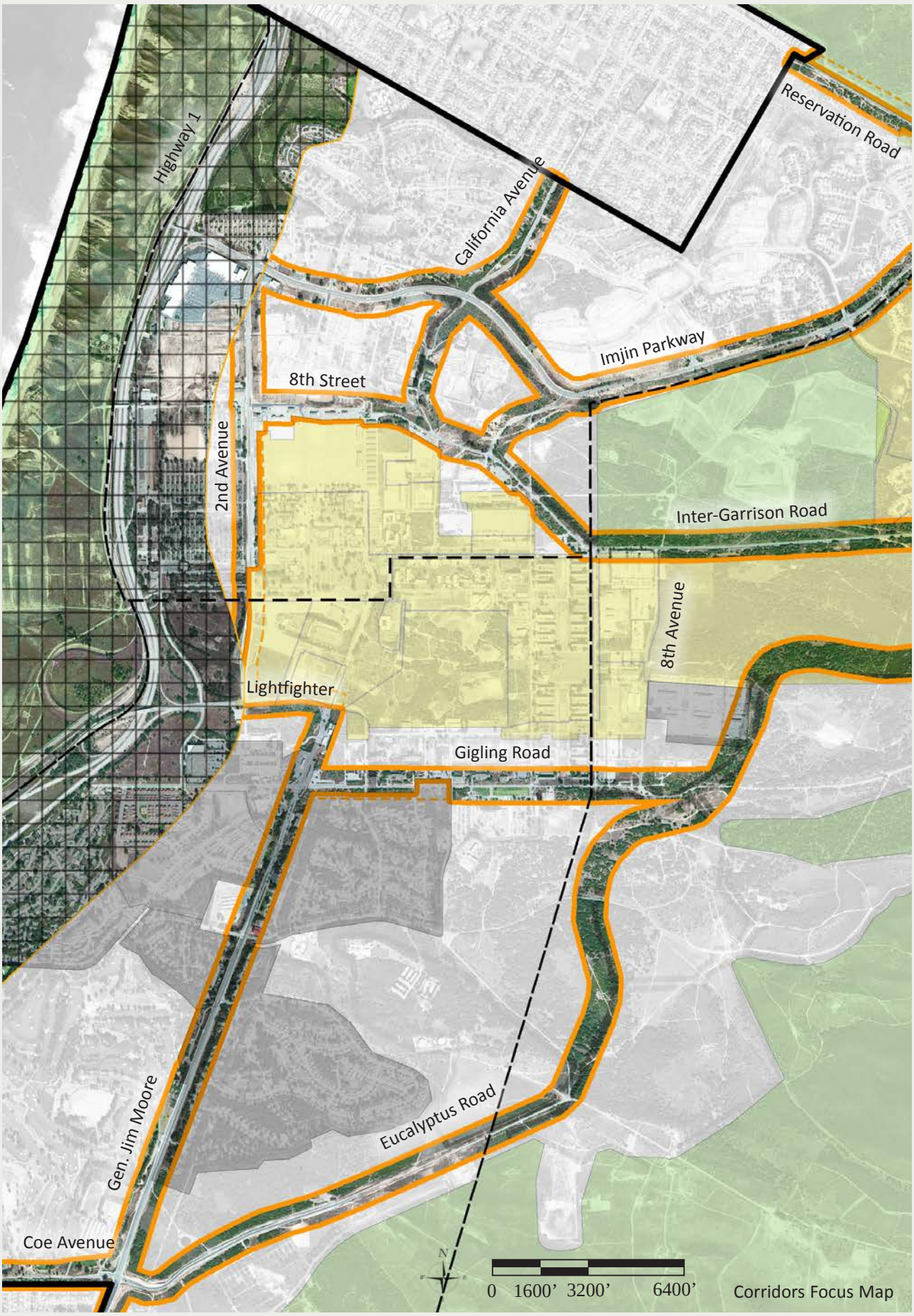
Legend

- m Eucalyptus Gateway
- n Broadway Gateway
- o Hilby Avenue Gateway
- p South Boundary Gateway

Corridors

Thoroughfares that enable mobility between areas may also be called corridors. Successful corridors will include a variety of transportation methods catering to motorists, pedestrians, bicyclists and transit users. A corridor network is the basis for a complete transportation framework. The scale of corridors will vary and their intensity should be determined by level of usage and location. The Corridors Overview Map provides an overview of corridors within the former Fort Ord, followed by the Corridors Focus Map, which shows a closer look at potential corridor connections.





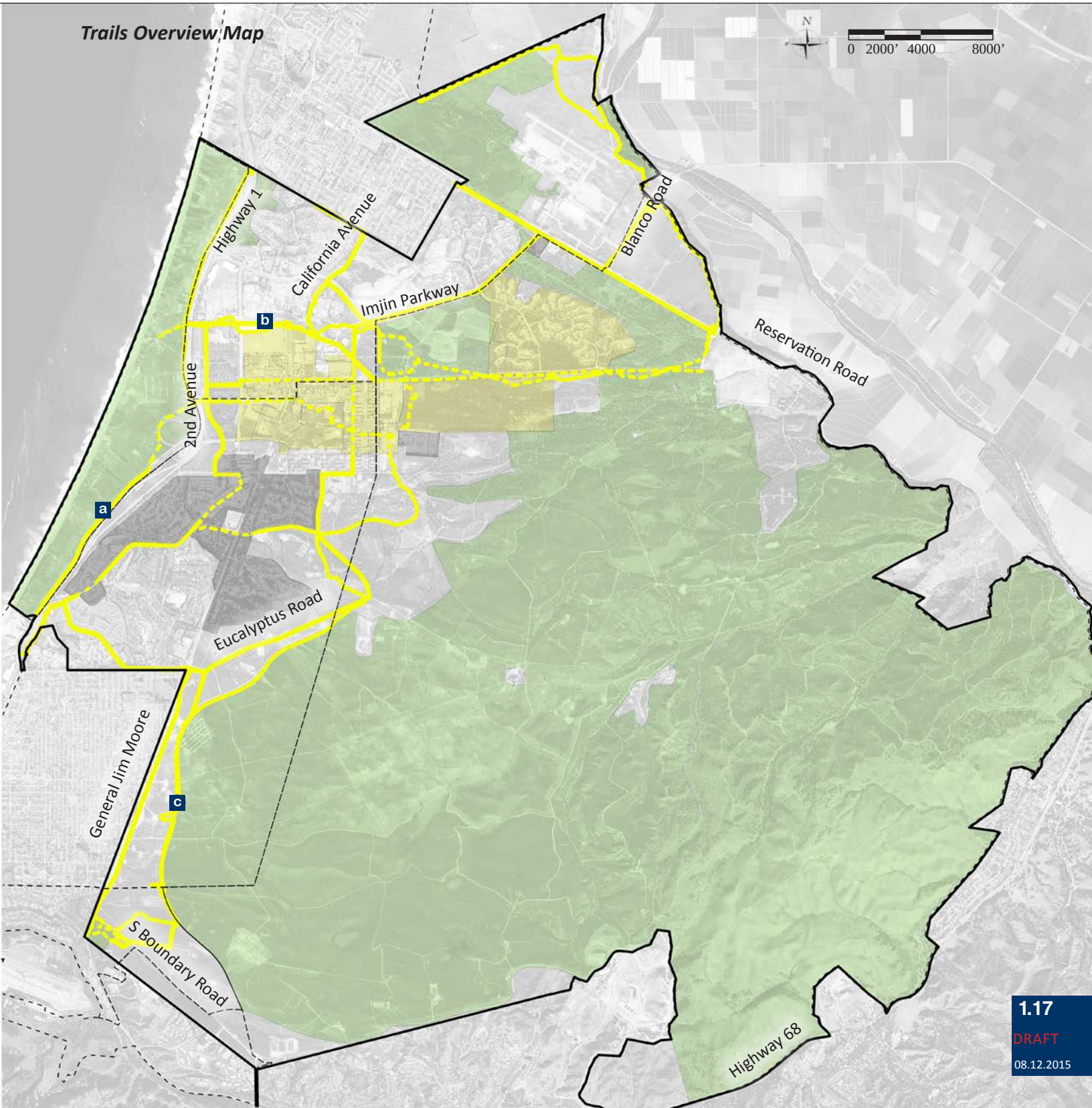
Corridors Focus Map

Trails

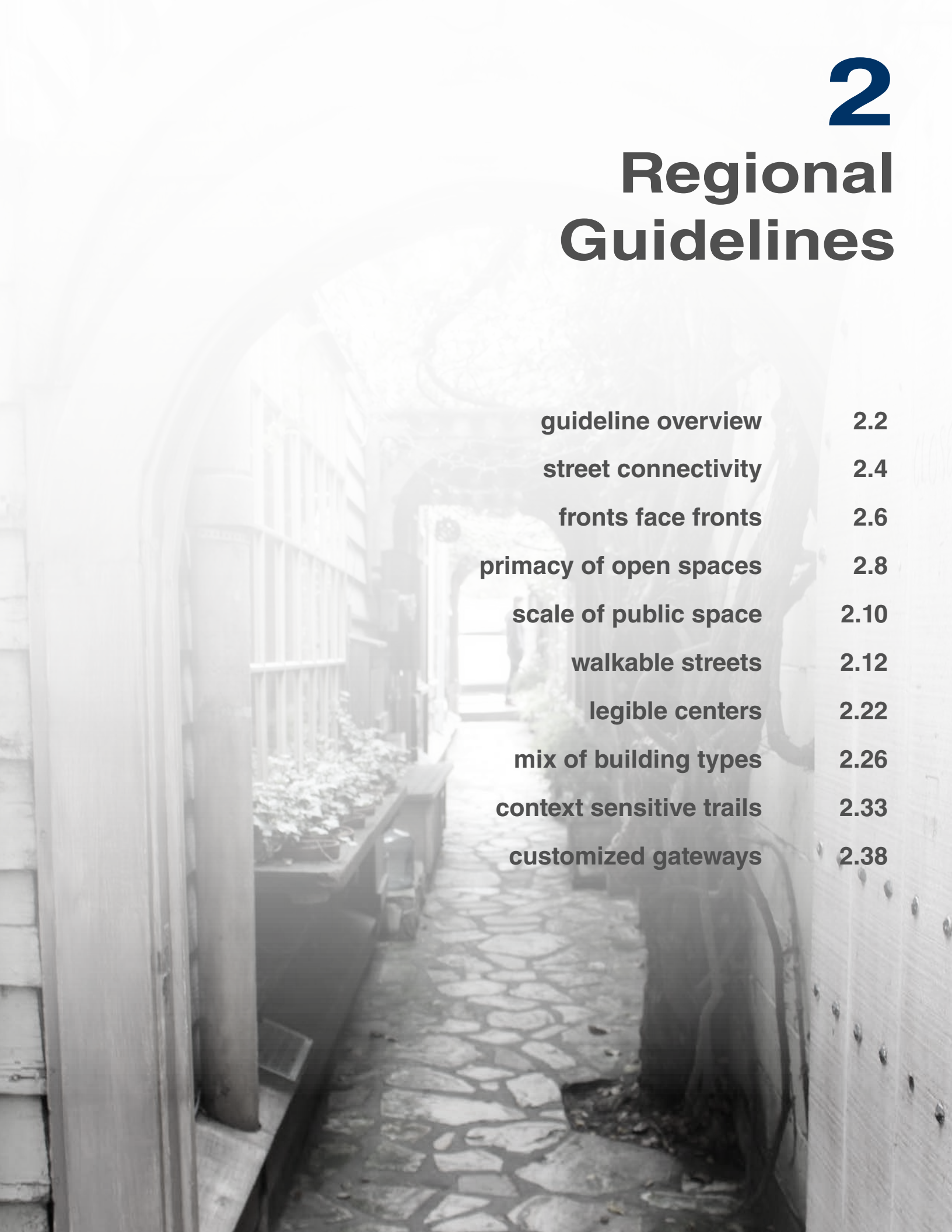
The 1997 Base Reuse Plan provides general guidance on the creation of an interconnected set of bike/pedestrian trails to link the former Fort Ord communities, campuses, and recreation amenities. The plan calls for three major trails (12' wide - paved) and four minor trails (10' wide - paved). Specific alignments from the general guidance are currently part of ongoing regional trail planning. Trails and trailheads should take into account their surroundings, from trails along major thoroughfares to natural trails entirely within the habitat areas. The trails overview map suggests locations where the existing trail system can be expanded to connect to Centers, Gateways, Corridors, and other natural areas.

Legend

- a Coastal Rec Trail
- b Northern Loop
- c Southern Loop



2
Regional Guidelines



Guideline Overview

Out of a regional conversation – about the kinds of places residents, property owners and stakeholders desire – came these Design Guidelines, summarized below:

• Street Connectivity

A complete and connected street network enables a sense of cohesive community, rather than multiple disjointed development pods. The street network should include a variety of thoroughfare types, from large-scale transit corridors to narrow, low-traffic neighborhood streets. A well-connected road system disperses traffic and enables mobility.

• Fronts Face Front

Building fronts facing fronts create a welcoming aesthetic to a neighborhood or street. By ensuring that the fronts of buildings face one another, a complete streetscape is defined, with visual interest for passers-by, while activating the public space of the street. At the same time, eyes-on-the-street, from residents and business owners provide a safer environment.

• Primacy of Open Spaces

Public open spaces act as the heart of communities, and provide gathering spaces for residents and visitors. Open spaces within development can be designed in many forms. Civic spaces are generally located in the most desirable location within a center to encourage maximum usage.

• Scale of Public Space

Properly scaled public spaces maximize investment and can benefit the sense of connecting values of surrounding uses, and transitions between uses. Public space should be commensurate with their surroundings and intended use.

• Walkable Streets

Streets are first and foremost public spaces. Until recently, streets were designed primarily around the automobile, creating thoroughfares that discourage all others modes of transportation such as pedestrians and cyclists. The public is now pushing for more mobility options. The national trend for all sized communities is moving in the direction of complete streets that meet the needs of multiple types of commuters.

• Legible Centers

Centers should be obvious. A well-designed community uses roads, building types, and overall design intensity to guide one to the community core. Centers generally contain the greatest range of uses, and are defined by their public spaces.

• Mix of Building Types

While consistency is essential in defining community character, building variety avoids “sterile” and unwelcome development. Buildings should be designed to serve a mix of uses such as residential, commercial, multi-use, live-work, and so on. Buildings should also be designed to be reutilized and evolve over time.

• Context Sensitive Trails

The original Base Reuse Plan envisioned a network of interconnected trails linking the new communities and universities emerging on the former Fort Ord. Consistent designs applied across the trail network would enhance its function and visual appeal. Specific consideration should be given to the unique landscape and urban context for these trails.

• Customized Gateways

Gateways provide the visual signal that one has arrived at a destination. Former Fort Ord lands include many kinds of places. The individual destinations should guide the gateway design. Contextual design celebrates the range of attractions within the region.

Applicability Matrix:

The nine principles apply differently to Centers, Gateways, Corridors and Trails. The list below summarizes the Design Guidelines. Each guideline is covered in more detail within this chapter.

	Focus Area			
Guidelines	Centers	Gateways	Corridors	Trails
Street Connectivity	X	X	X	
Fronts Face Front	X	X	X	
Primacy of Open Spaces	X	X		
Scale of Public Space	X	X		
Walkable Streets	X	X	X	
Legible Centers	X	X		
Mix of Building Types	X	X		
Context Sensitive Trails				X
Customized Gateways		X		

Street Connectivity

Purpose

The Network

Streets should flow through developments and connect to future redevelopment to allow former Fort Ord to be accessed by investment. An interconnected street network offers high capacity without overreliance on expensive, wide, disruptive arterials. Dead-ends and culs-de-sac should only be permitted when unavoidable due to environmental or engineering constraints.

Block Size

In the Monterey Bay region the walkable parts of towns and cities are found where the blocks are the smallest. Seaside neighborhoods have blocks that are less than 1,800 feet in perimeter, Downtown Monterey blocks are typically less than 1,200 feet, and Carmel-By-The-Sea blocks are 900 feet (counting breaks from pedestrian passages). People who live in areas with finely grained street networks walk more and drive less than people in large-block downtowns or suburban cul-de-sac suburbs.

Seaside
A network of connected streets with relatively small lot sizes makes Seaside a walkable community.

Application

This guideline applies to:

- Centers
- Gateways
- Corridors

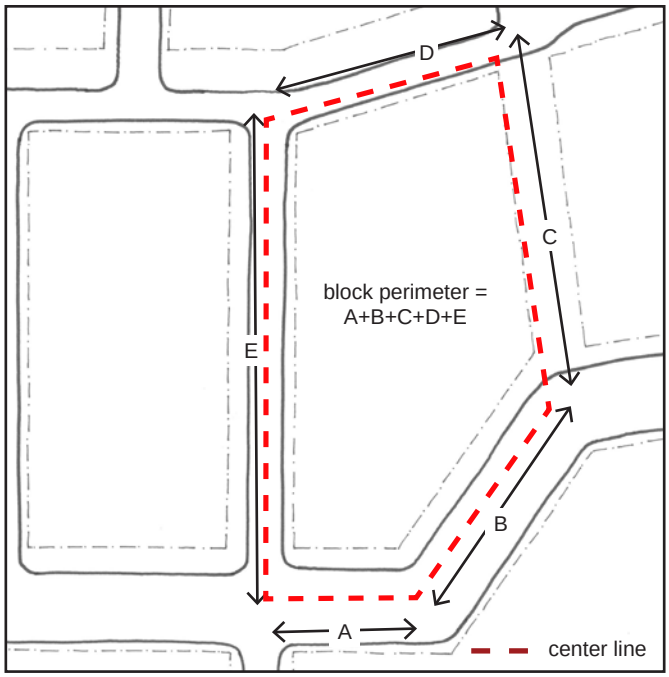
Intent

To create walkable block sizes and an interconnected network of streets to increase neighborhood aesthetics, walkability, livability, sociability, and sustainability while maximizing the public infrastructure investment of regional corridors on former Fort Ord lands.

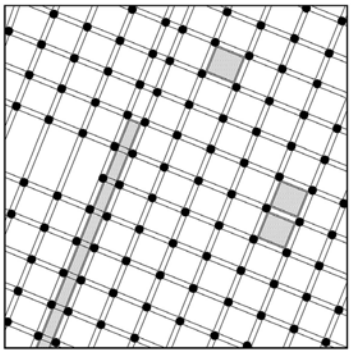
Requirements

1. Only allow dead-ends and cul-de-sacs when unavoidable due to physical obstacles like slopes steeper than 15%, utility rights-of-way, existing limited-access motor vehicles rights-of-way, and parks and dedicated open space.
2. All new neighborhood streets must connect to adjacent streets where connecting street stubs are available.
3. A minimum of 25% of new roadways must end in street stubs to allow for future connections when there is not existing adjacent development.
4. Require a maximum average block perimeter size of 2,400 linear feet.
5. Design projects such that the internal connectivity of streets is at least 140 intersections per square mile. Do not count streets that lead to cul-de-sacs. Count only those streets that are not gated and open for use by the general public.
6. Bend streets with restraint. Exaggerated curves are disorienting and difficult to connect to networks adjacent to the site.

Measurement

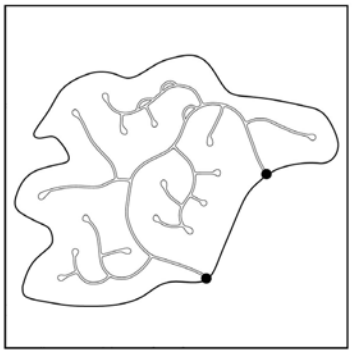


Block perimeter measurements are taken along the center lines between right-of-ways regardless of roadway pavement locations.



Portland, Oregon

Total # of Street Intersections:	102
Area of Sample Site:	0.23 sq. mi.
Connectivity (inters. / sq. mi.) =	443.5



Irvine, California

Total # of Street Intersections:	2
Area of Sample Site:	0.23 sq. mi.
Connectivity (inters. / sq. mi.) =	8.7

Intersection density measurements are taken by identifying the center of a proposed new development, creating a one mile square block around that center and counting every intersection with the exception of those that lead to cul-de-sacs. Alleys and pedestrian passages are counted.

Fronts Face Fronts

Purpose

Building orientation is the first step in making great streets and public spaces. Generally, buildings have fronts, sides, and backs. The appropriate and most carefully designed fronts of buildings should face streets and public spaces. The rear and sides of buildings, which often incorporate a building's service functions and typically have fewer doors and windows, should not face the public realm. The front building façades shall be built parallel to a front lot line or to the tangent of a curved front lot line.

Establish the relationship between building fronts and backs to ensure public spaces have natural surveillance and to avoid the blighting influence of the backs of buildings facing public spaces. Building fronts shall face fronts of other buildings; fronts may face sides where necessary; but fronts do not face the back of buildings.

Buildings with frontage on two thoroughfares, shall have their building front onto the thoroughfare most likely to accommodate pedestrian traffic.

Ocean View Boulevard in Pacific Grove
The discipline of fronts-facing-fronts, as found without exception in historic Pacific Grove, creates streetscapes in which pedestrians are always looking at interesting front facades.

Application

This guideline applies to:

- Centers
- Gateways
- Corridors

Intent

1. Establish the relationship between the fronts and backs of buildings to insure that public spaces have natural surveillance from buildings
2. Avoid the blighting influence of the backs of buildings facing public spaces.
3. Improve aesthetics by avoiding streetscapes where garage doors, service entrances, blank walls, or parking lots are the dominant visual image.
4. To improve public health by providing safe, appealing, and comfortable street environments that encourage daily activity and avoid pedestrian injuries.
5. To promote walking that reduces vehicle miles travelled.

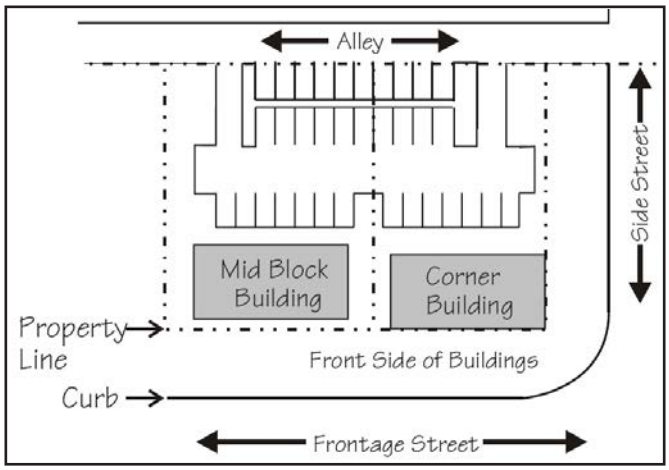
Requirements

1. The principal building façade shall be built parallel to a front lot line or to the tangent of a curved front lot line.
2. Building fronts display a building's principal façade and must face either streets or public spaces.
3. Fronts of buildings should face fronts of other buildings; fronts can face sides where necessary; fronts may never face backs.
4. Buildings with frontage on two thoroughfares, shall have their building front on the thoroughfare most likely to accommodate pedestrian traffic.
5. Secondary entrances shall be permitted on side rear façades, or on separate thoroughfare frontage.
6. Site all buildings on streets, not within parking lots. All parking lots shall be located behind buildings.
7. When parking garages are proposed, parking liner buildings 30' to 60' deep are recommended to screen parking, however parking may be located above the third story without a liner building in cases of exceptional design to accomplish LEED environmental performance goals or affordable/workforce housing goals.

Measurement

Fronts facing Fronts	Acceptable (Preferred)
Backs facing Backs	Acceptable (Preferred)
Fronts facing Sides	Acceptable
Sides facing Backs	Acceptable
Fronts facing Backs	Discouraged

Building Orientation Configurations



Parking should be located behind structures, ideally along an alley and shared among businesses.

Primacy of Open Spaces

Purpose

Open Space

Public open space provides a venue for light, air, landscaping, and an experience of nature. Public parks, plazas, and green streetscapes serve as the "living rooms" for community life — where the public can gather, meet and interact. Open space may also contribute to higher real estate value for the surrounding uses while sustaining environmental character.

A range of parks from tot-lots and ballfields to neighborhood gardens and dog parks should be distributed throughout developments, and sited within walking distance of community life.

Civic Buildings

The City of Monterey's City Hall is located on Friendly Plaza, Seaside's City Hall is adjacent to a park, and the Marina Library is located atop Locke Paddon Park. New public buildings should be given honorific locations facing public open space wherever possible. The space becomes a destination and invites people to engage with the space and one another.

Colton Hall in Monterey, CA
Colton Hall in Monterey faces Friendly Plaza. This placement communicates a message that the building is accessible by the public.

Application

This guideline applies to:

- Centers
- Gateways

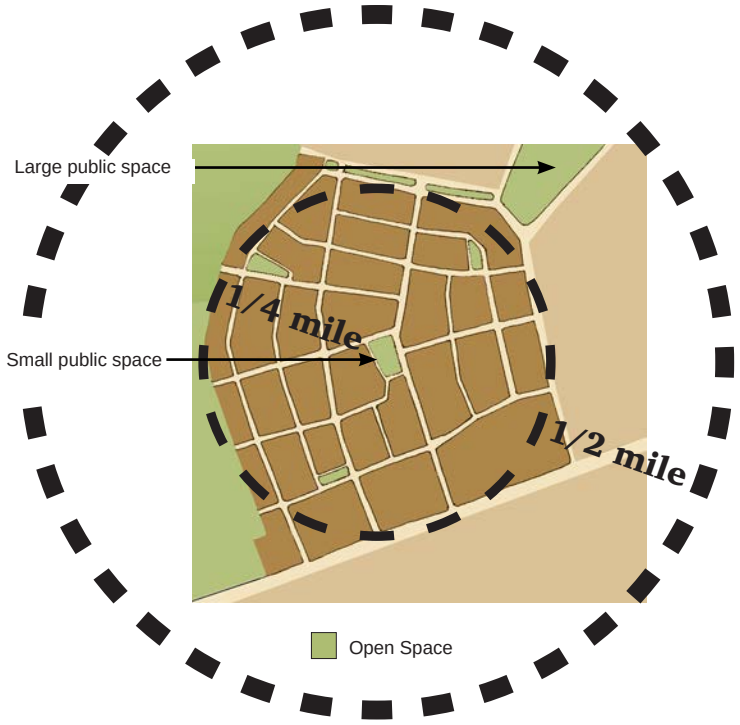
Intent

To improve aesthetics, community life, and overall property values while providing for an ample number of functional public spaces.

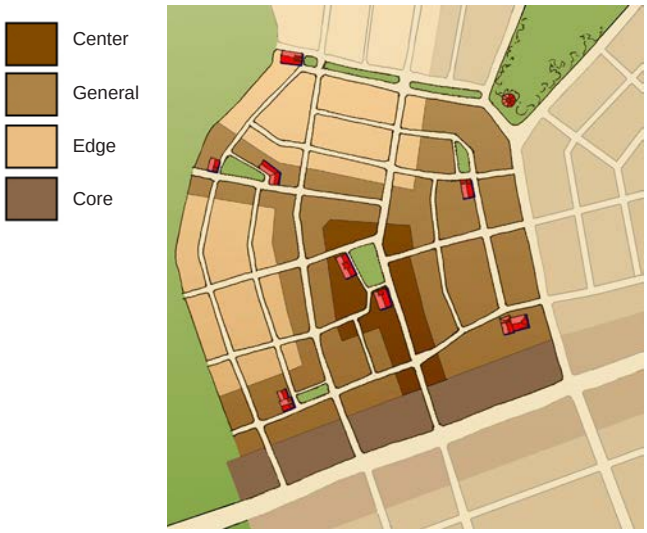
Requirements

1. Design subdivisions and development projects so that a civic or passive-use space, a small public space such as a square, park or plaza of at least 1/6 acre in area lies within a 1/4 mile walk distance of 90% of new and existing dwelling units and non-residential entrances.
2. Design subdivisions and development projects so that a publicly accessible outdoor recreation facility at least 1 acre in area, or a publicly accessible indoor recreation facility of at least 25,000 square feet, lies within a 1/2 mile distance of 90% of new and existing dwelling units and non-residential building entrances.
3. Prominent locations, like the end of a street, the top of a hill, or adjacent to a park, should be set aside for civic buildings. Civic buildings should include churches, schools, shared pool facilities, community halls, or simple pavilions.

Measurement



Placement of Open Spaces
Open spaces can vary in size, shape and use, but should be a minimum of a five-minute-walk (1,320 feet) from most dwellings. Larger outdoor recreation areas should be accessible with a ten-minute-walk (2,650 feet). Where possible open space should be located at the physical center of development.



Placement of Civic Buildings
Civic buildings provide a community's social infrastructure. Where possible new civic buildings should be located on open spaces or at the intersection of important streets. Where possible civic buildings should be located at the physical center of development.

Scale of Public Space

Purpose

Public spaces are defined by their size, relationship to buildings, relationship to the streets that surround them, and location on a natural-to-center character district spectrum.

The context or setting (residential neighborhood, rural community, or urban center) determines the scale and local impact of a public space. A residential community's small park is the neighborhood center where children play and friends and family get together. An urban center's large plaza serves to physically define the civic center or heart of a village, town or city.

If they are to succeed in their function, open spaces should be based on their context. Many public spaces go unused due to incompatibility with their surroundings. Public spaces also go unused when they feel too large for their intended use. Lastly, a diversity of open space types should be used to create options and variety.

Bird's Eye View of Colton Hall in Friendly Plaza, Monterey, CA
The relationship of the civic buildings to the park and plaza, where the facades face the park, create a sense of accessibility. The smaller open space ties the plaza to the street and serves to define the area as a civic center. This relationship is best understood at the pedestrian scale.

Application & Measurement

This guideline applies to:

- Centers
- Gateways

Intent

Open spaces shall be consistent with context.

Requirements

Urban open space types (plazas and squares) shall be located closer to centers and rural types (greens and parks) shall be located closer to the edge of development.

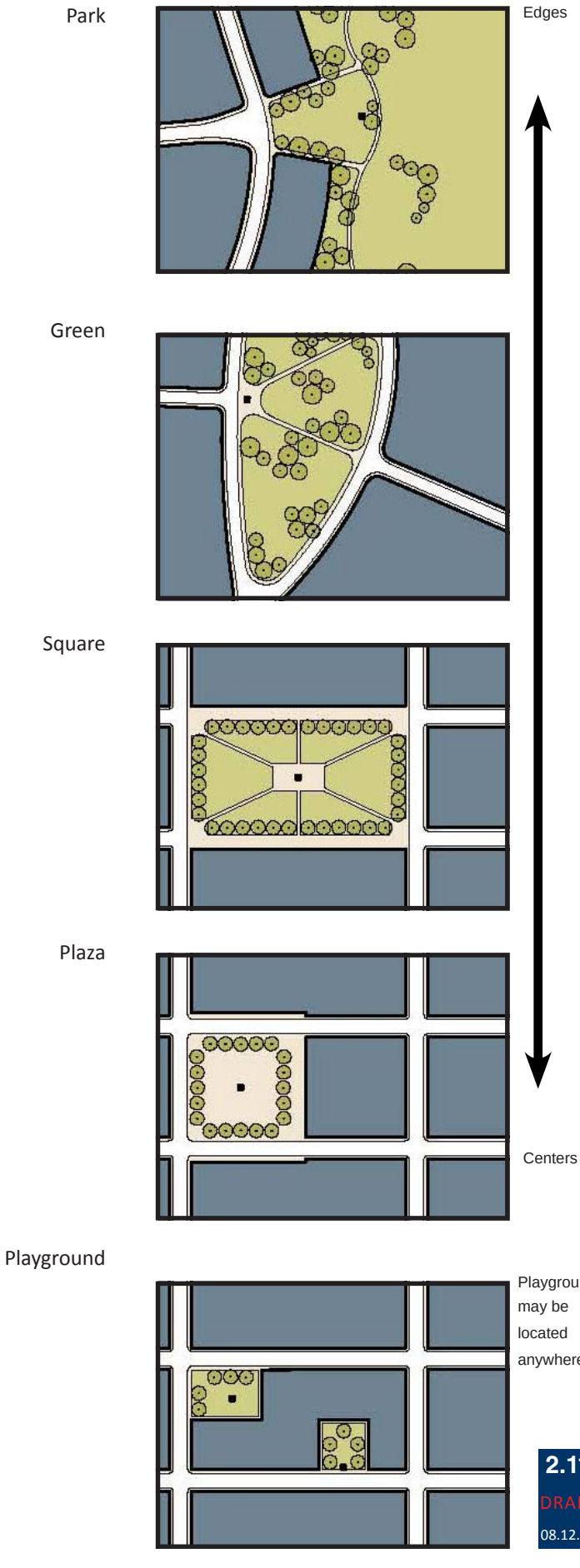
1. **Park**
   A *Park* is a natural preserve available for unstructured or structured recreation. Its landscape shall consist of paths, trails, meadows, water bodies, woodland, ball fields, and open shelters, all naturalistically disposed. Parks often have a minimum of 8 acres. Parks should be located at the edges of development.

2. **Green**
   A *Green* is available for unstructured recreation. A Green may be spatially defined by landscaping rather than building frontages. Its landscape should consist of lawn and trees, naturalistically disposed. Greens range from 1/4 acre to 8 acres.

3. **Square**
   A *Square* is available for unstructured recreation and civic purposes. A square is spatially defined by building frontages. A square does not have to be a square shaped; they come in all kinds of shapes. Squares shall be located at gateways and the intersection of important thoroughfares where possible. Ideally, the size ranges from 1/4 acre to 3 acres.

4. **Plaza**
   A *Plaza* is available for civic purposes and commercial activities. A plaza shall be spatially defined by building frontages. Trees are optional. Plazas tend to be hardscaped with brick, stone or even concrete. Plazas should be located at gateways, the intersection of important streets, or in front of civic buildings. A plaza ranges between 1/6 acre to around 2 acres.

5. **Playground**
   A *Playground* is an open space designed and equipped for the recreation of children. A playground should be fenced and may include an open shelter. Playgrounds should be interspersed within residential areas and may be placed within a block. Playgrounds should be included within parks and greens. Playgrounds come in all shapes and sizes. Playground equipment should be shaded.



Walkable Streets

Purpose

A street is often referred to as walkable if pedestrians can move about safely in an environment/setting. A network of streets allows pedestrians, cyclists, and motorists to move safely and comfortably through an area. The maximum average block perimeter to achieve an integrated network is 2,400 feet with ideal maximum uninterrupted block face of 450 feet with street intervals of less than 600 feet apart along any one single stretch.

When designing complete streets, strive to make them walkable first, accommodate bicycles second, and then add provisions for cars, trucks, and emergency vehicles.

"Design Speed" is the crucial number engineers officially use to configure streets for orderly traffic movement. The chosen design speed must be a low figure, usually less than 25 mph, for a walkable environment.

The slow design speed that characterizes walkable streets results in the conscious choice of features such as narrow curb-to-curb dimensions, street trees, architecture close to the street edge, on-street parking, and relatively tight turning radii.

Lighthouse Avenue, Pacific Grove CA
The west side of Pacific Grove near 16th Street is a great example of a sidewalk that is wide enough to share seating, bike storage and space for people to walk. There is a healthy amount of trees as well, which provide some shade as well as an overall welcoming character to the street.

a narrow streets **b** shade **c** sidewalks **d** crosswalks

Application

This guideline applies to:

- Centers
- Gateways
- Corridors

Intent

To build safe, comfortable, and interesting street environments to encourage daily physical activity.

Requirements

For all projects:

1. Continuous sidewalks for walking shall be provided along both sides of regional corridors. New sidewalks must be at least 10 feet wide on retail or mixed-use blocks and at least 5 feet wide on all other blocks.
2. Regional corridors may not be faced by parking lots, garages, or service bay openings.
3. Street trees must be provided at intervals of less than 50 feet along regional corridors.
4. Street trees shall be noninvasive and drought-tolerant while still providing shade within 10 years of landscape installation.
5. On-street parking shall be provided within 1/4 mile of all centers along both sides of the street.
6. Within 1/4 mile of Centers all streets shall be designed for a target speed of no more than 25 miles-per-hour. On a multi-way boulevard with through travel lanes separated from access lanes by medians, apply this requirement to its outer access lanes only (through-lanes are exempted), provided pedestrian crosswalks are installed across the boulevard at intervals less than 800 feet.
7. At-grade crossings with driveways shall account for less than 10 percent of the corridor within 1/4 mile of Centers.

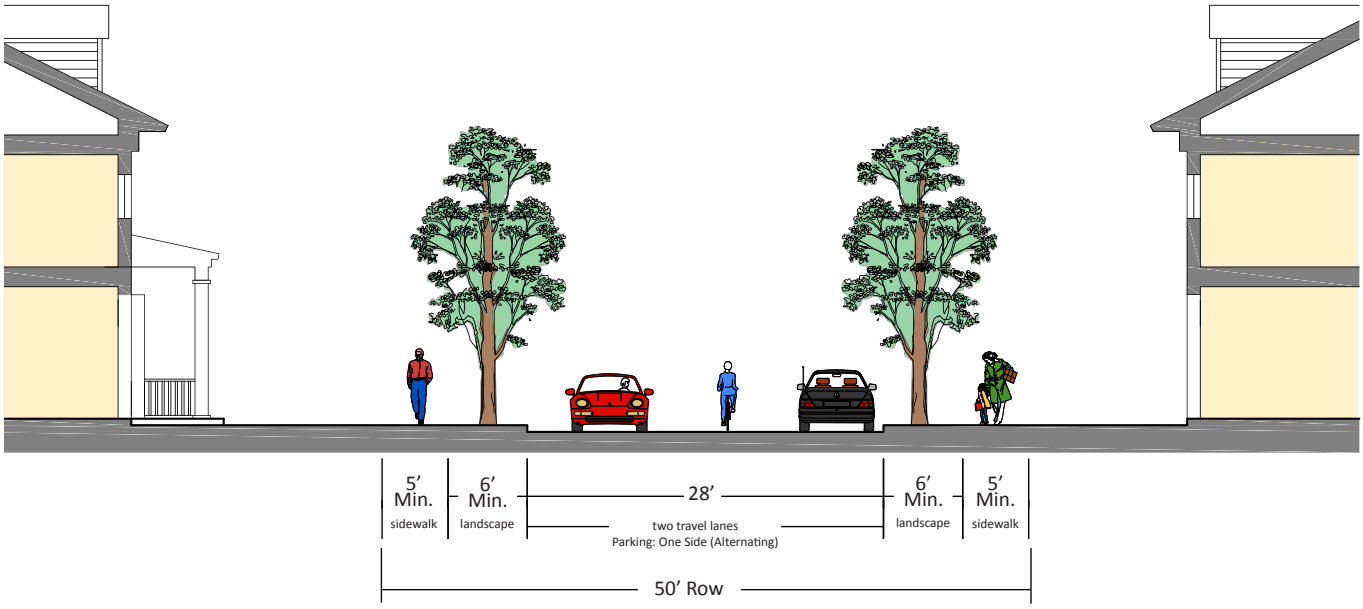
Measurement

There is no one formula for walkable streets. Building great streets goes beyond a simple “complete streets” approach. Great streets means creating places that are safe, comfortable, interesting, beautiful, and desirable for locals and visitors. Existing streets can be retrofitted with wider sidewalks, world-class bike infrastructure, shade trees for sidewalks, better lighting, and buried utilities.

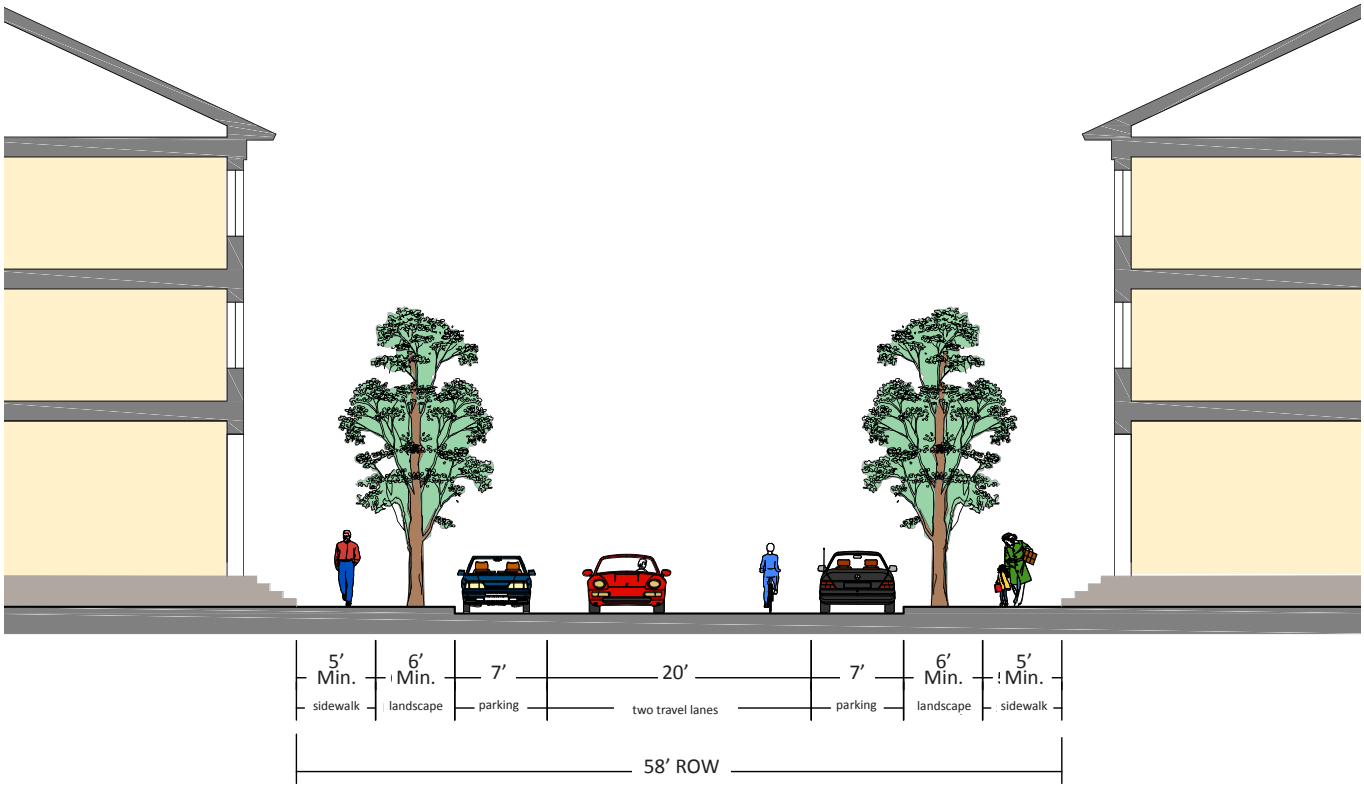
On the following pages designs for sample local streets, main streets, avenues, boulevards and parkways are provided that meet the requirements.

Local Residential

Local Streets provide access to individual lots, accommodate pedestrians and serve as low speed bicycle and vehicle routes. Local streets should be relatively short in total distance related to the other street typologies, and serve as the street that residential development fronts. For multi-family frontages, the parking is accommodated in parallel bays adjacent to distinct travel lanes; for single family frontages, the street is a shared cartway where two moving directions of traffic share space with parked vehicles in a "yield" condition. The streetscape is more formal, with street trees planted with regular spacing, and sidewalks on both sides of the street.



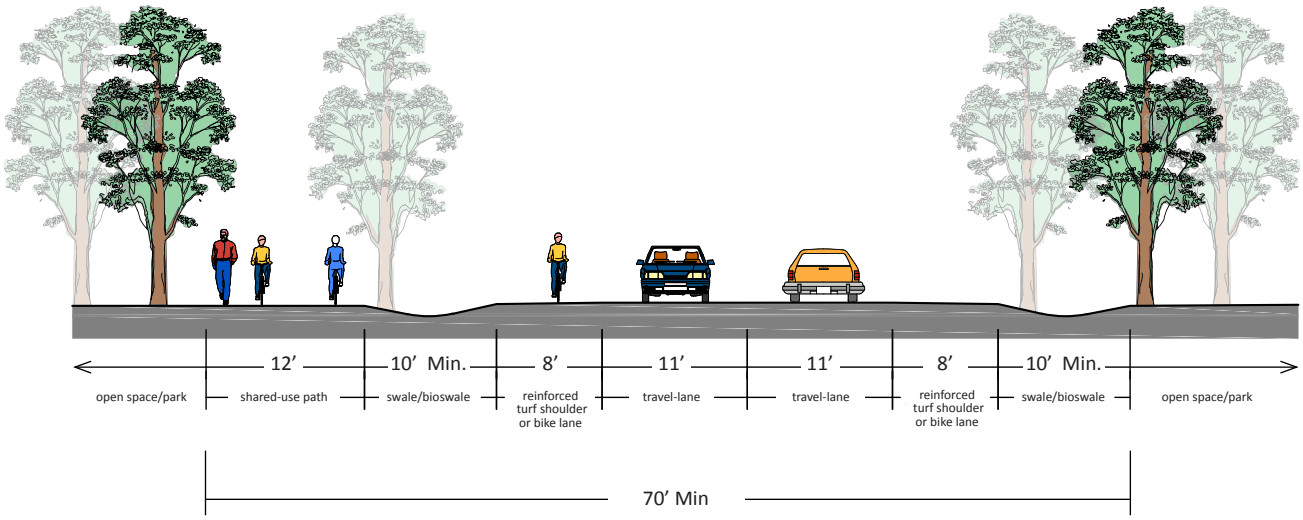
Local Residential, Single Family



Local Residential, Multi-Family

Sensitive Drives

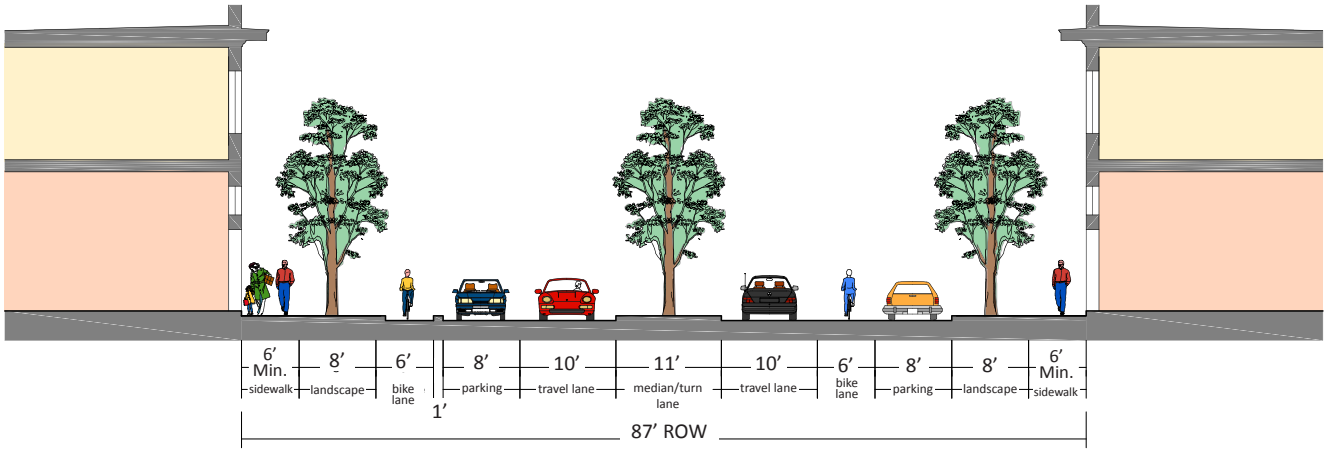
Sensitive streets pass through areas typified by open lands, conservation areas, or parks. They form connections through these sensitive areas while laying lightly on the landscape. Lighting is optional on these facilities, and bicycles and pedestrians are accommodated in an off-road facility such as a shared use path typically on one side of the street. Drainage is accomplished via open swales on the sides of the street, or through rain gardens or bioswales in the same configuration.



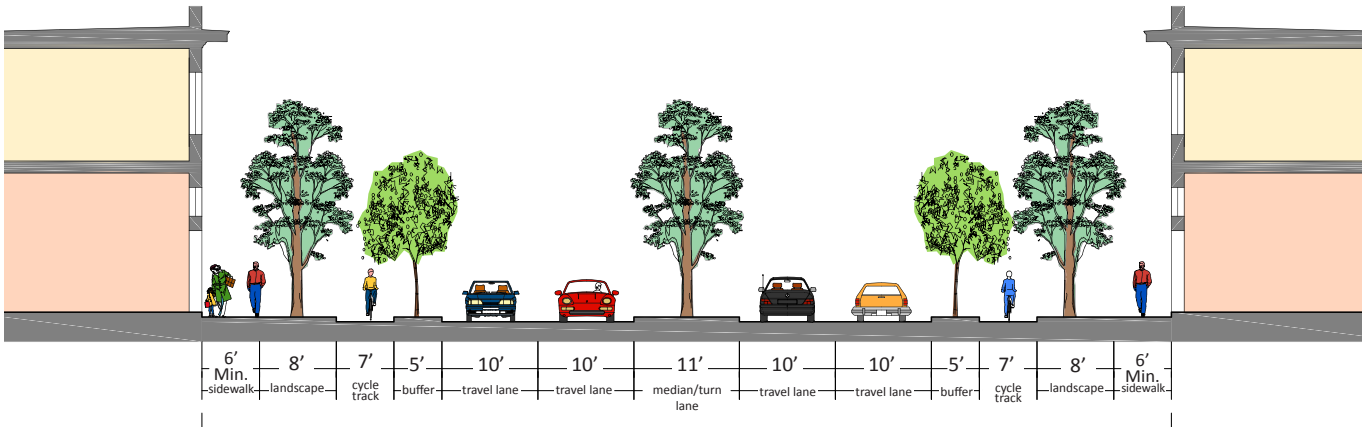
Sensitive

Avenues

An avenue is a walkable, low-speed street that carries a mixture of through and destination traffic. Avenues provide access to abutting commercial, residential, and mixed land uses, and accommodate cars, pedestrians, and cyclists. Avenues can have between two and four travel lanes, and can have planted medians and side planting strips. They may also have on-street parking, and will have sidewalks and some form of on or off-street bicycle accommodations such as bicycle lanes, cycle tracks, or a shared use path. Avenues have sidewalks on both sides of the street, and a more formal planting scheme with trees on a regular spacing. Target speeds for avenues are typically 30 mph or less.



Avenue Option 1: Bike Lanes

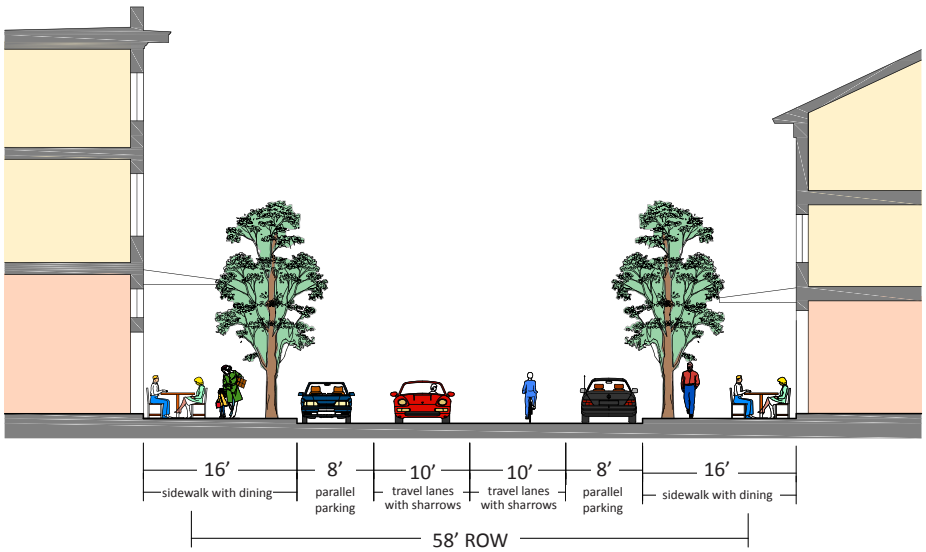


Avenue Option 2: Cycle Track and Multi-Lane

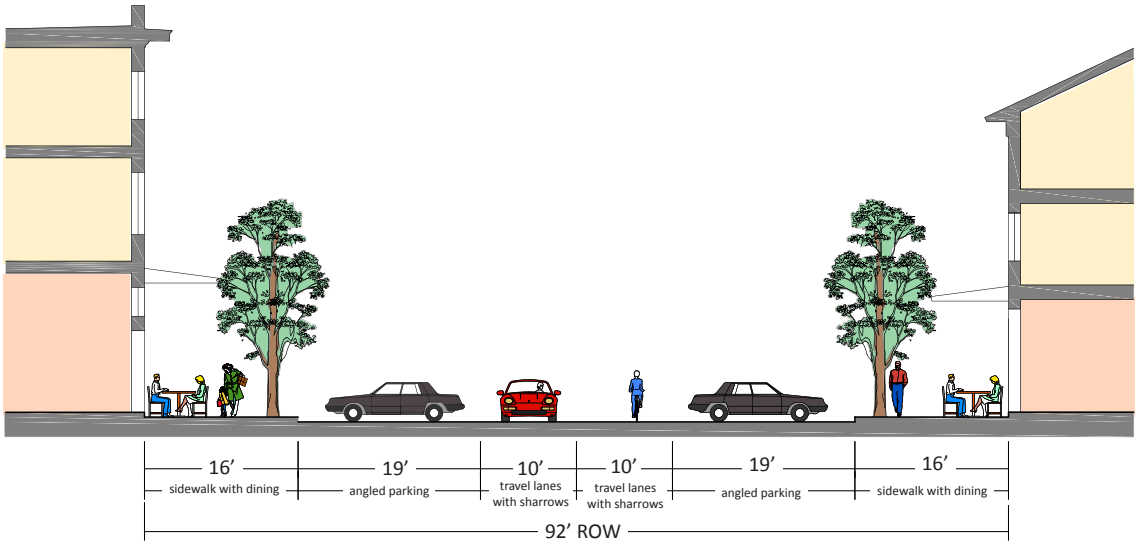
Main Streets

Main Streets are designed to provide connections between neighborhoods and districts, as well as providing access to Avenues and Boulevards from local streets. Main Streets are highly walkable and serve as the primary street for commercial or mixed-use centers. On-street parking is provided in either a parallel or angled configuration. Due to anticipated pedestrian activity, design speeds are kept low. This condition also allows bicycles to share space with automobiles in general travel lanes, negating the need for distinct bike lanes.

Additional landscaping and traffic calming techniques that are ideal on Main Streets include street trees in grated wells, curb bulb-outs, and a relatively high density of street furniture and public art. Pedestrian-scale street lighting should be installed, and utilities should be located underground, in alleys or along other streets to the greatest extent possible. Sidewalks are required on both sides of the street, and will be at least 16 feet from the back of curb to the building face, to provide space for activities such as outdoor cafes and strolling.



Main Street Option 1



Main Street Option 2

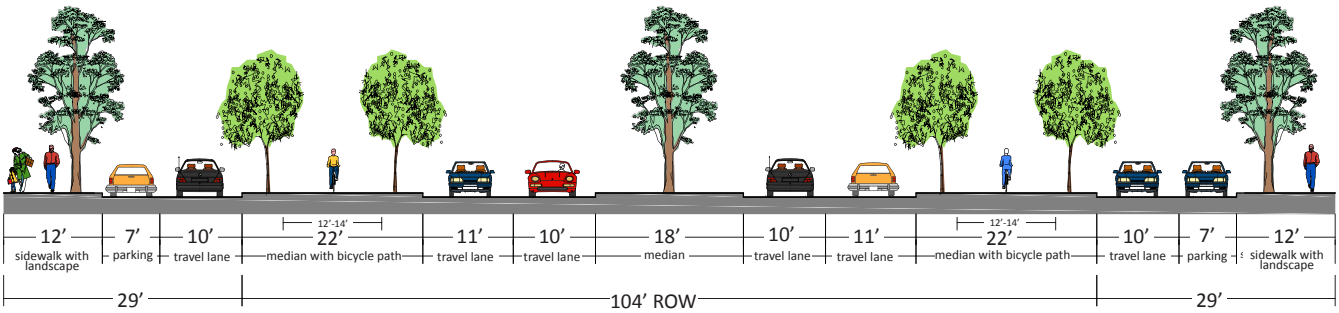
Boulevards

A boulevard is a regional travel facility that typically consists of commercial frontage, with multiple intersections and access to businesses. Boulevards have a more formal streetscape pattern, and occur in primarily developed areas. Boulevards include a closed drainage system. Accommodations for pedestrians and bicycles are in a facility such as a shared use path that is separated from moving traffic. Boulevards can include an access lane to afford local trips an alternate to re-entering the through lanes, and to create store frontage with on-street parking; bicycles are accommodated via sharrows in the access lanes due to their low speed.

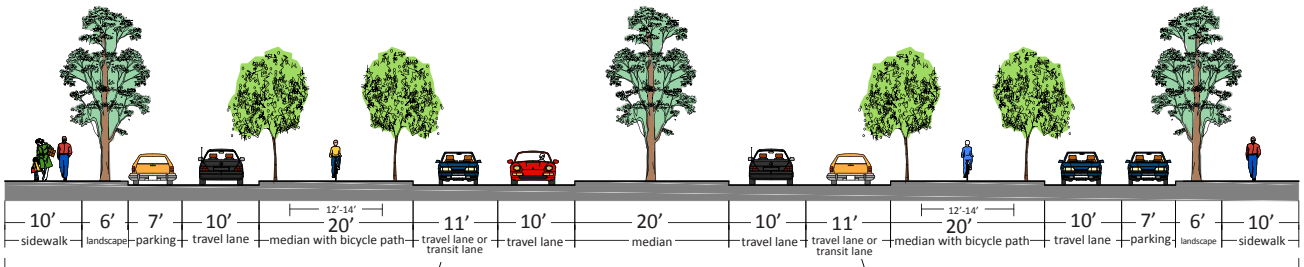
Boulevard (Dedicated Transit Lane)

The boulevard can also include a dedicated transit lane for buses or light rail vehicles, which can either be constructed initially or retrofitted at some point in the future.

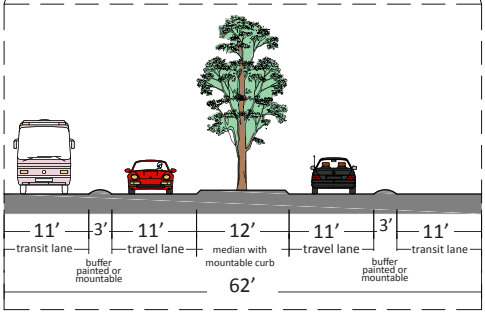
Both boulevards are typically four lanes in width, and occur in built up areas with commercial uses. Target speed for a boulevard is typically between 30 and 40 mph in the through lanes, and 10-15 mph on the access lanes.



Boulevard



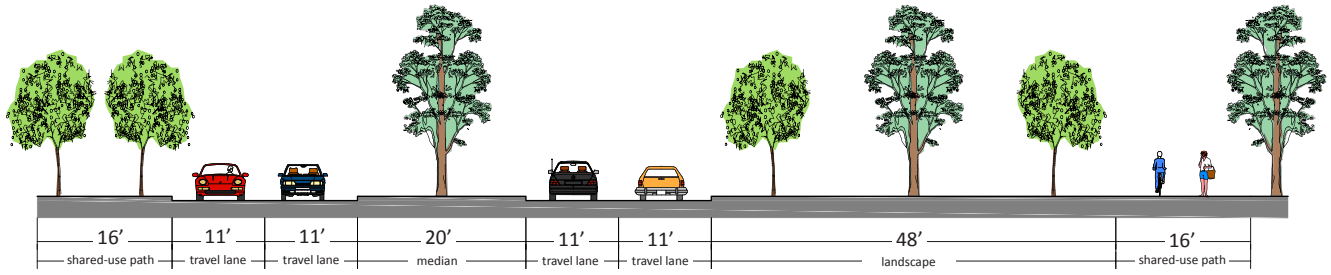
Boulevard Transit Phase 2



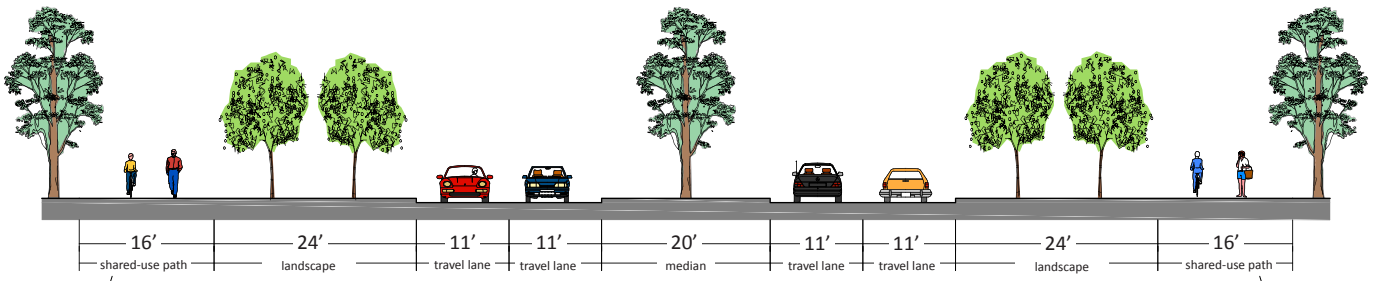
Transit Option

Parkway

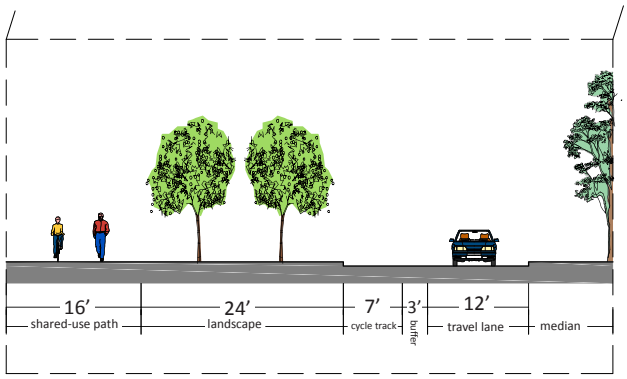
A parkway is a regional facility intended to carry traffic from point to point with little interruption in the way of driveways and intersections. Parkways can occur in both urban and rural contexts, with drainage either accomplished in a closed or open system. Parkways respect the natural environment, with a more natural and informal landscape scheme in keeping with their natural setting. Parkways can have two or four travel lanes, with a target speed of between 30 and 45 mph. Bicycles and pedestrians are accommodated on a separated shared use path, but within the overall right-of-way.



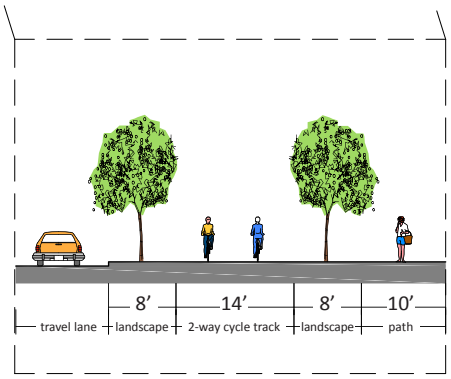
One-Sided Trail Parkway



Two-Sided Trail Parkway



Option 1: 2 - Lane Road with Cycle Track

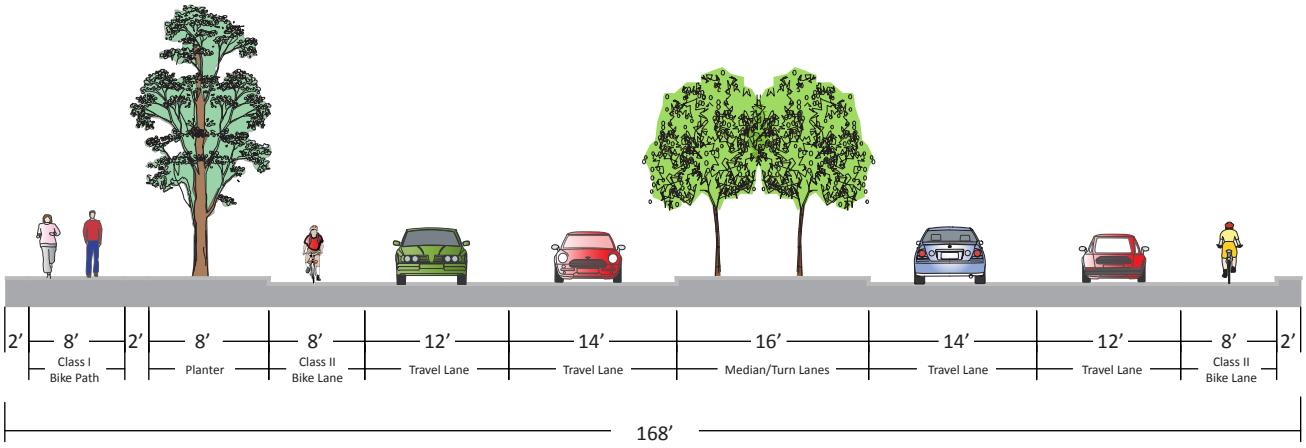


Option 2: Walking and Cycle Facilities

Eastside Parkway

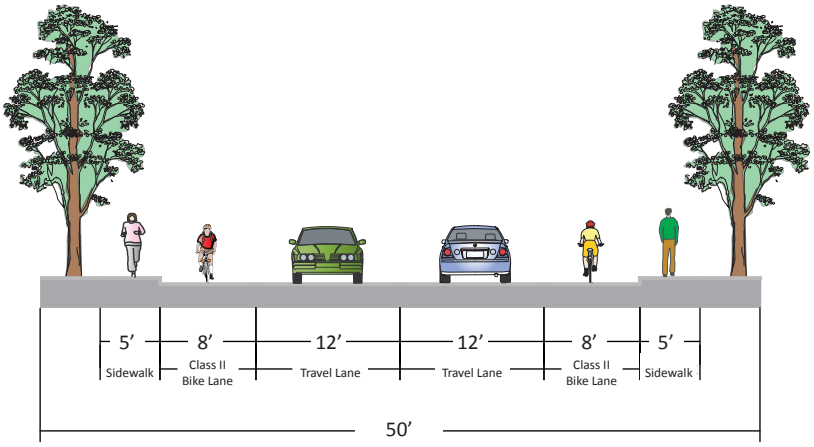
Below are sections illustrating the planned Eastside Parkway that would connect Eucalyptus Road to Inter-Garrison Road, as designed by Whitson Engineers. This new parkway will give commuters a viable alternative to other routes that are longer and become more congested at peak hours.

The following sections illustrate a typical 4 lane road with space for trails on the shoulders, a typical 2 lane road with sidewalks and a typical 2 lane road with sidewalks and a left turn pocket.

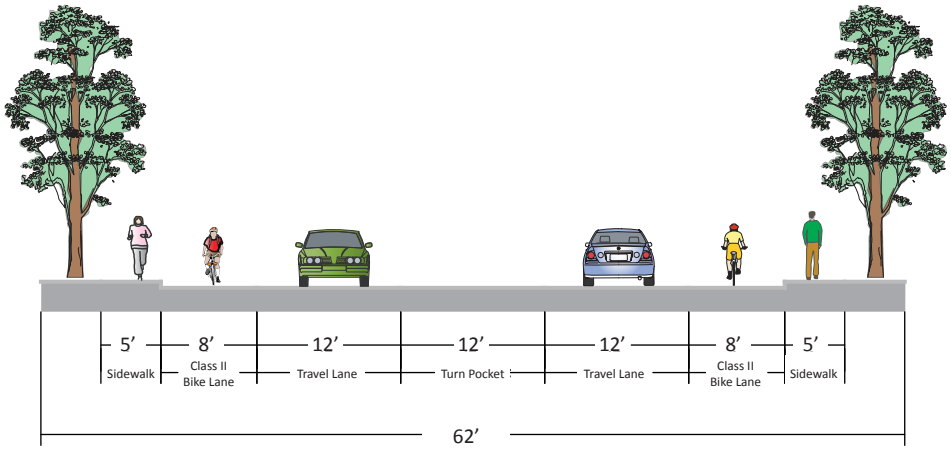


Typical 4-Lane Section
Eastside Parkway
“consultants recommend reducing travel lane width to 11’-12’*”

*These cross-sections were provided to the consultants by FORA Staff based on the engineer plans.Eastside Parkway Improvement Plans, September 2012



Typical 2-Lane Section
(With Sidewalks)
Eastside Parkway*



Typical 2-Lane Section
(With Sidewalks and Left-Turn Pocket)
Eastside Parkway*

Legible Centers

Purpose

One should be able to tell when arriving to a former Fort Ord destination and upon reaching its center. A proper center has places where the public feels welcome and are encouraged to congregate. Typically, at least one outdoor public environment exists at the center that spatially acts as a well-defined outdoor room.

While an outdoor public environment most often takes the form of a square or plaza, it is also possible to give shape to the center with one great street of continuous shopfronts or a special "four corners" intersection of important streets that include shade and other protection from the elements.

Shopping streets of Carmel-by-the-Sea
It is the storefronts of Carmel-by-the-Sea that let visitors know they have arrived. While the city offers several plazas and small parks, the streets themselves are the most sought-after public space.

Application

This guideline applies to:

- Centers
- Gateways

Intent

To re-build areas that can be clearly identified as a center and have the characteristics of a destination that people desire.

Requirements

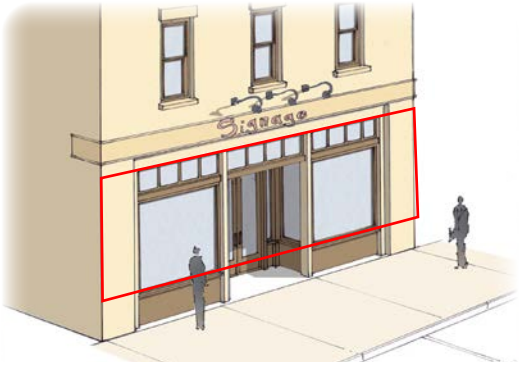
Shopfronts in Centers

1. Build retail frontage storefronts (shopfronts) to be functional and attractive.
2. Design projects to ensure 80% of the linear feet of ground floor retail or office building facades to be within 5' of the front property line.
3. Buildings with ground floor retail or office uses shall have un-tinted transparent storefront windows and/or doors covering at least 60% of the wall area between 3' and 8' above sidewalk.
4. Storefront windows shall extend 8' to 12' above sidewalk.
5. Entrances shall be at least every 50' along the length of shopfronts.
6. Shopfronts shall be protected from above by either an awning, arcade or marquee.
7. The sidewalk adjacent to all shopfronts shall maintain a minimum clear path of 5'.

Public Spaces and Civic Buildings in Centers

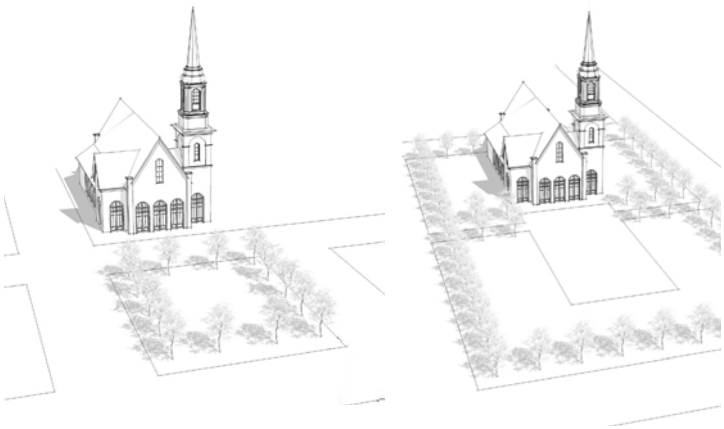
1. Designate and site civic centers memorably.
2. Schools, recreational facilities, and places of worship should be embedded within communities or within walking distance. of the community edge.
3. Locate civic buildings on high ground, adjacent to public spaces, within public spaces, or at the terminal axis of a street or long view to increase their visibility.

Measurement



Wall area must be 60% clear glass 3' to 8' feet above sidewalk.

Shopfronts shall be protected from above by either an awning, arcade or marquee.



Civic building adjacent to a green or within a green tell new arrivals they have reached the center of the community.

Anatomy of a Walkable, Central Retail Environment

Streets like Alvarado Street in Monterey, Pacific Avenue in Santa Cruz, Ocean Avenue in Carmel, and Lighthouse Drive in Pacific Grove host flourishing retail environments. Illustrated in the images on the right are a series of shopfront elements, many of which can be added incrementally to commercial streets on former Fort Ord like 2nd Avenue or Imjin Parkway. The sequence demonstrates how each component can positively contribute to the overall composition of the street.

Street lighting and trees are vertical elements which help to define the public realm while also making the pedestrian feel safer and more comfortable. On-street parking allows easy vehicular access to storefronts and also acts as a buffer from traffic that is moving within the roadway. Adding benches, trash bins and planters is a simple way to transform a street into a place; these components prompt the pedestrian to linger next to the retail shops. Providing space on the sidewalk for restaurant dining is another method for activating the public space. Extending sidewalk dining into the on-street parking zone, also known as a "parklet," quickly and affordably maximizes retail opportunities.

1. Street-oriented architecture, wide sidewalks and on-street parking are essential "building blocks".

4. Awnings protect pedestrians from the weather

7. Adding an outside display zone close to the street will increase retail visibility

2. Canopy street trees provide shade and visually define the public space

3. Street furniture helps to transform a sidewalk into a place

5. Appropriately-scaled signage and adequate lighting contribute to street composition

6. Sidewalk dining activates the public space

8. Parklets that extend into the on-street parking area enable more dining options

9. Angled parking adds additional parking spaces

Mix of Building Types

Purpose

Former Fort Ord reuse should mix building types to create centers and neighborhoods which allow a diversity of ages and incomes, and permit residents to trade up or downsize their homes to avert area relocation. Multi-generational neighborhoods and life-cycle neighborhoods create strong social networks, avoid concentrations of poverty or wealth, and lead to safer communities.

In centers and gateways, many daily living activities should be within walking distance, allowing independence to "non-drivers" and encouraging walking, which works to reduce the number and length of automobile trips and conserve energy.

Alvarado Street, Downtown Monterey, CA
Almost every kind of building type can be found on Alvarado Street from mixed-use shopfronts to courtyard apartment buildings. On the perpendicular residential streets cottages, apartment houses, duplexes, and single-family houses sit side-by-side.

Application

This guideline applies to:

- Centers
- Gateways

Intent

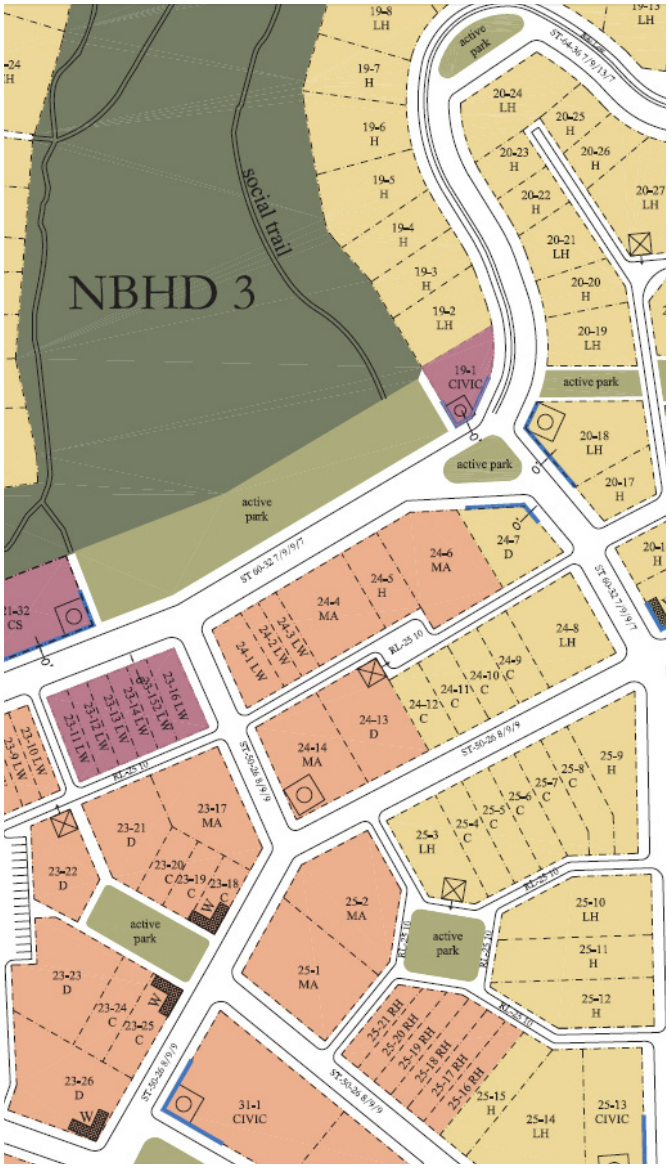
New centers and gateways should be compact, pedestrian-friendly and mixed-use. Within neighborhoods near centers and gateways, plan a broad range of building types.

Requirements

Projects 500 units or more or on 100 acres (or more), should provide at least three of the following building types: Single Family House, Accessory Dwelling Unit, Cottage, Duplex, Apartment House, Courtyard Apartment, Rowhouse, Mixed-Use Building, Corner Store, Small Market/Gas Station, Park-Under Building, or Large-Footprint Building.

Measurement

The figures that follow illustrate a variety of building types. They include Single Family House, Accessory Dwelling Unit, Cottage, Duplex, Apartment House, Courtyard Apartment, Rowhouse, Mixed-Use Building, Corner Store, Small Market/ Gas Station, Park-Under Building, and the Large-Footprint Building.



Site plans should show lot types and/or building types and all new large projects should demonstrate at least three different kinds of types.

Building Types

The following are descriptions of building/lot types which should be the elements of new centers and gateways.

Single Family House

A single-family detached residence which occupies a single building lot.

Typical Height: 1 - 2.5 stories

Typical Lot Frontage Width: 50’ - 80’

Typical Uses: residential

Accessory Dwelling Unit

A subordinate living unit detached from a single-family dwelling that provides basic requirements for independent living. An Accessory Dwelling Unit may be a stand-alone structure, or located above a garage or workshop behind the primary residence.

Typical Height: 1 - 2 stories

Typical Uses: residential

Accessory Dwelling Units shall have a maximum foot print of 800 square feet.

Cottage

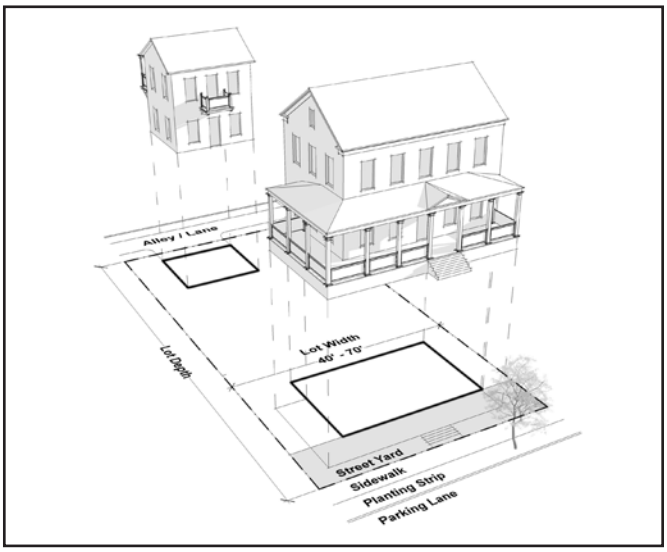
A small single-family residence.

Typical Height: 1 - 1.5 stories

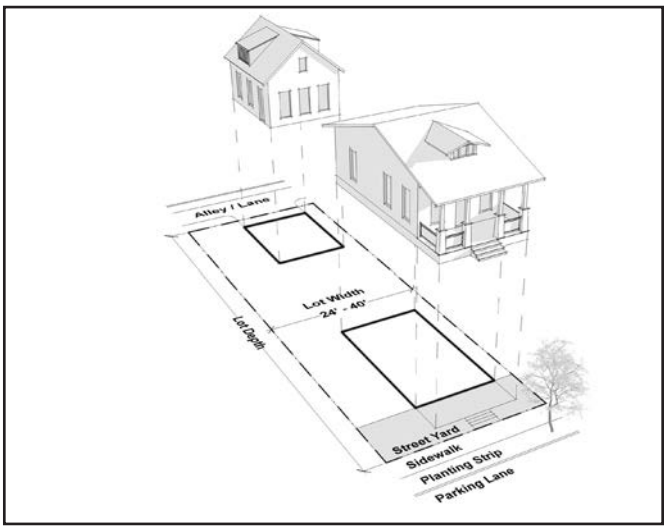
Typical Lot Frontage Width: 25’ - 50’

Typical Uses: residential

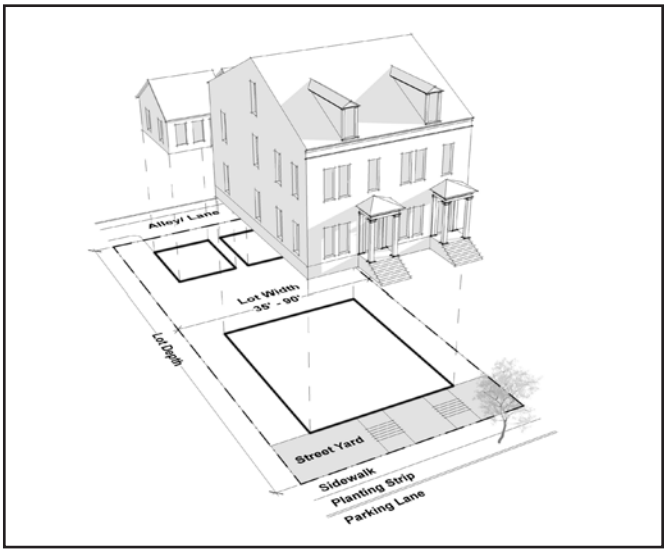
Required Features: A front porch or stoop is required along at least 50% of the building’s street frontage.



Single Family House with Rear Accessory Dwelling Unit



Cottage



Duplex

Duplex
Two single-family semi-detached dwelling units which occupy a single building lot.

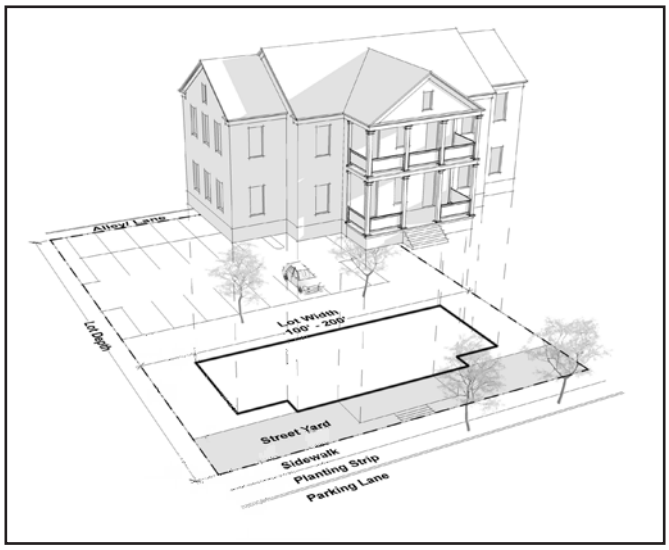
Typical Height: 1 - 2.5 stories

Typical Lot Frontage Width: 40’ - 80’

Typical Uses: residential

Each dwelling unit shall have its own primary entrance which must face the street.

Required Features: Stoop or Front Porch



Apartment House

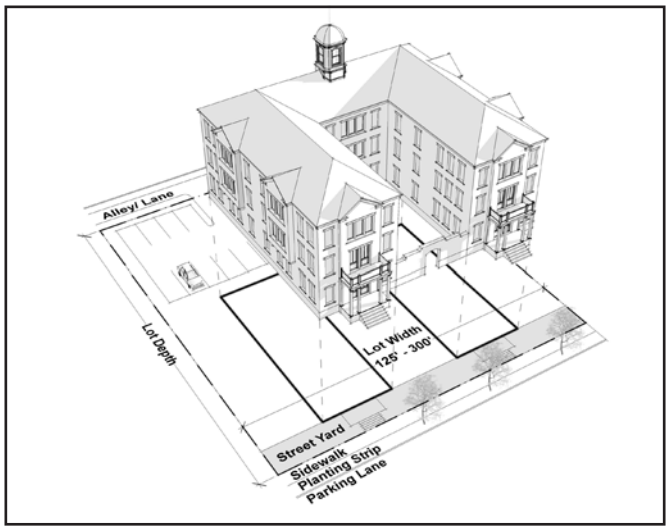
Apartment House
Multi-family attached dwelling units which occupy a single building lot.

Typical Height: 1 - 2.5 stories

Typical Lot Frontage Width: 80’ - 150’

Typical Uses: residential

Required Features: Stoop or Front Porch



Courtyard Apartment Building

Courtyard Apartment Building
Apartment building which wraps around a central common courtyard that opens to the street.

Typical Height: 1 - 3 stories

Typical Lot Frontage Width: 100’ - 200’

Typical Uses: residential

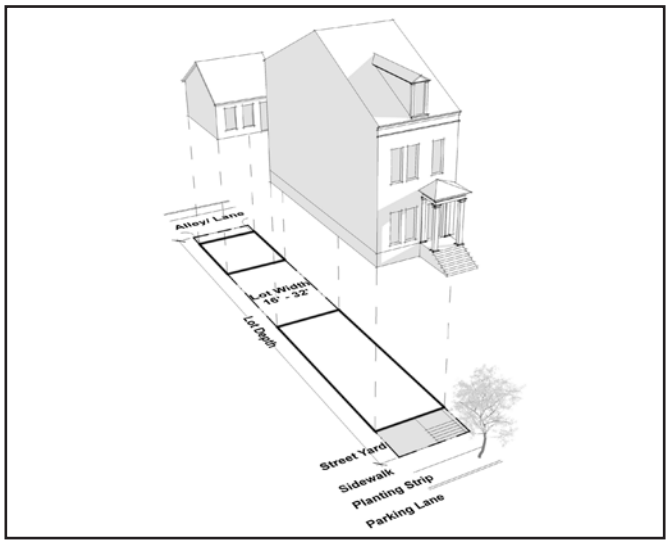
Rowhouse
Also known as a Townhouse. Single-family attached residences which each occupy a single lot.

Typical Height: 2 - 3.5 stories

Typical Lot Frontage Width: 16’ - 32’

Typical Uses: residential

Required Features: Stoop or Front Porch



Rowhouse

Mixed-Use Building

A building type that is mixed-use in nature and features shopfronts along the sidewalk at the street level, with office or residential spaces in the upper floors.

Typical Height: 2 - 5 stories

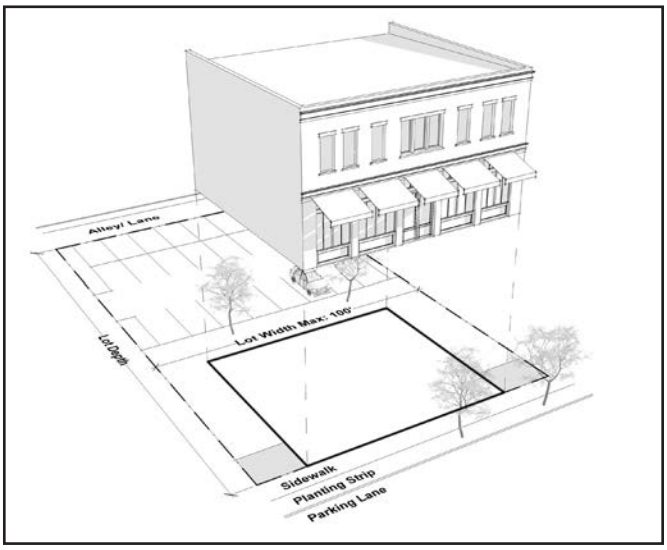
Typical Lot Frontage Width: 40’ - 300’

Typical Uses: retail or office at street level, office or residential in upper levels.

Shopfronts are required along the sidewalk over at least 60% of the building’s primary street frontage.

The sidewalks adjacent to shopfronts must be covered by either arcades or marquees.

Parking shall be located in the rear of the building, out of view from adjacent streets.



Mixed-Use Building

Corner/Convenience Store

A building type that is mixed-use in nature and features shopfronts along the sidewalk at the street level with residential spaces in the upper floors. This building is specifically designed to fit in character and scale with a single-family residential neighborhood.

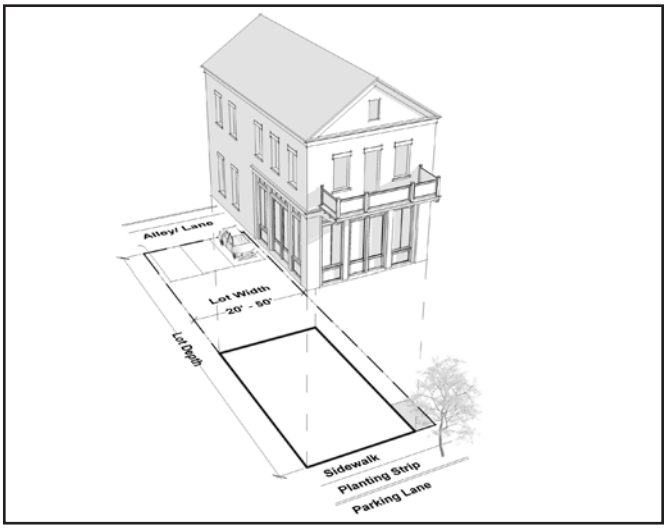
Typical Height: 1 - 2.5 stories

Typical Lot Frontage Width: 20’ - 50’

Typical Uses: retail or office at street level, office or residential in upper levels.

Required Features: Arcade or Awnings.

Parking shall be located in the rear of the building, out of view from adjacent streets.

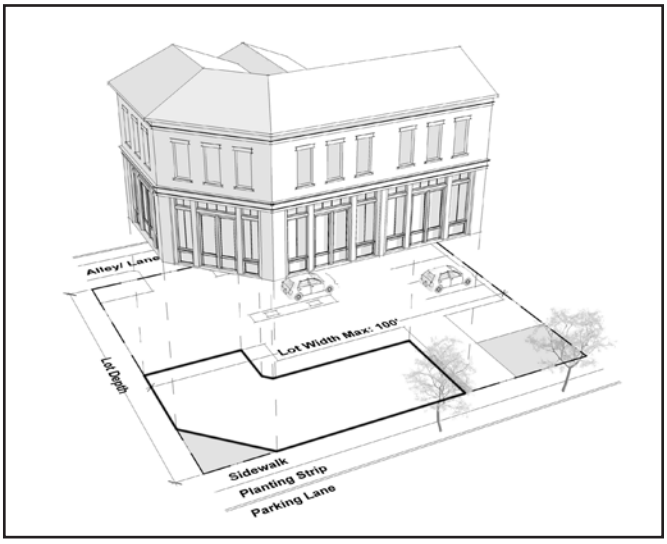


Corner/Convenience Store

Small Market / Gas Station

A building primarily devoted to the sale of automotive gasoline. The primary building is mixed-use in nature and features shopfronts along the sidewalk at the street level, with office space in the upper floors. Gas pumps are located in the rear of the building.

Typical Height: 1 - 2.5 stories



Small Market / Gas Station

Typical Lot Frontage Width: 50’ - 100’

Typical Uses: retail at street level, office in upper levels.

Shopfronts are required along the sidewalk over at least 60% of the building’s primary street frontage.

Gas pumps and parking shall be located in the rear of the building, out of view from adjacent streets.

Park-Under Building

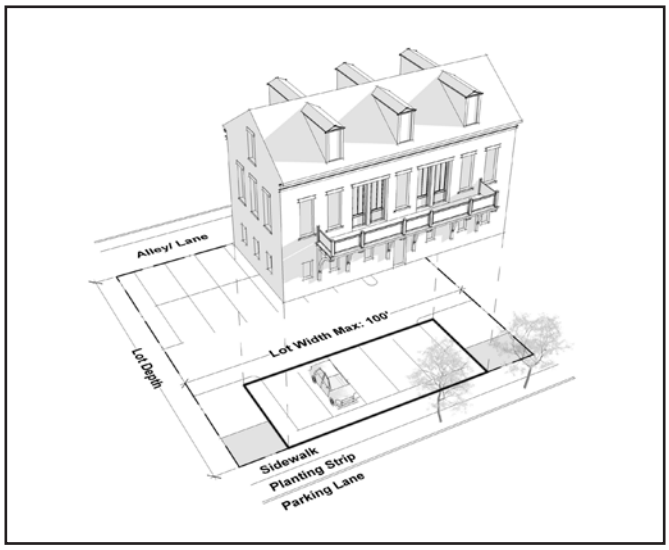
A shallow building type with parking on the ground floor and residential or office spaces in the upper floors.

Typical Height: 2 - 3 stories

Typical Lot Frontage Width: 40’ - 100’

Typical Uses: parking at street level, office or residential in upper levels.

There shall be a minimum of one ground floor street-front building entrance.



Park-Under Building

Large-Footprint Building

A commercial building over 10,000 square foot footprint.

Typical Height: 1 - 2 stories

Typical Lot Frontage Width: 100’ - 500’

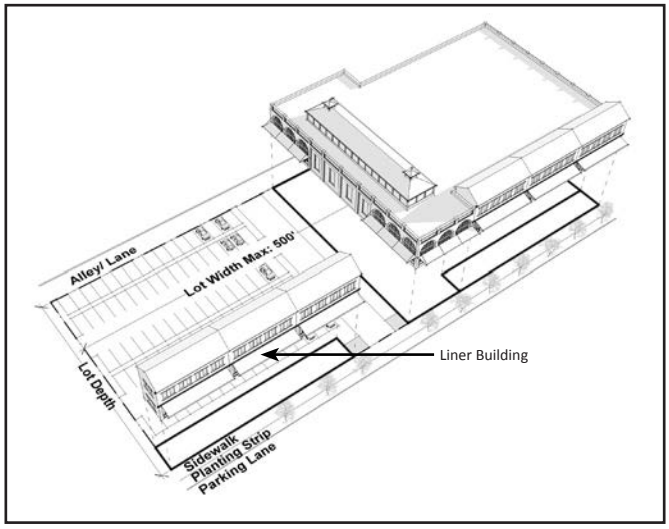
Typical Uses: retail, industrial, office and/or lobby space at street level, office in upper levels

Shopfronts are required along the sidewalk over at least 50% of the building’s street frontage.

The sidewalks adjacent to shopfronts must be covered by either awnings, arcades, or marquees.

Blank walls and parking lots must be masked from the street by Liner Buildings or Park Under Buildings.

If parking is provided on site, it shall be located in the building side or rear, out of adjacent street view.



Large-Footprint Building

Context Sensitive Trails

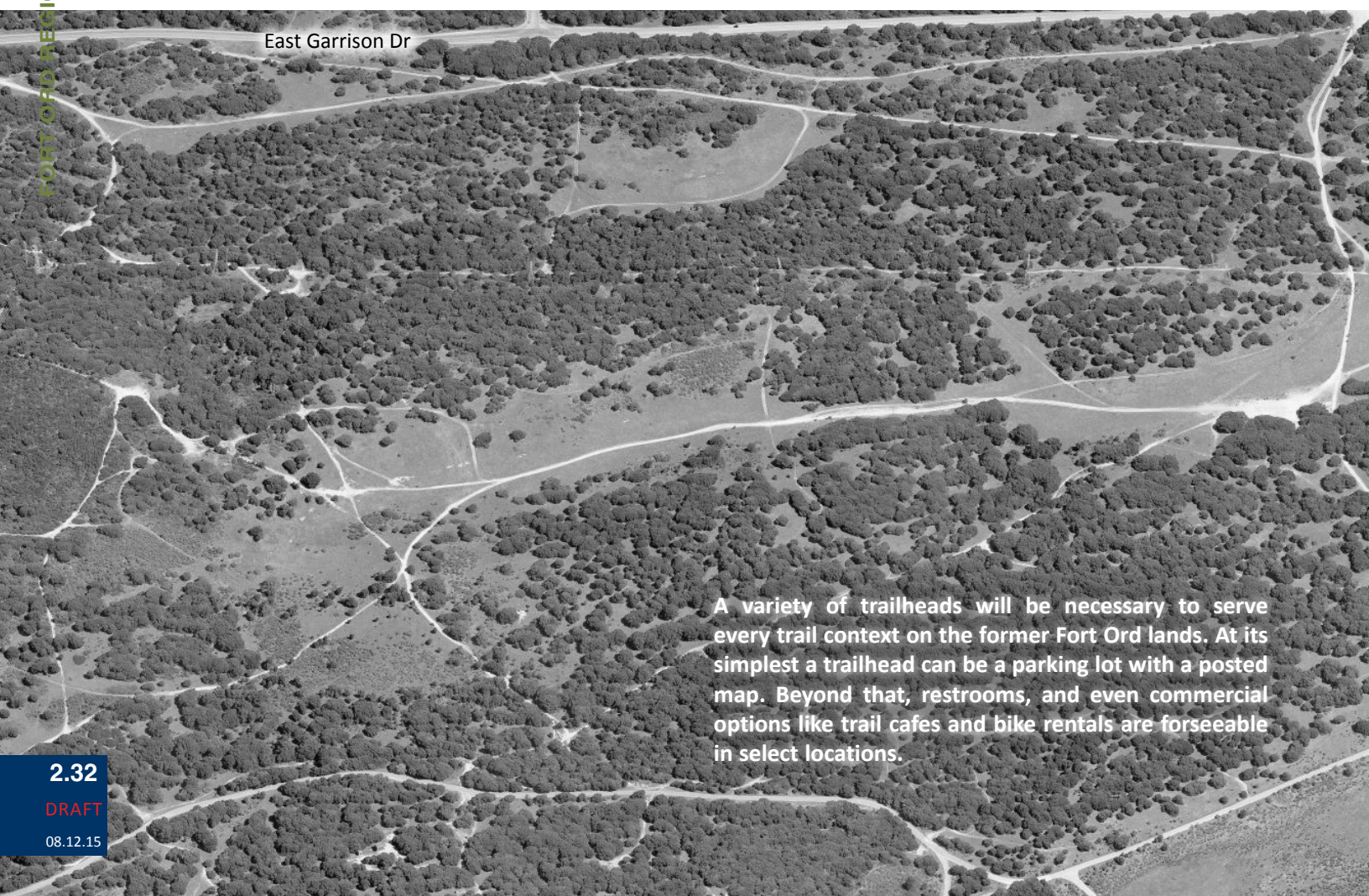
Purpose

The natural environment, and connections with the environment, is part of what makes the Monterey Bay area special. Residents treasure the quality of life associated with living in a place that offers magnificent views and a variety of recreational opportunities. The Design Guidelines amplify this Base Reuse Plan requirement and seek to supplement efforts to protect and access the natural landscape, increase parks and trails, and preserve long views across open green spaces.

In addition to quality of life, the environment distinguishes Monterey Bay from other regions in the market place. A robust trail system can be an important factor in marketing the unique quality of life to future residents and employers.

A challenge to any large-scale trail or trailhead system in the region is that outside the National Monument much of former Fort Ord was developed by the federal government and is slated for economic recovery replacement projects. Trails must adapt to the local context as they traverse it.

Frog Pond Wetland Preserve, Del Rey Oaks, CA
Trails can be clearly defined and cemented pathways or dirt roads clear of debris. Within the Frog Pond Wetland Preserve, dirt paths can coexist side by side with stairs for pedestrians.



A variety of trailheads will be necessary to serve every trail context on the former Fort Ord lands. At its simplest a trailhead can be a parking lot with a posted map. Beyond that, restrooms, and even commercial options like trail cafes and bike rentals are forseeable in select locations.

Application

This guideline applies to:

- Trails

Intent

To build safe, comfortable, and interesting trail systems.

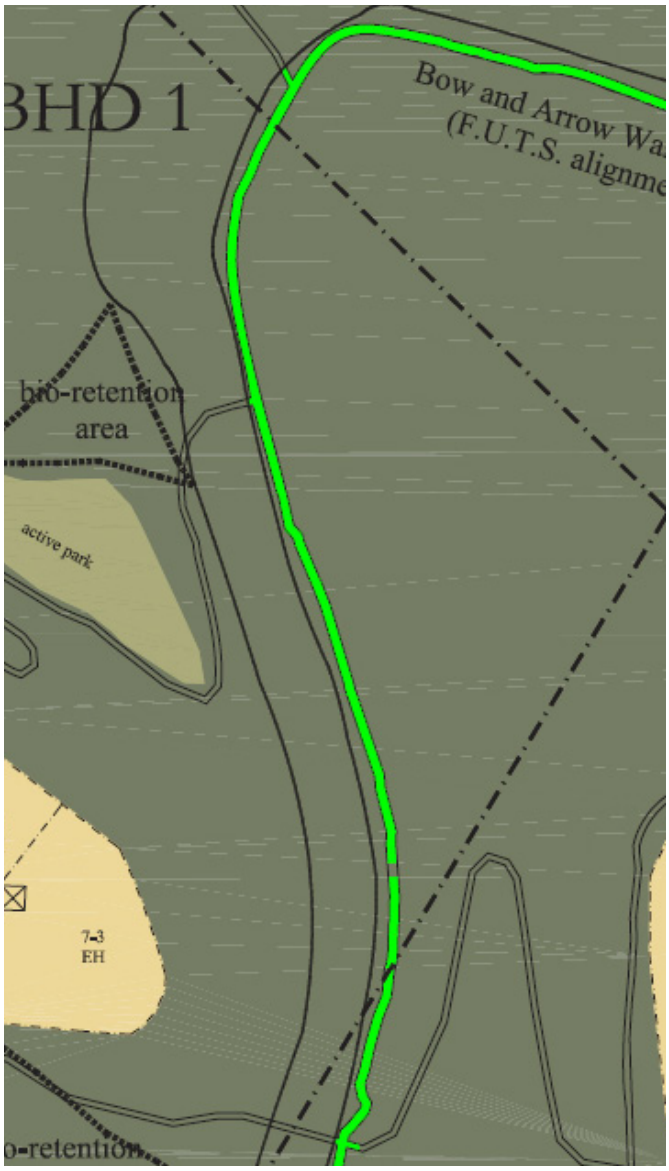
Requirements

For all projects:

1. Continue to incorporate trails and trailheads into new development in alignment with locally-adopted plans.
2. Municipalities should continue to investigate diverse, new funding sources and methods for preserving open space in partnership with regional not-for-profit organizations and individual property owners.

Measurement

A variety of trail types are necessary as trails traverse through urban, suburban, emerging suburban, and rural areas. Three possible trail section approaches are illustrated on the following pages. They are a starting point for site planners as they consider connections to the larger system.



Site plans will need to show more than green lines that show trails. Detailed cross-sections of trails as they travel through sites will be helpful for reviewers and trail advocates.

Rural Corridor Trail

The intent of this trail cross-section is to show a trail that is parallel to but separated from a roadway so as to embrace the open space in a rural setting. The trail should meander within the separation to follow contours in terrain, introduce new spaces hidden from previous sections, or go around or over hills to create vistas and viewpoints.

Both horizontal and/or vertical separation from the roadway are important to creating a user experience that is secluded from the roadway noise. Included are the design elements and spacing that can contribute and create a pleasant, user friendly experience for people on the corridor on foot, bike, or horse. Paved paths should be used for pedestrians and bicyclists and dirt paths for people on horseback. Trees can be used to help with separation and create view corridors and shade opportunities. It is important that trees be setback from equestrian users so they are not impacted by branches when riding by on horseback.

Greenway Corridor Trail

The intent of this trail cross-section is to show various types of trails that are separated within a linear park or "Greenway".

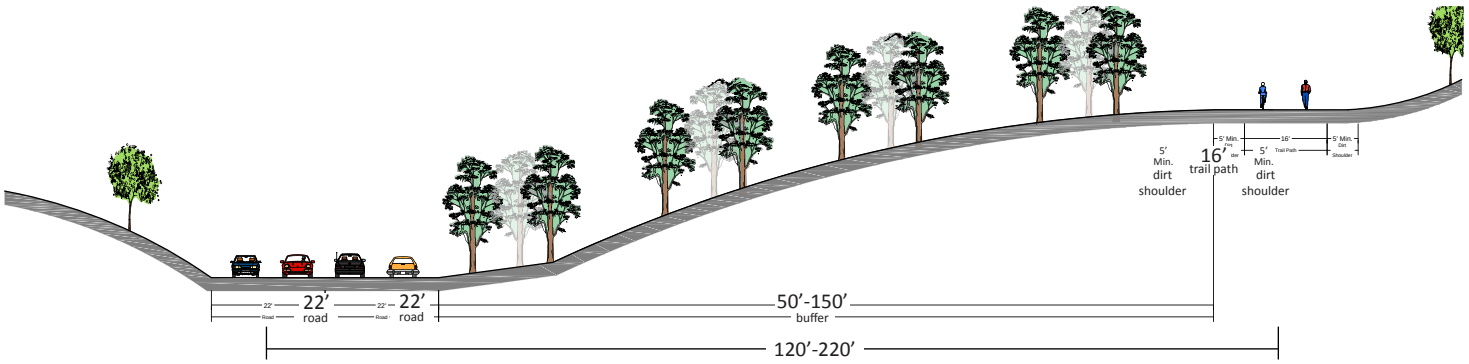
Included are the design elements and spacing that can contribute and create a pleasant, user friendly experience for people on the corridor on foot, bike, or horse. Paved paths should be used for pedestrians and bicyclists and dirt paths for people on horseback.

Roadways serving vehicles would be outside this corridor on the other side of the buildings. When the backs of the buildings back up to the greenway linear park it is important for these buildings to create activation and "eyes" on this corridor by having outdoor dining, benches, tables, and storefronts/backs that are open to the corridor and embrace the potential residents, recreational users, active transportation users that are all potential customers that will travel along this greenway.

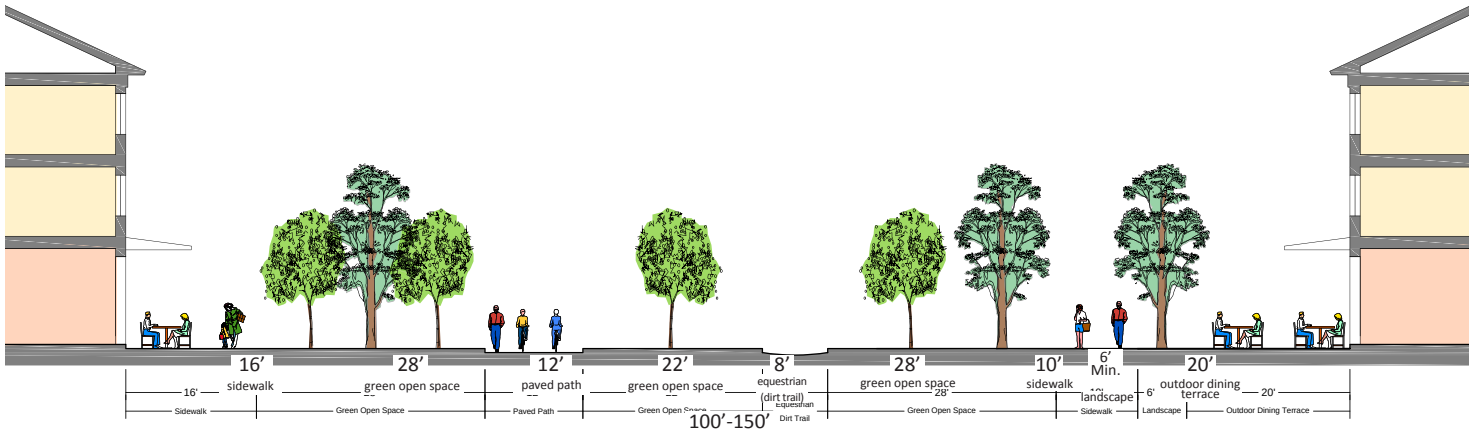
Trees can either create linear corridors and/or be clustered to provide areas or rooms of open space.

Urban Corridor Trail

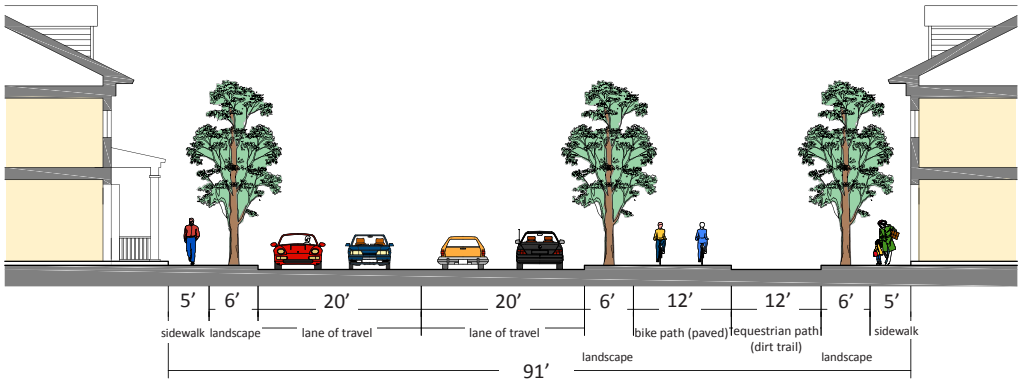
The intent of this trail cross-section is to show a trail parallel to a roadway and the design elements and spacing that can contribute and create a pleasant, user friendly experience for people on the corridor on foot, bike, or horse. The cross-section should have a balance and separation between motorist users and active users. Tree lined roadways and trails help define the corridors and space and also provide shade. Special consideration should be provided at roadway crossings and also connecting trails with storefronts. However the trail is separated from the sidewalk serving storefronts or residential homes.



Rural Corridor Trail



Greenway Corridor Trail



Urban Corridor Trail

Native, Noninvasive, and Drought-Tolerant Species

To preserve the environmental quality and biodiversity of the Monterey Bay region, native vegetation should be used to maintain the natural character of the Fort Ord Monument. Ideal plant species will thrive in low-water conditions and serve a variety of needs, including shade, soil conservation, and aesthetic improvements. The following is a list of potential plant types. This list is not exhaustive and may be revised.

Strong-Performing Trees

Common Name	Scientific Name
Pink Melaleuca	*Melaleuca nesophila*
Catalina Ironwood	*Lyonothamnus floribundus*
New Zealand Christmas Tree	*Metrosideros excelsa*
Monterey Cypress	*Cupressus macrocarpa*
Red Gum	*Eucalyptus camaldulensis*
Manna Gum	*Eucalyptus viminalis*
Red Ironbark	*Eucalyptus sideroxylon*
Monterey Pine	*Pinus radiata*
Red Flowering Gum	*Eucalyptus ficifolia*
Water Gum	*Tristaniopsis laurina*
California Sycamore	*Platanus racemosa*
Aristocrat Pear	*Pyrus calleryana 'Aristocrat'*
Chanticlear Pear	*Pyrus calleryana 'Chanticlear'*

Accent Trees

Common Name	Scientific Name
American Agave	*Agave americana)*
Foxtail Agave	*Agave attenuata)*
Renegade Cordyline	*Cordyline 'Renegade'*
Sunburst Pinwheel	*Aeonium 'Pinwheel'*
Coral Aloe	*Aloe striata*
Torch Aloe	*Aloe arboresens)*
Pig's Ear	*Cotyledon orbiculata*
Gopher Spurge	*Euphorbia rigida*
Blue Chalk Sticks	*senecio mandraliscae*
Catalina Ironwood	*Lyonothamnus floribundus*
Eastern Redbud	*Cercis canadensis*
Texas Redbud	*C. canadensis texensis*
Purple Hop Bush	*Dodonaea viscosa 'Purpurea'*
Nichol's Willow Leaf	*Eucalyptus nicholii*
Silver Dollar Gum	*Eucalyptus polyanthemos*
Flowering Crabapple	*Malus species*
Cajeput Tree	*Melaleuca quinquenervia*
Flowering Plum	*Prunus cerasifera*

Shrubs and Bushes

Common Name	Scientific Name
Flax	*Phormium 'Cream Delight'*
New Zealand Wind Grass	*Stipa arundinacea*
Feather Grass	*Stipa ichu*
Deer Grass	*Muhlenbergia rigens*
Feather Reed Grass	*Calamagrostis 'Karl Forster'*
Cape Reed	*Chondropetalum tectorum)*
Dwarf Mat Rush	*Lomandra 'Breeze'*
Yarrow	*Achillea millefolium*
Statice	*Limonium perezii*
Bulbine	*Bulbine 'Hallmark'*
Beach Primrose	*Camissonia cheiranthifolia)*
Lion's Tail	*Leonotis leonuris*
Rosemary	*Rosmarinus 'Tuscan Blue*
Dwarf Coast Rosemary	*Westringia 'Smokey'*
Pigeon Point Coyote Brush	*Baccharis 'Pigeon Point'*
Grevillea Lanigera	*Woolly Grevillea*
Arcthostaphylos	*Manzanita*
Valley Violet	*Ceanothus Maritimus*
Little Sur Manzanita	*Arctostaphylos edmundsii*
Bearberry	*Arctostaphylos uva ursi*
Bush Anemone	*Carpenteria californica*
Monterey Ceanothus	*Ceanothus arboreus*
Lilac	*Ceanothus 'Conch*
Monterey Ceanothus	*Ceanothus rigidus*
Sageleaf Rockrose	*Cistus salviivolius*
Bush Poppy	*Dendromecon rigida*

Monterey Cypress

Blue Chalk Sticks

Valley Violet

Customized Gateways

Purpose

Gateways aim to aid navigation and make a positive and lasting impression for visitors. Roundabouts, landmarks, archways, signature parks, and signature streets are already used by the various Monterey Bay region municipalities.

The iconic nature of the region, and the variety of municipalities and experiences one finds on the former Fort Ord, require thoughtful, specialized approaches to gateways in order to create enduring and memorable impressions.

Traffic circle on Reservation Road in Marina, CA
A traffic circle can provide a sense of entry. Drivers slow and plantings and civic art located within the center becomes a focal point.

Application

This guideline applies to:

- Gateways

Intent

To create a sense of arrival to the various places, existing and proposed, on former Fort Ord lands.

Requirements

For all projects:

Projects located at Gateways should seek to create an experience of arrival. From modest signage, to changes in roadway patterns, to grand statuary, different areas of former Fort Ord will require distinct approaches.

Measurement

A variety of entryways that are well-designed, welcoming, and varying in scale should be used on former Fort Ord lands. Signage, roundabouts, archways, signature parks, and even monuments are all appropriate.

Seaside Highlands, Coe Avenue Gateway, Seaside, CA
A gateway can be an elaborate composition of plazas and buildings or can be as simple as a sign. The gateway to the Seaside Highlands neighborhood includes landscaping, the name of the development with lettering affixed to a masonry wall and two portico-style arches that frame the pedestrian paths on either side of Coe Avenue. The right-of-way is lined with pavers which distinguishes it as separate from Monterey Road, the roadway that leads into the neighborhood is paved in asphalt.

Korean War Memorial, Washington, DC
During the charrette one person suggested creating statuary or interpretive signage or art to commemorate the multiple military campaigns that units trained for at Fort Ord. The Korean War Memorial in Washington D.C. or the famous Vietnam War Memorial statue at Arlington National Cemetery are existing models of what could be commissioned. The statuary could be placed at gateways or civic spaces and serve to commemorate the Monterey Bay military/defense training history of the area. If buildings are torn down, a plaque or other commemorative detail could be placed on or near the site symbolically. Visitors and residents of the area alike, could learn about and preserve the history of Fort Ord.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