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FORT ORD REUSE AUTHORITY

REGIONAL URBAN DESIGN GUIDELINES

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FORT ORD

REGIONAL URBAN DESIGN GUIDELINES

A collaboration between:

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Introduction & How to Use These Guidelines

Building the Vision

Base Reuse Plan

The Fort Ord Reuse Authority (FORA) adopted a state and federally required Base Reuse Plan (BRP) in 1997. Under state law, FORA is responsible for planning, financing, and implementing reuse and recovery programs described in the 1997 BRP.

The 1997 BRP *"The vision for the future of the former Fort Ord is that a community will grow up on the former Base, having a special character and identity. This community, at the same time, will fit with the character of the Peninsula, complementary with the scale and density of the existing communities from Marina to Carmel. It will demonstrate a respect for the special natural environment of the Peninsula and the scenic qualities of the Bay, coastal dune areas, and upland reaches. It will also be complementary to the rich tradition and reality of agriculture in the Salinas Valley, which forms such an important part of the regional character and economy, while enhancing the experience of visitors to the Peninsula. Most importantly, the community will be a special place for living and working. It will provide a diversity of experience and opportunity, with a development approach that is sustainable and appropriate."*

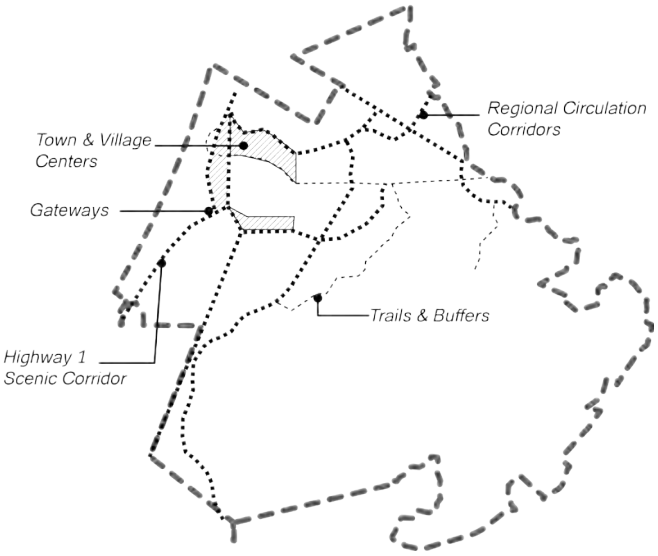
- Base Reuse Plan, p. 56

Design Principles

The following BRP Design Principles were included to guide former Fort Ord land development:

- ***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.

-Base Reuse Plan, pp. 56-61



Design Guidelines

The Design Guidelines are intended to apply to centers, gateways, corridors and trails. The BRP refers to these Design Guideline areas in terms of how they affect community form:

"Community form should be well defined and discernible."

-Base Reuse Plan, p. 62, Community Form

Village and town centers are intended to be located near areas of 'concentrated activity' such as the California State University at Monterey Bay (CSUMB):

"The major centers will be located in the vicinity of the CSUMB campus, capitalizing on the inherent high level of activity and vitality of the campus."

-Base Reuse Plan, p. 63, Town and Village Centers

Visual quality and character of centers, gateways, corridors and trails are critical to regionally cohesive character of existing and new developments. Village and Town centers as much as possible should:

- *"Maintain the fine-grained development pattern of existing areas of the Main Garrison.*
- *Encourage a development pattern which mixes uses horizontally and vertically for an active streetscape.*
- *Encourage a scale and pattern of development which is appropriate to a village environment and friendly to the pedestrian and cyclists.*
- *Minimize the scale of streets to facilitate pedestrian movement while providing adequate circulation and parking opportunities.*
- *Create strong physical linkages from the villages to the CSUMB campus and other major activity areas."*

-Base Reuse Plan, p. 65

Policy Application

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

Since 1994, the US Army and FORA have transferred ownership to multiple jurisdictions. The FORA Board has the responsibility to review and certify the underlying jurisdiction's legislative land use documents (General Plan, Specific Plan, Zoning Code) and project specific entitlements for consistency with the BRP. Once adopted by the FORA Board, these Design Guidelines will be utilized for land use actions within the former Fort Ord area as follows:

1. Where a local agency has existing legislative land use documents determined consistent with the BRP by the FORA Board, the local agency may apply Fort Ord Regional Urban Design Guidelines (the result would be a designrelated recommendation).

2. Where the local agency submits an amendment to a legislative land use document for a FORA BRP consistency determination, FORA shall apply the Design Guidelines in determining consistency (the result would be a designrelated measure).

3. Where a local agency submits a project level/development entitlement for a FORA BRP consistency determination, the project is subject to the local agency's legislative land use documents in effect at the time the project was approved by the local agency.

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

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

Guidelines

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:

As a Property Owner

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. 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*.

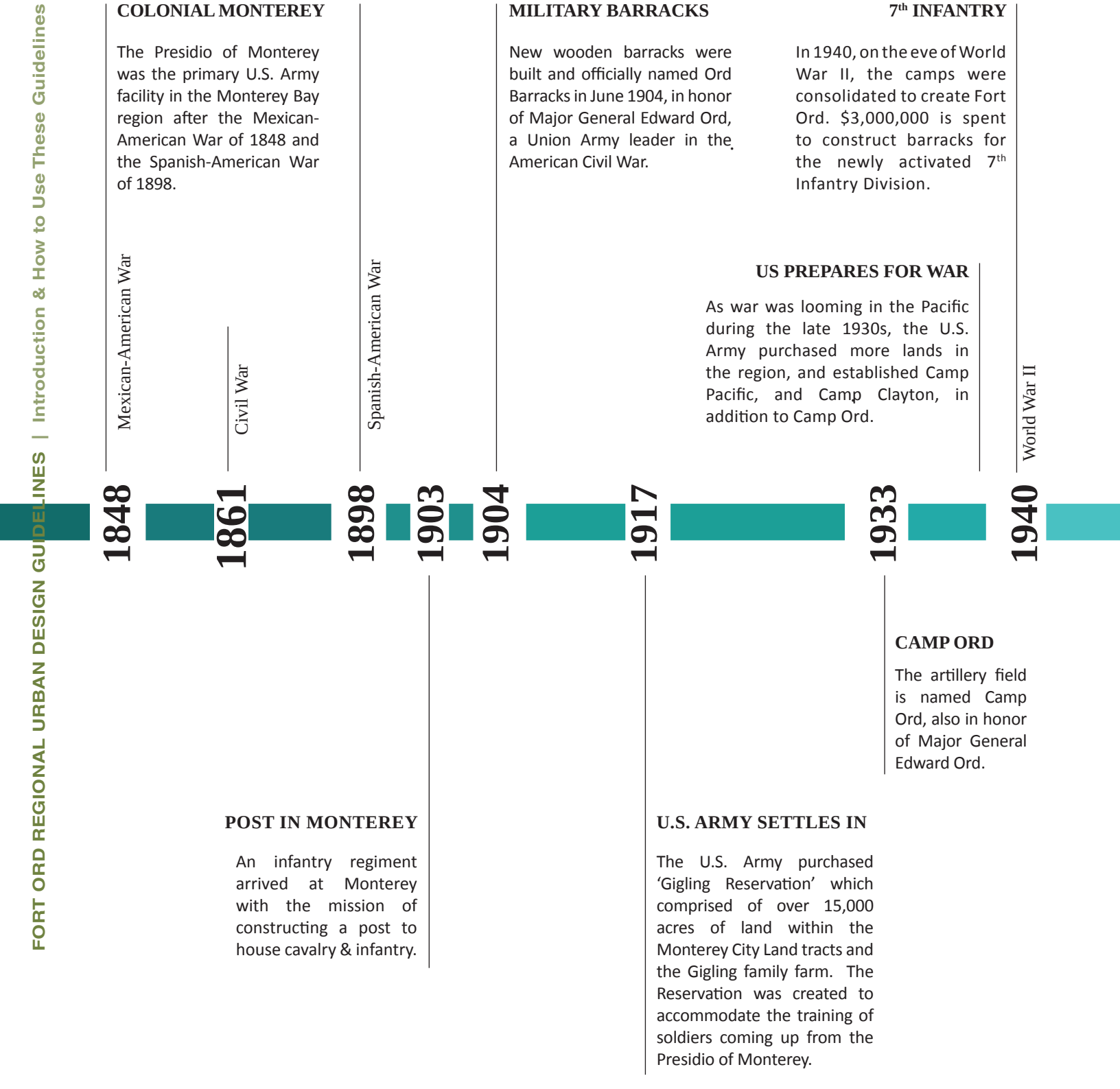
As a Resident and Visitor

Consult the Design Fort Ord document to learn about the public process that helped create the Guidelines and to review illustrative plans and renderings.

References

- **Legal**: Authority Counsel Memorandum, April 2, 2015
- **Definitions**: Master Resolution Chapter 8, Section 1.01.050
- **Consistency Determination Criteria**: Master Resolution, Chapter 8, Section 8.01.020
- **Vision**: Base Reuse Plan, Page 61

Regional Context: Historic Timeline



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.

Regional Context: Jurisdictions

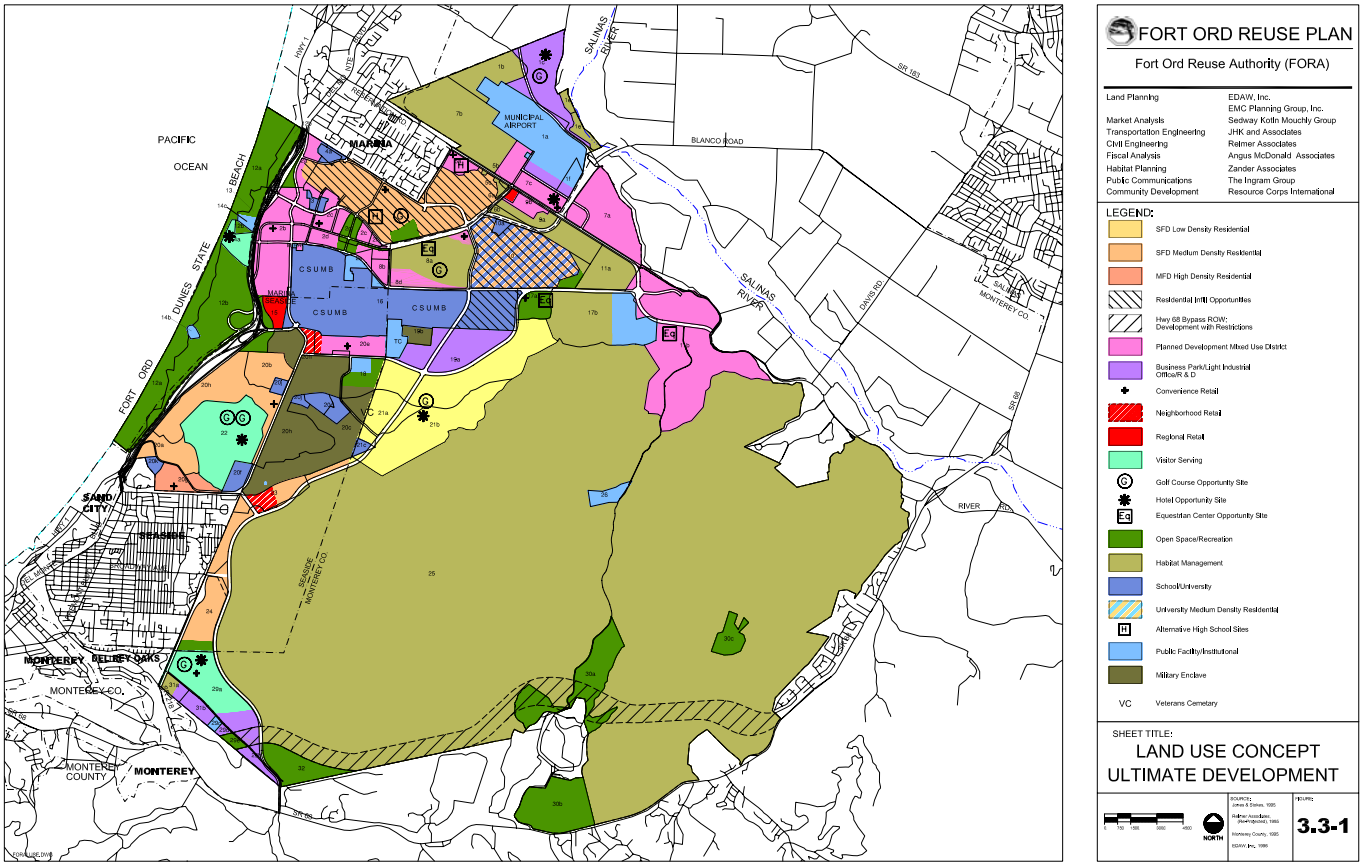
former fort ord and jurisdictions map

Local jurisdictions including the City of Seaside, City of Marina, City of Del Rey Oaks, City of Monterey, Monterey County, State and Federal agencies will assume ownership of former Fort Ord lands once land transfers are complete.

Regional Context: Land Use

The Base Reuse Plan includes a land use concept map. While often these land use designations are subject to change by jurisdiction or landowners, it is important that the Design Guidelines guidance does not conflict with these land use designations.

land use concept map



land use by municipality

	Del Rey Oaks	Marina	Monterey	Monterey County	Seaside
SFD Low Density Residential		●	●	●	●
SFD Medium Density Residential			●		●
MFD High Density Residential			●		●
Planned Development Mixed Use District		●		●	●
Business Park / Light Industrial Office / R&D	●	●	●	●	
Neighborhood Retail					●
Regional Retail		●			●
Visitor Serving	●	●		●	●
Open Space / Recreation			●		
Habitat Management		●		●	●
School / University		●			
University Medium Density Residential		●			
Public Facility / Institutional		●	●	●	●
Military Enclave				●	●

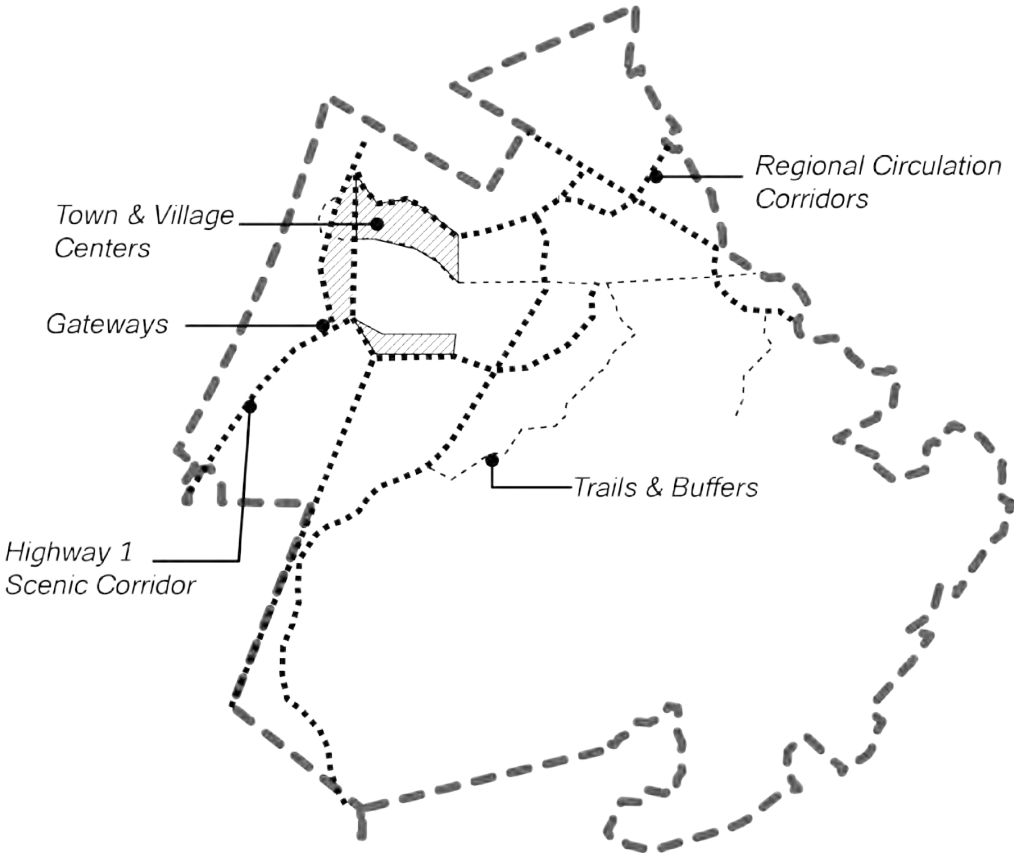
Regional Urban Design Guideline Areas

Design Principle 6: Regional Urban Design Guidelines

"Adopt Regional Urban Design Guidelines. The visual character of the Monterey Peninsula plays a major role in supporting the area's attractiveness as a destination for many visitors every year. The location of the Fort Ord property is such that it functions much like a gateway to Peninsula attractions such as the beach and dunes area which will be a state park; the communities of Monterey, Pacific Grove, Carmel; and the Carmel Valley, Big Sur and points south. Maintaining the visual quality of this gateway to the Peninsula and where necessary enhancing it is of regional importance to ensure the economic vitality of the entire Peninsula.

Regional urban design guidelines will be prepared and adopted by FORA as a separate implementation action to govern the visual quality of the following areas of regional importance. The guidelines will address the State Highway 1 Scenic Corridor, the freeway entrances to the former Fort Ord are from State Highway 1 (12th Street and the Main Gate areas) and from the east, areas bordering the public accessible habitat-conservation areas, major through roadways such as Reservation Road and Blanco Road, as well as other areas to be determined. The urban design guidelines will establish standards for road design, setbacks, building height, landscaping, signage, and other matters of visual importance."

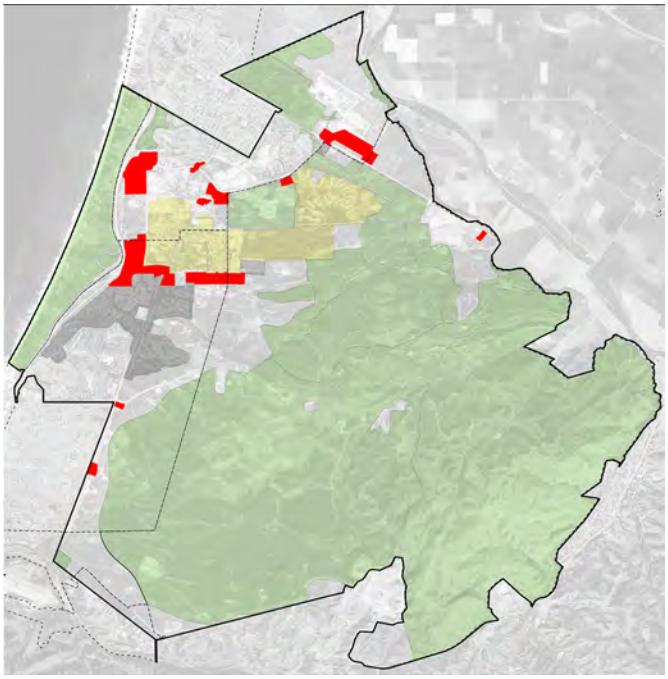
-Base Reuse Plan, p. 61



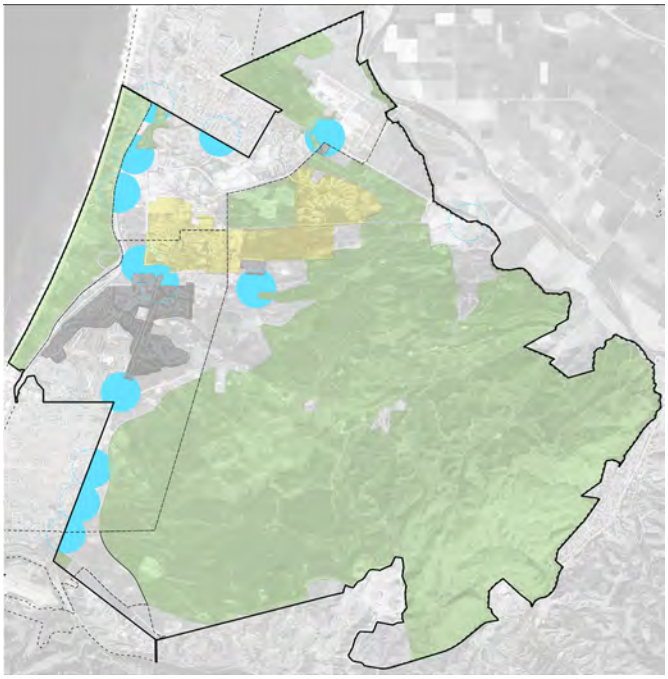
Regional Urban Design Guidelines Areas

These Regional Urban Design Guidelines guide visual quality and character of physical improvements within the former Fort Ord. They are focused within centers, gateways, corridors, and trails areas. Maps, text descriptions and ideal design characteristics of each focus areas are described on the following pages.

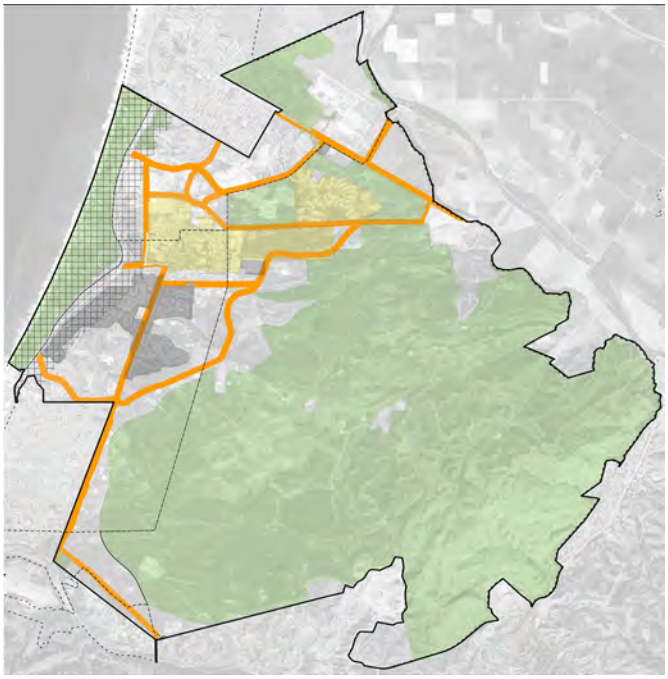
centers overview map



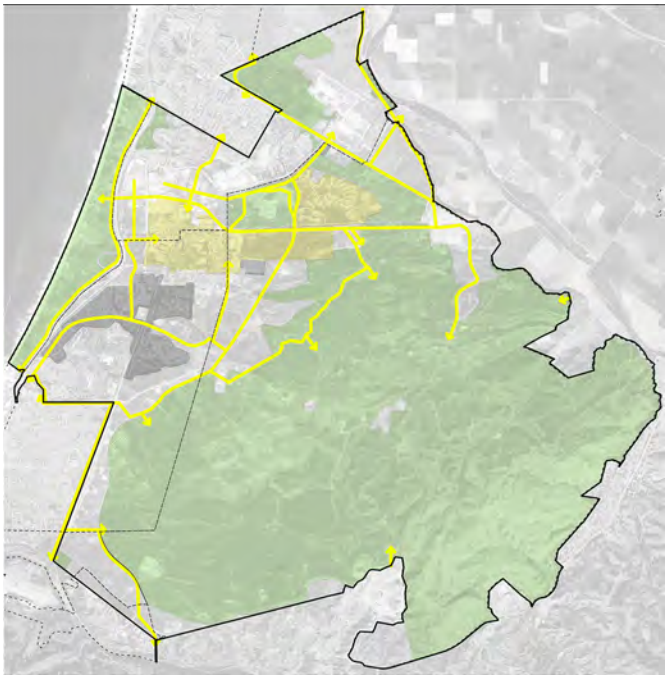
gateways overview map

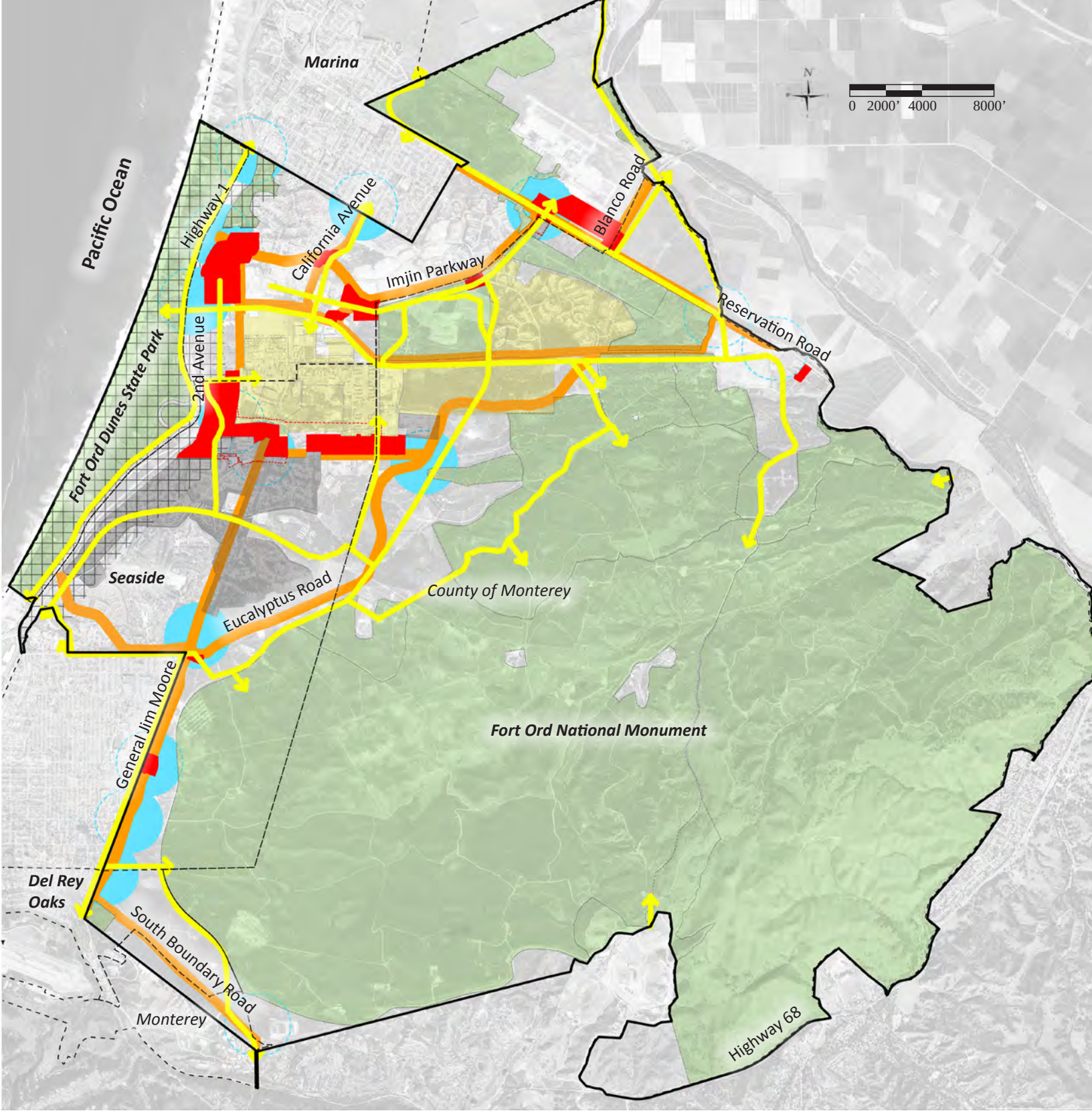


corridors overview map



trails overview map





combined center, gateway, corridor & trail overview map

Legend

- Centers
- Gateways
- Corridors/Regional Streets
- Trails along non-applicable areas
- Trails
- National Monument
- Highway 1 Guidelines Area

Areas where Design Guidelines do not apply

- Habitat Management Area
- Military/DoD Area
- CSUMB Area

Centers

What is an ideal center?

Although the parameters of an ideal center vary in terms of size, density, and mix of dwelling types; there are five basic design conventions that provide a common thread linking great centers.

1. Identifiable Center and Edge.

One should be able to tell when one has arrived and when one has reached the center. A proper center has places where the public feels welcome and encouraged to congregate. Typically, at lest one outdoor public environment exists at the center that spatially acts as the well-defined outdoor room in the center.

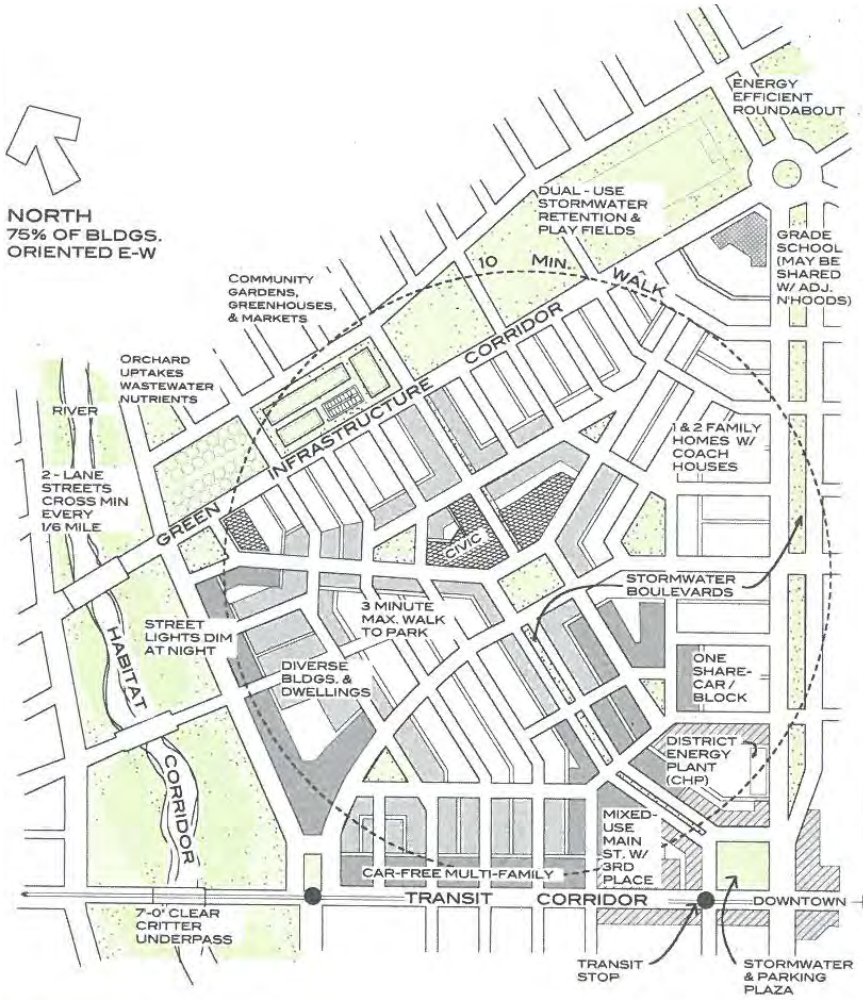
2. Walkable Size.

The overall size of a center should be suitable for walking. Most people will walk approximately one-quarter mile before turning back or opting to drive or ride a bike. Civic spaces requiring a great deal of acreage such as schools and playfields can be situated where they can be shared.

3. Mix of Land Uses and Housing Types.

Great centers have a fine-grained mix of land uses and housing types. This condition enables residents to live, work, socialize, exercise, shop and find some daily needs and services within walking distance.

Mixing uses is a powerful way to alleviate traffic congestion, as it reduces the number of car trips needed throughout the day. A mix of housing is better socially, allowing people with diverse lifestyles and incomes to live in the same neighborhood. Residents have the choice to move elsewhere within their community as there housing needs change over time, while families of modest means are no longer forced into segregated concentrations. In Addition, households with varied schedules and interests will activate the neighborhood at different times of day, adding both to the vibrancy and security of a place.



The Sustainable Neighborhood Diagram shows how the traditional neighborhood block, coupled with new infrastructure, added mix and density of housing, and new transit modes can serve our modern needs.

Source: *Sustainable Urbanism: Urban Design with Nature, p. 126, Fig. 7-3*

Currently Planned Centers

Town & Village Centers are currently* envisioned at the following locations:

- 2nd Avenue/Imjin Parkway
- California Street / Imjin Parkway
- 8th Street/Imjin Road
- Abrams Drive / Imjin Parkway
- Imjin Parkway / Reservation Road (Marina Airport)
- Reservation Road at East Garrison (East Garrison)
- 2nd Avenue / Lightfighter Drive
- Lightfighter Drive / General Jim Moore Boulevard
- Surplus II (Gigling/Col Durham/Gen Jim Moore/ 8th Street)
- Gen Jim Moore/ Eucalyptus Road
- Gen Jim Moore / Broadway Avenue

*New centers could emerge over the course of time. Additional centers subject to Design Guidelines would be specifically Board approved.

Applicable Guidelines	Design Guidelines
Street Connectivity	p. 2.22
Fronts Face Front	p. 2.24
Primacy of Open Spaces	p. 2.28
Scale of Public Space	p. 2.26
Walkable Streets	p.2.4
Identifiable Centers	p. 2.18
Mix of Building Types	p. 2.30

4. Integrated Network of Walkable Streets.

A network of streets allows pedestrians, cyclists, and motorists to move safely and comfortably through a neighborhood. The maximum average block perimeter to achieve an integrated network is 1,500 feet with a maximum uninterrupted block face of ideally 450 feet, with streets at intervals no greater than 600 feet apart along any one single stretch.

A street network forms blocks that set up logical sites for private development, provides routes for multiple modes of transportation, and provides non-motorized alternatives to those under the driving age as well as for senior citizens. Streets should be designed to be walkable first while also serving cars and emergency vehicles. Slow traffic speeds, coupled with features such as narrow curb-to-curb cross sections, street trees, on-street parking, buildings close to the street edge, and tight turning radii at the street corners, all work together to create highly walkable environments. An interconnected web of streets then allows for numerous driving patterns and the orderly management of traffic.

5. Special Sites are reserved for Civic Purposes.

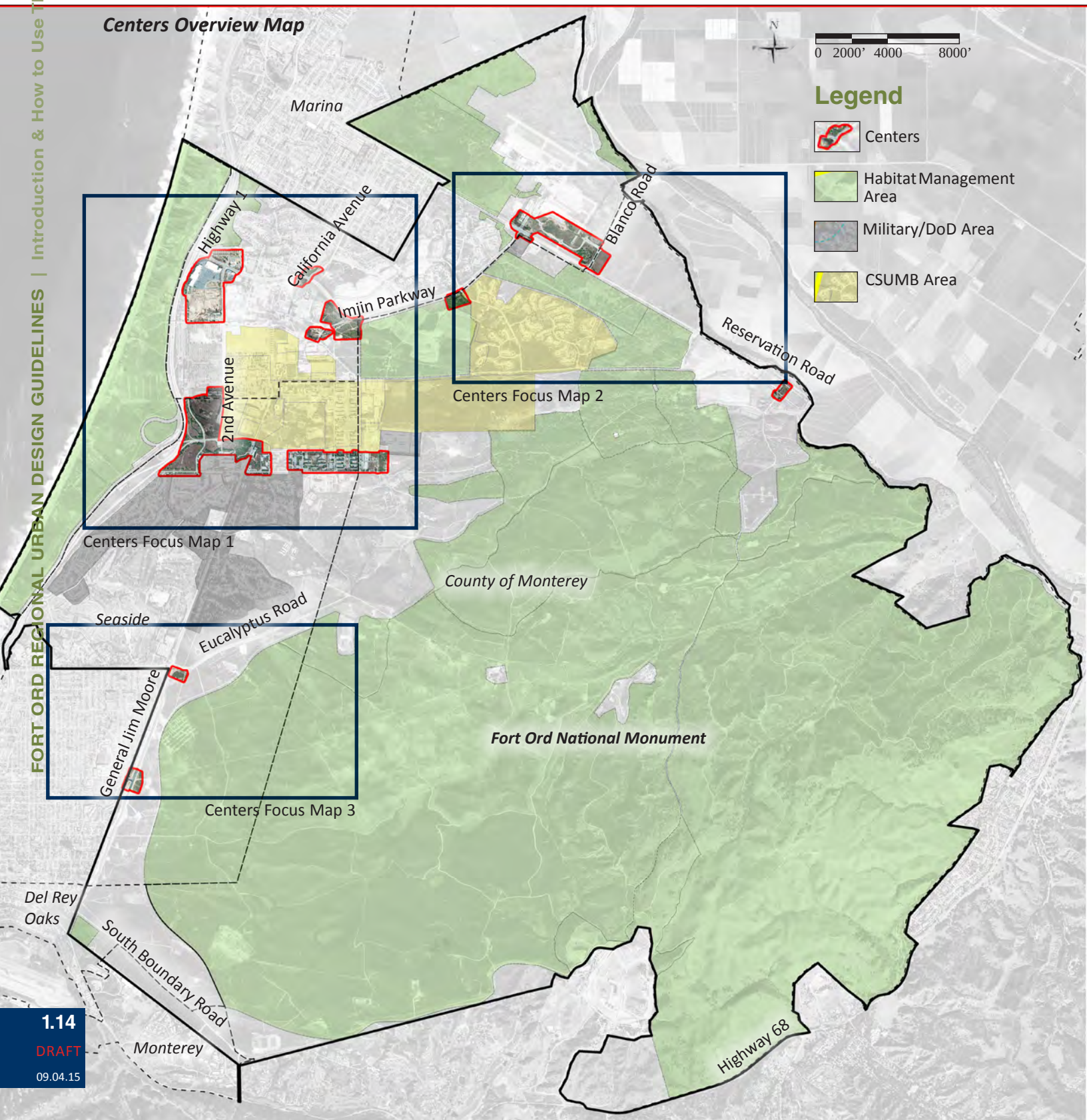
In complete neighborhoods, some of the best real estate is set aside for community purposes. These locations are made significant by the geometry of the town plan. Unique settings such as terminated vistas or locations with greater activity should be reserved for landmark buildings that will act as anchors for community pride. Similarly, special sites should be set aside for parks, greens, squares, plazas, and playgrounds (each of which has its own distinct character). Each neighborhood should have at least one special gathering place at its center, such as a village green.

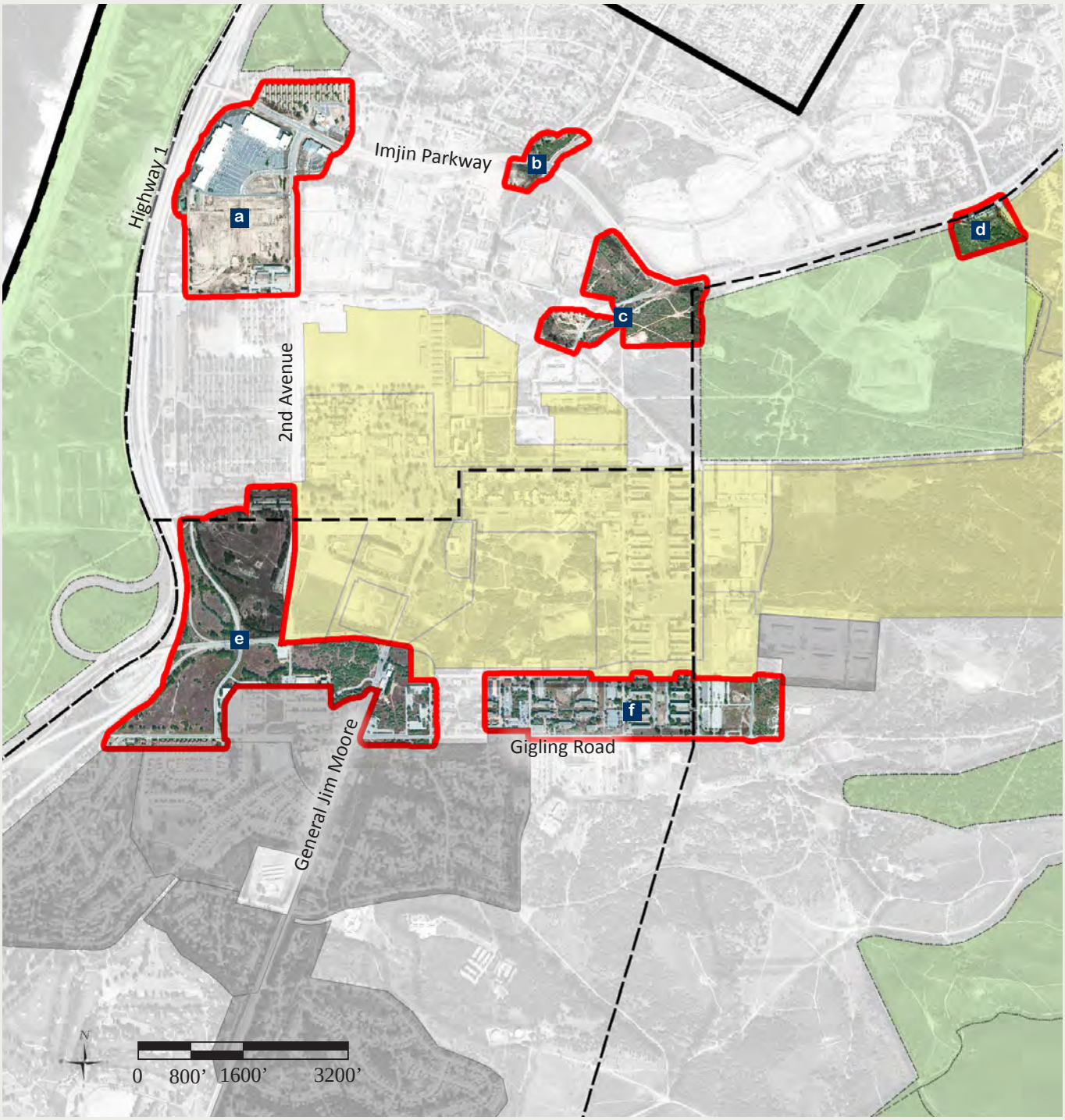
One great plaza can create a center.

At the corner of Abrego & Pearl Streets in Monterey is a square that's less than a half an acre. It is thoughtfully paved, planted, has places to sit and, most importantly, is faced by buildings.

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.



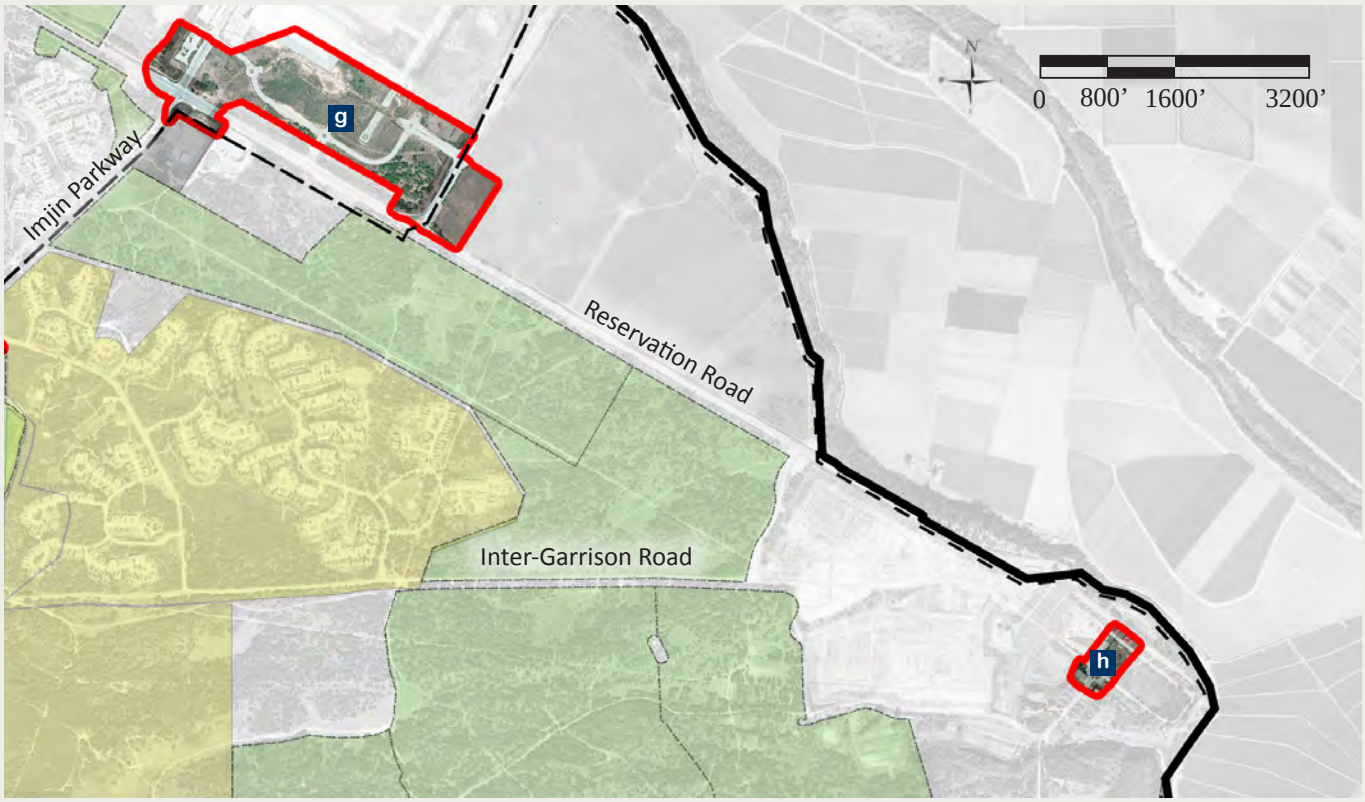


Centers Focus Map 1

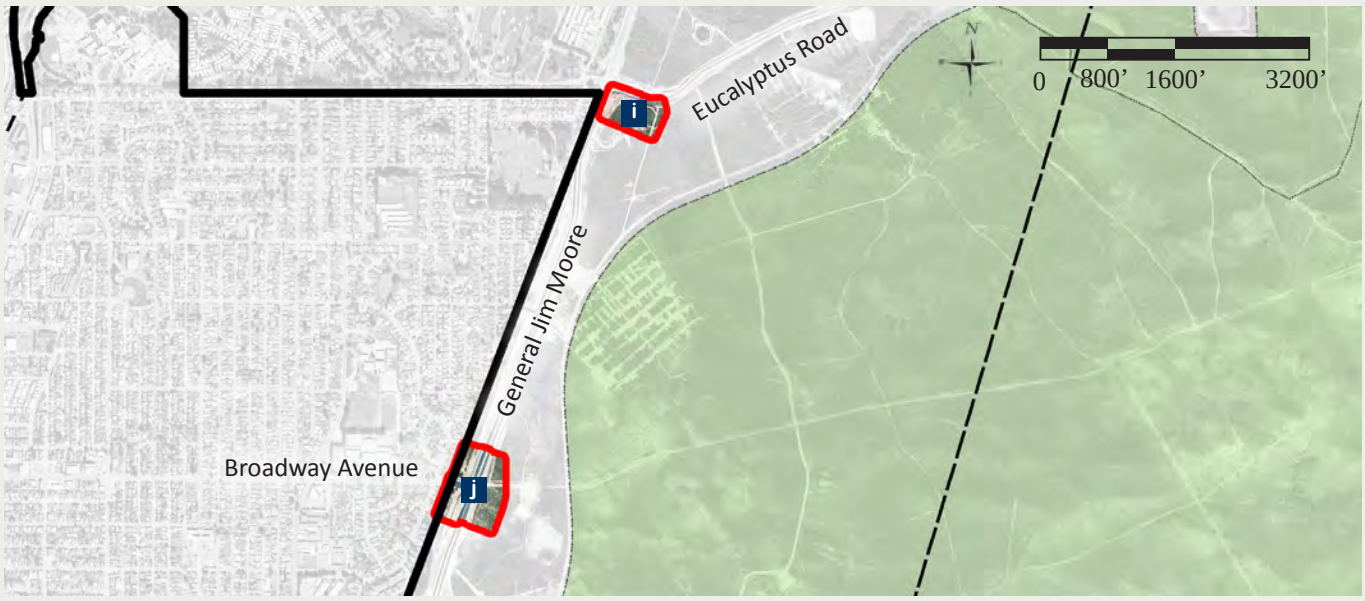
Legend

- **a** 2nd Avenue/Imjin Parkway
- **b** California St/Imjin Parkway
- **c** 8th Street/Imjin Road
- **d** Imjin Parkway/Abrams Drive
- **e** 2nd Avenue/Lightfighter Drive Center & Lighfighter/Gen. Jim Moore Boulevard
- **f** Surplus II

- Centers
- Habitat Management Area
- Military/DoD Area
- CSUMB Area



Centers Focus Map 2



Centers Focus Map 3

Centers | Habitat Management Area | Military/DoD Area | CSUMB Area

Legend

- g Imjin Parkway/Reservation Road (Marina Airport)
- h Reservation Road at East Garrison
- i General Jim Moore/Eucalyptus Road
- j General Jim Moore/Broadway Avenue

Gateways

What is an ideal gateway?

The entrance, or gateway, into a city, neighborhood, or significant park can vary in form and scale. There are three basic details that create a memorable gateway.

1. Design Element.

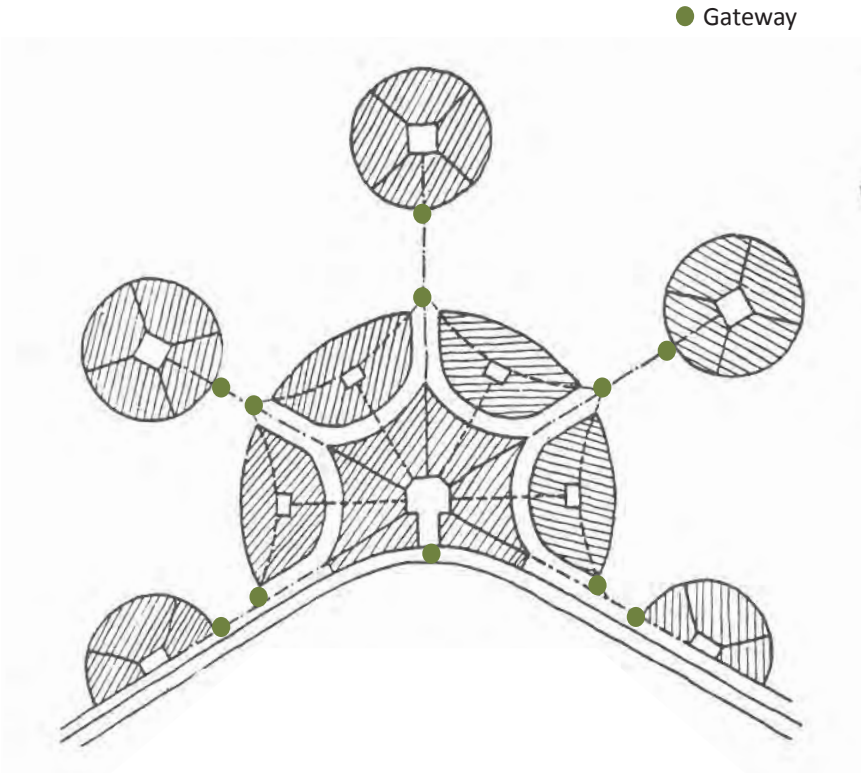
Gateways are marked by a design element. The design element could be a sign that instructs, advises, or informs people. In time, the Ford Ord National monument will need both wayfinding signs and signs of arrival and departure. Similarly, new uses within former Fort Ord should announce themselves. However, the Base Reuse Plan envisions gateways especially as reminders of the history of Fort Ord. When one travels from Highway 1 onto Imjin Highway or onto Lightfighter Drive they should know that they are entering former Fort Ord Lands.

2. Welcoming.

Gateways are welcoming. Military gateways were designed to exclude the unauthorized guest while contemporary gateways in the urban planning sense, are intended to welcome them. They are the first and sometimes the last experience a visitor has of a place. They should be welcoming of visitors no matter what their way of entering: by car, bicycle or on foot.

3. Identifiable Edge.

Gateways delineate the edge. The first gateways were bridges or walls into new towns. New settlement on former Fort Ord lands aspires to be connected more than differentiated, however, there will remain natural boundaries and undeveloped areas as well as a variety of uses like campuses, shopping destinations, residential areas, military areas and natural areas. For these reasons the gateways will serve a wayfinding purpose and help orient visitors to where they have arrived to.



This diagram shows how multiple gateways can welcome visitors from various locations. Each of these Gateways can have a unique style that reflects the local character.

Source: *Town Planning in Practice*

Currently Planned Gateways

Gateways are currently* envisioned on the following locations:

- North Highway 1
- Imjin Avenue
- California Avenue
- 8th Street
- Imjin Parkway/Reservation Road
- Reservation Road at East Garrison
- Lightfighter
- Gen Jim Moore
- Gigling Road
- Eucalyptus Road
- Hilby Avenue
- Broadway Avenue
- South Boundary Road Realignment

*New gateways could emerge over the course of time. Additional centers subject to Design Guidelines would be specifically Board approved.

Applicable Guidelines	Design Guidelines
Street Connectivity	p. 2.22
Fronts Face Front	p. 2.24
Primacy of Open Spaces	p. 2.28
Scale of Public Space	p. 2.26
Walkable Streets	p. 2.4
Identifiable Centers	p. 2.18
Mix of Building Types	p. 2.30
Customized Gateways	p. 2.16

Gateway to the California State University at Monterey Bay Campus

The signage depicted in the picture marks the entrance to the campus at the corner of General Jim Moore and Lightfighter Blvd. It combines rustic and modern elements found in the stone work of the pedestal and the smooth surfaces and typography to identify that you have arrived at a destination.

Gateway to Mammoth Lakes

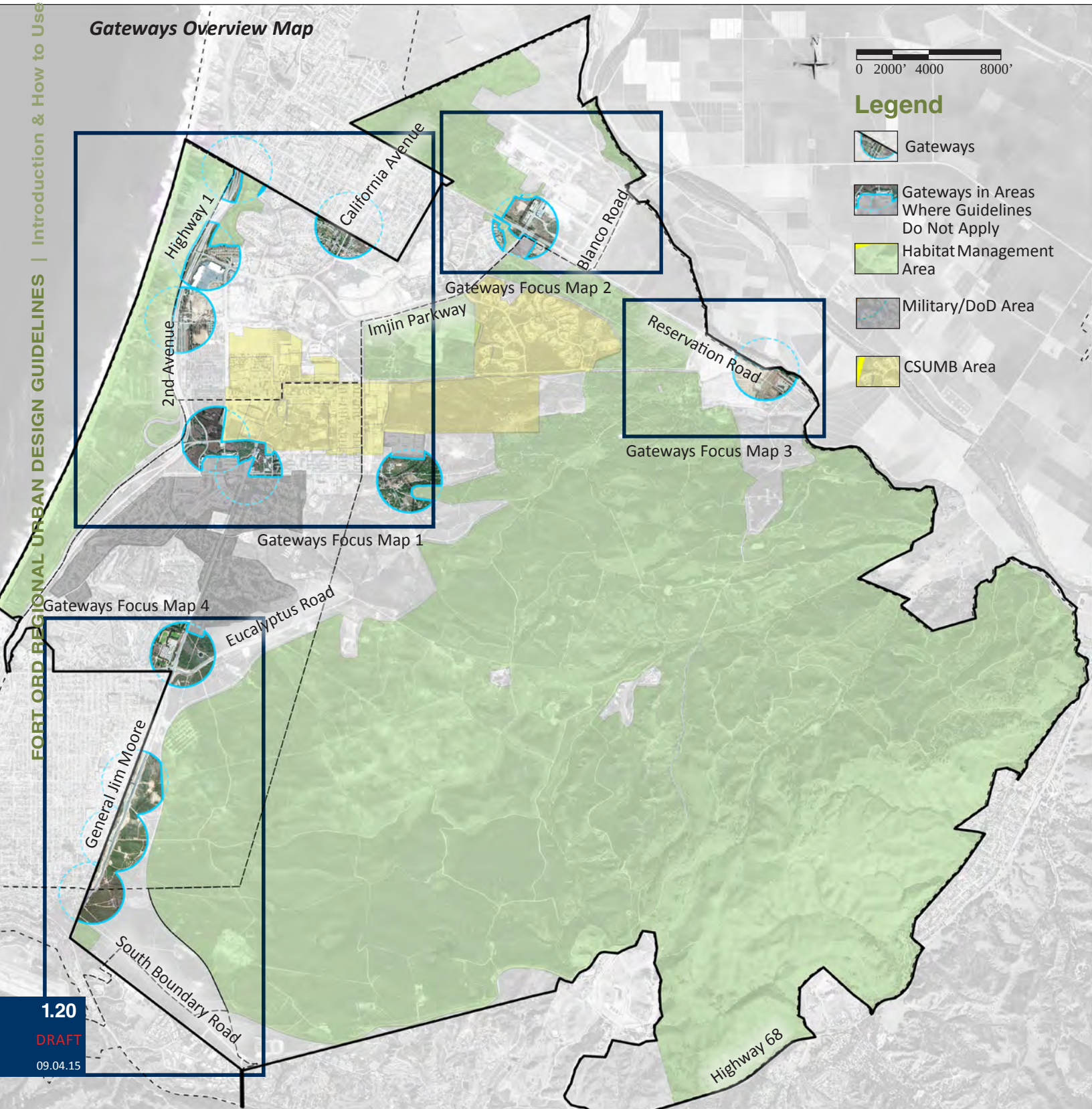
The materials and design aesthetic of the gateway at Mammoth Lakes embody the rustic and natural characteristics of the region. It's size is commensurate with the intent to serve as an elements that marks that one has arrived at a destination. As such it becomes an opportunity for visitors to take memorable pictures as a souvenir of their visit.

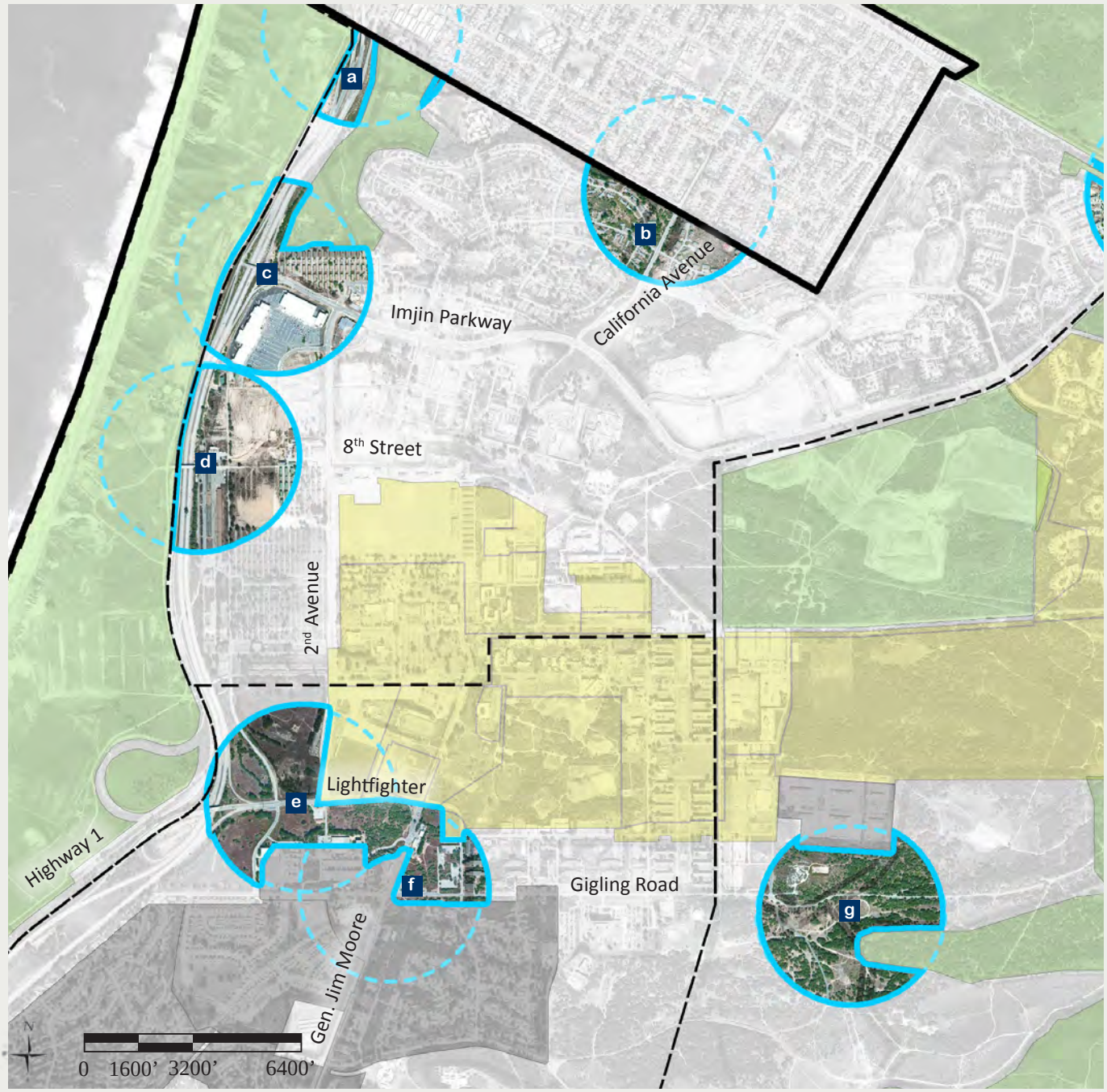
Gateway to the Presidio of San Francisco

This is an excellent example of signage used to identify a monument. It is relatively small, so as to not take away from the majesty of the place you have arrived at, but large enough to be seen. It also uses standard National Park Service elements, the brown background with white typography, which is also highway approved as these colors are used to not distract drivers attention.

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

- Gateways
- Gateways in Areas Where Guidelines Do Not Apply
- Habitat Management Area
- Military/DoD Area
- CSUMB Area

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

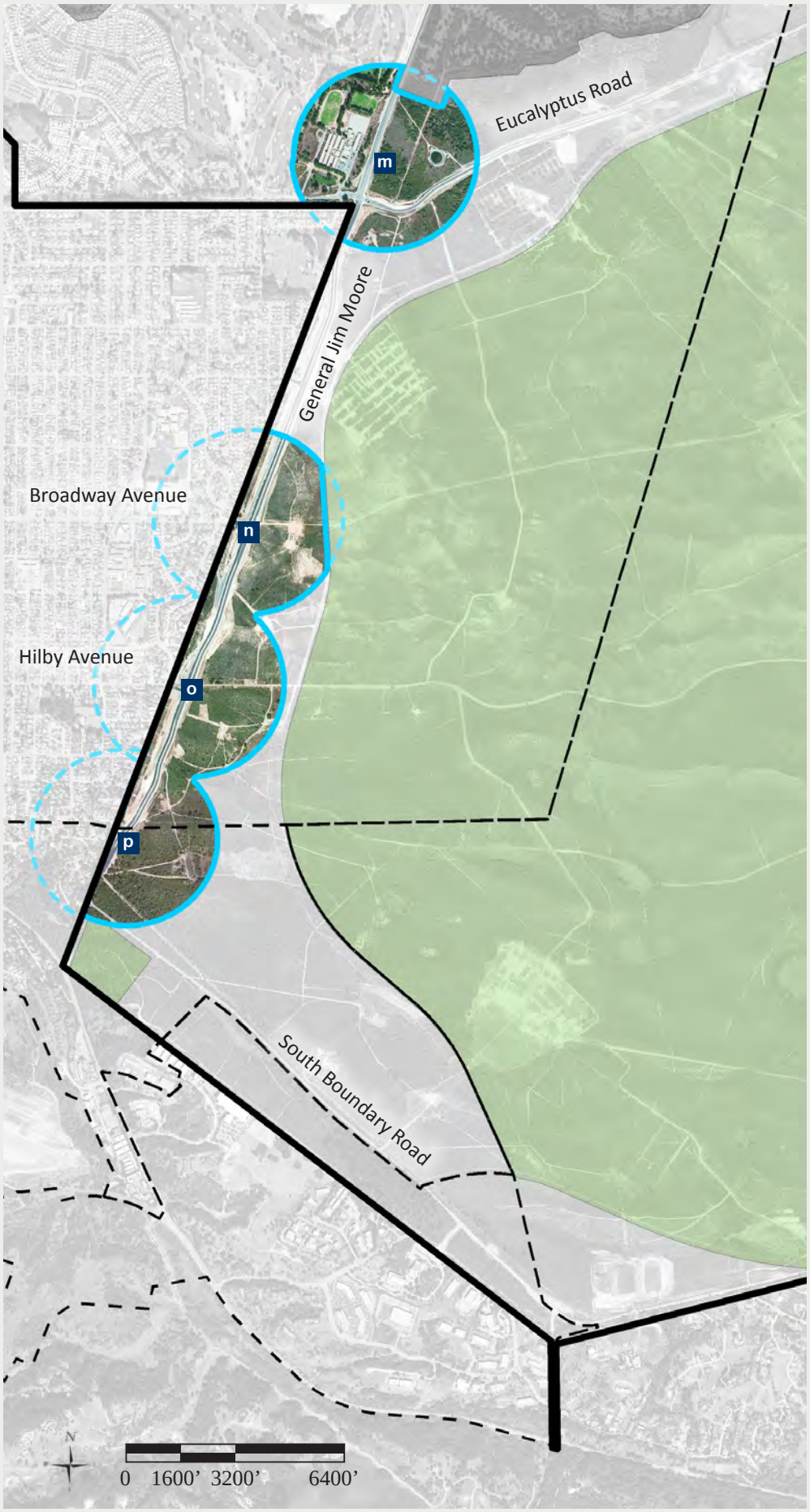
Gateways Focus Map 2

Gateways Focus Map 3

Legend

- h Imjin Parkway/Reservation Road
- i Reservation Road at East Garrison

- Gateways
- Gateways in Areas Where Guidelines Do Not Apply
- Habitat Management Area
- Military/DoD Area
- CSUMB Area



Gateways Focus Map 4

Legend

- Gateways
- Gateways in Areas Where Guidelines Do Not Apply
- Habitat Management Area
- Military/DoD Area
- CSUMB Area

Legend

- m Eucalyptus Road
- n Broadway Avenue
- o Hilby Avenue
- p South Boundary Road Realignment

Corridors

What is an ideal corridor?

1. Design For Pedestrians First.

Great streets are designed to provide a high-caliber experience for pedestrians foremost; once this is accomplished, great streets may accommodate other modes of travel.

2. Proportions Matter.

Streets function as outdoor rooms, surrounding occupants in a space that is welcoming and usable. Streets should be sized properly for their use and defined by appropriate building sizes.

3. Design the Street as a Unified Whole.

An essential distinction of great streets is that the entire space is designed as an ensemble, from the travel lanes, trees and sidewalks, to the very buildings that line the roadway.

4. Include Sidewalks.

Appropriately designed sidewalks are essential for active pedestrian life. Pedestrians will be more willing to utilize sidewalks if they are protected from automobile traffic.

5. Provide Shade.

Shade provided by canopy trees or architectural encroachment protects pedestrians from heat and sun and contributes to the spatial definition of a street.

6. Make Medians Sufficiently Wide.

Where divided thoroughfares are unavoidable, medians must be generous enough to serve as a pedestrian amenity.

7. Plant the Street Trees in an Orderly Manner.

Great streets are typically planted with rows of regularly-spaced trees, using consistent species. This formal tree alignment has a powerful effect; it at once shapes the space and reflects conscious design.

8. Use Smart Lighting.

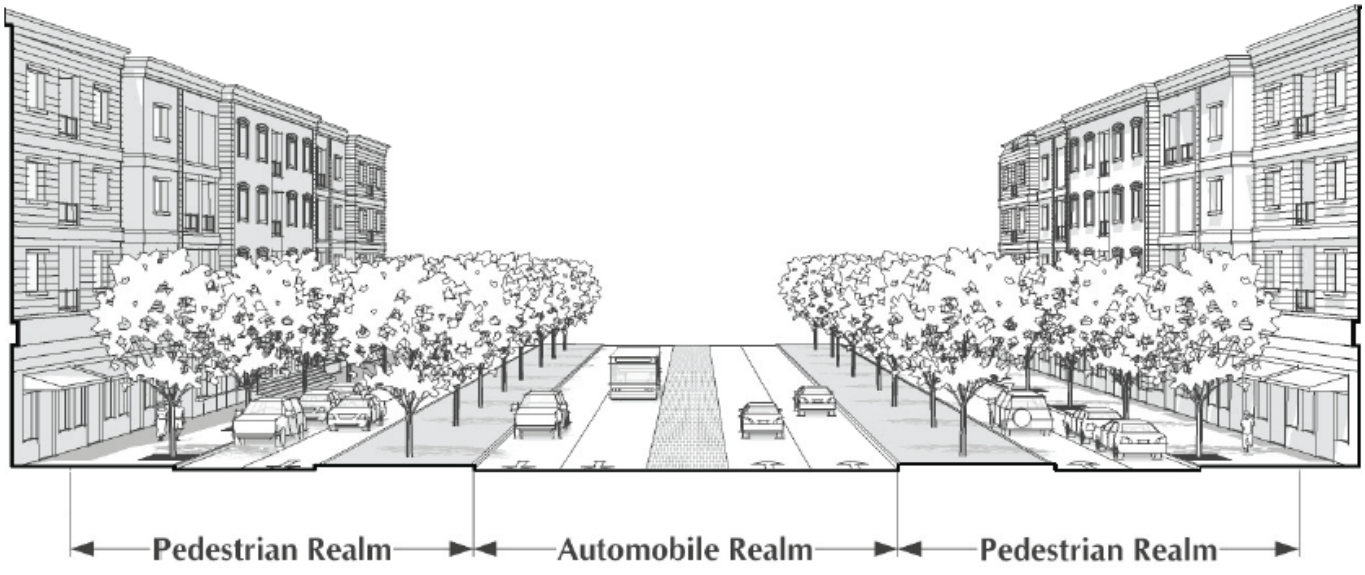
Widely-spaced, highway-scaled "cobra head" light fixtures do not provide appropriate light intensity and consistency for pedestrian well-being. More frequently-spaced, shorter fixtures are preferable for automobile and pedestrian safety.

9. Allow On-street Parking in Suitable Locations.

On-street parking buffers pedestrians from moving cars and calms traffic. Parking located in front of businesses encourages people to get out of their cars and walk, and is essential to leasing street-oriented retail space.

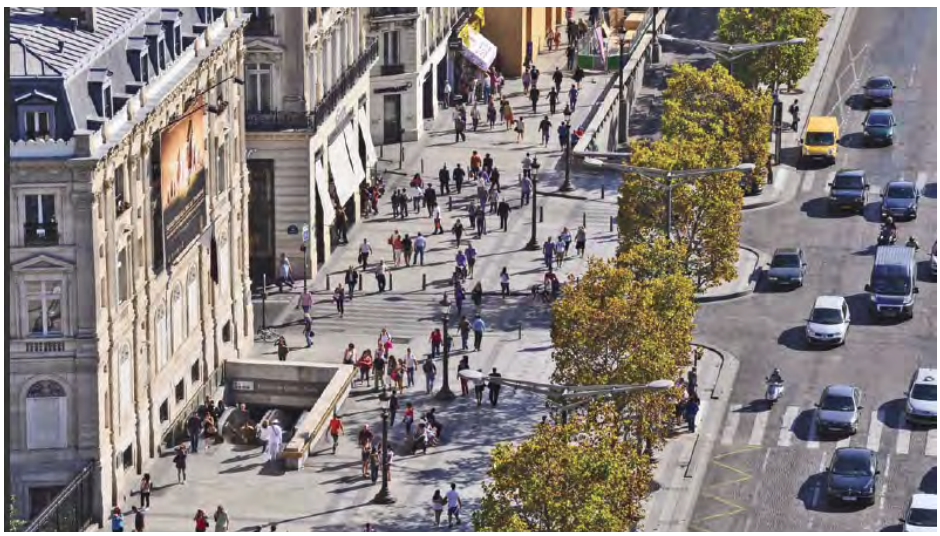
10. Avoid Parking Lots in Front of Buildings.

The bulk of a building's parking supply should occur behind the building. Placing surface parking lots in front of buildings results in a disconnected pedestrian environment.



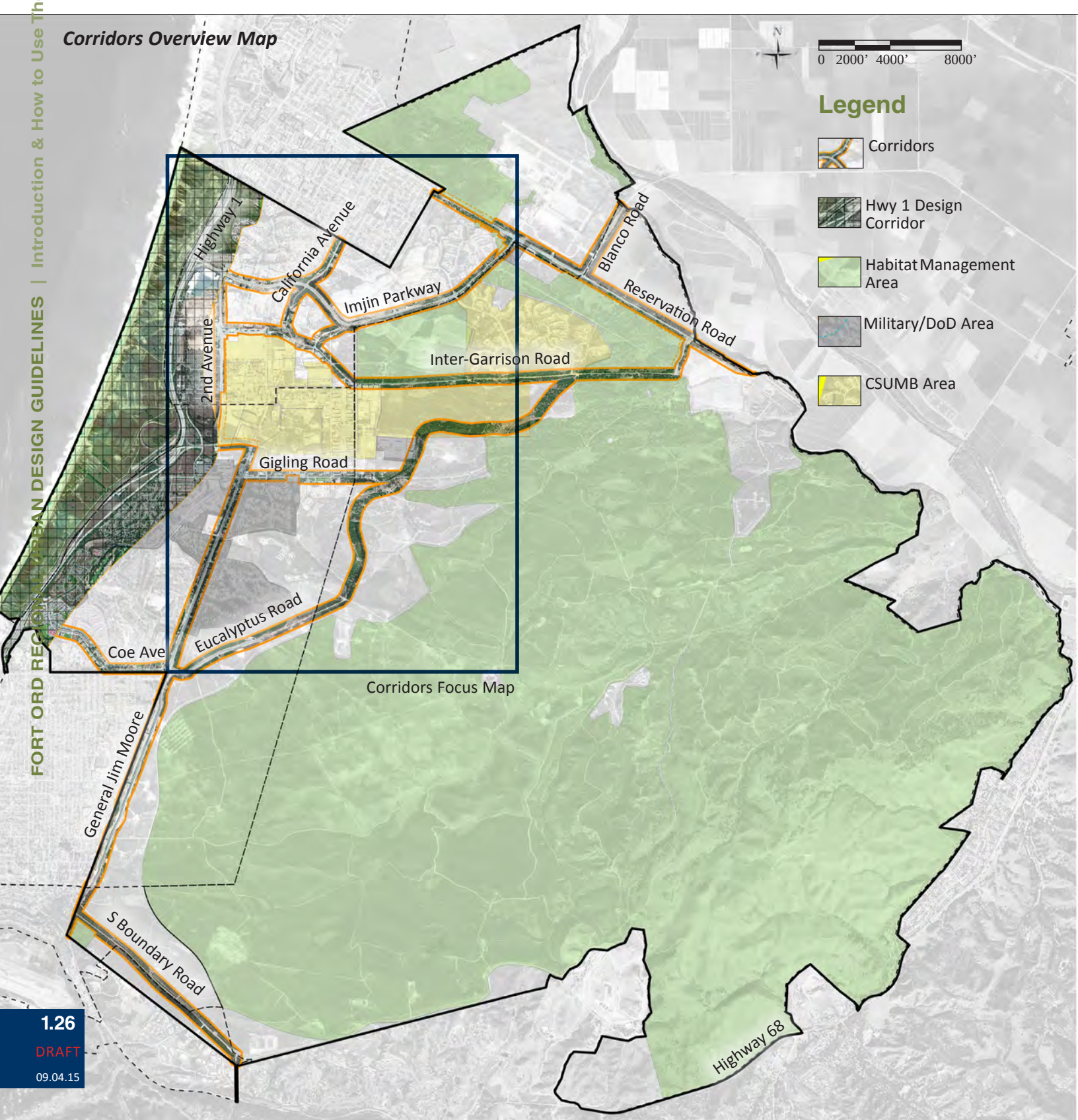
Applicable Guidelines	Design Guidelines
Street Connectivity	p. 2.22
Fronts Face Front	p. 2.24
Walkable Streets	p. 2.28

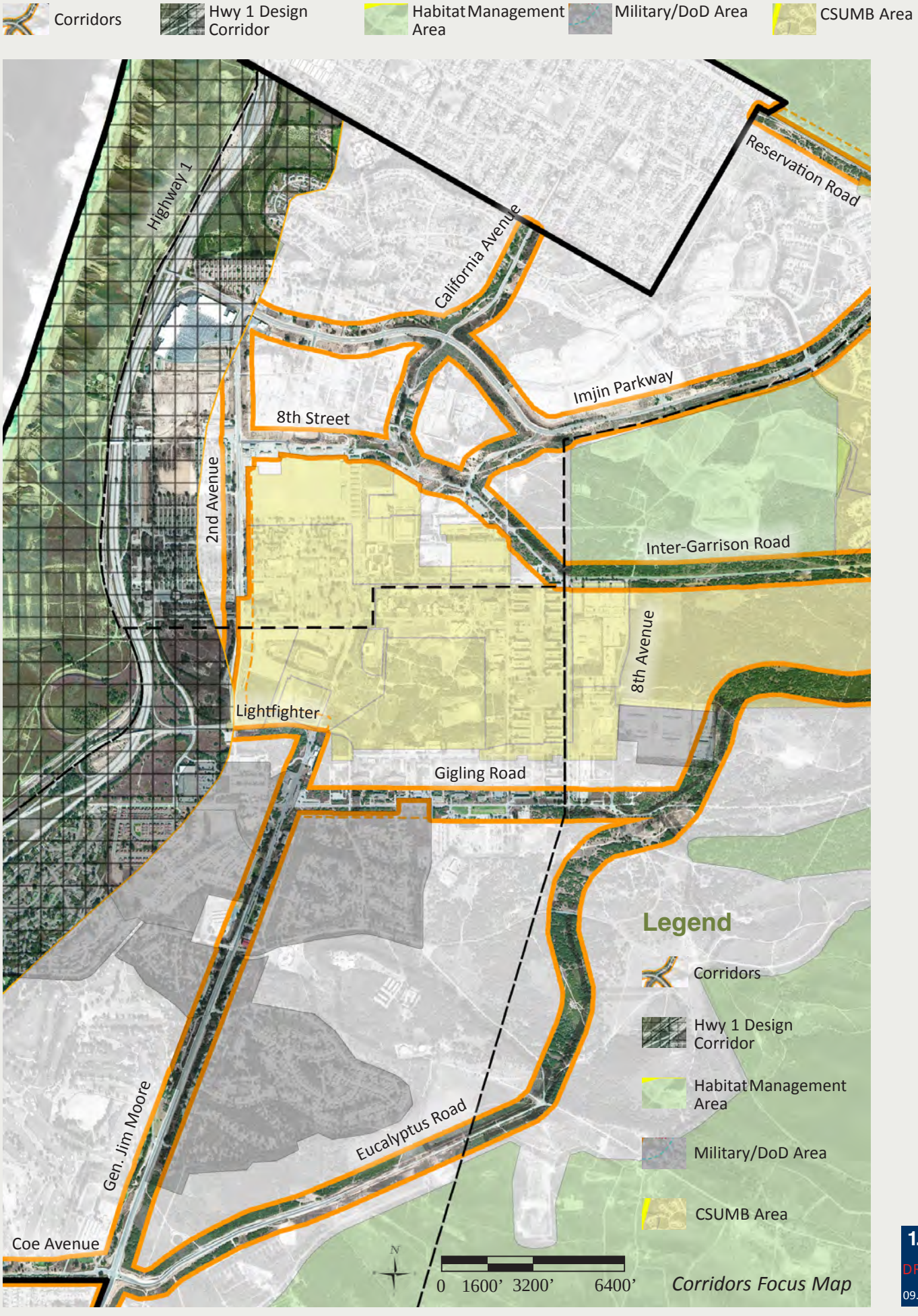
Corridors are shared space for all forms of mobility The Avenue des Champs-Élysées in Paris is 230 feet wide, yet it is still designed with pedestrians in mind. Wide sidewalk, sufficient shade, buffers from traffic, and appropriately scaled buildings all contribute to a safe and desirable pedestrian experience. The corridor still carries thousands of vehicles daily, acting as one of Paris' major thoroughfares. There are also three metro stops over a 1.25 mile distance, ensuring pedestrians are always within walking distance of transit. The Champs-Élysées can be closed for special events, and acts as a gathering point for the community.



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
Hwy 1 Design Corridor
Habitat Management Area
Military/DoD Area
CSUMB Area
Highway 1
California Avenue
Reservation Road
Imjin Parkway
8th Street
2nd Avenue
Inter-Garrison Road
8th Avenue
Lightfighter
Gigling Road
Gen. Jim Moore
Eucalyptus Road
Coe Avenue
Legend
Corridors
Hwy 1 Design Corridor
Habitat Management Area
Military/DoD Area
CSUMB Area
N
0 1600' 3200' 6400'
Corridors Focus Map

Trails

What is an ideal trail?

A trail is usually a path, track or unpaved lane or road, though the term is also applied to routes along rivers, and sometimes to highways. Some trails are single use and can only be used for walking, cycling, horse riding, etc., others, are multi-use, and can be used by walkers, cyclists and equestrians. There are also unpaved trails used by dirt bikes and other off road vehicles.

The character of a trail depends on the nature of the environment around it and its purpose. Trails can be used for recreation or to connect places.

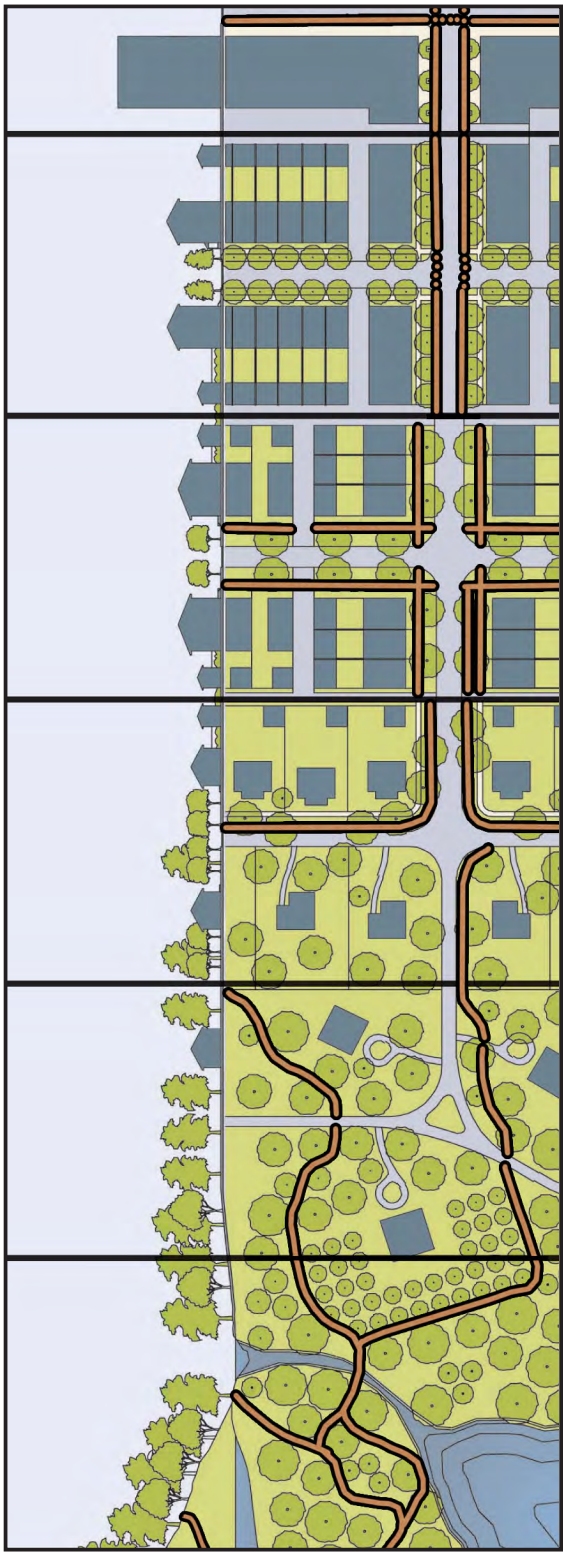
Rural areas typically have meandering paths. As places become more urbanized, trails still cut through natural areas but they also start to follow alongside roads. As a street network is established trails can either follow alongside the road or become part of the roadway itself.

1) Clearly designated.

A trail is usually an off-street path or designated portion of a street that is easy to follow. This requires continual maintenance. The pathway should be at all times obvious and signage should be available when multiple options are available. Navigational assistance in the form of signage and maps, potentially, should be available.

2) The more users the better.

Some trails are single-use however the best trails are multi-use and accommodate a variety of users during different seasons for walking, cycling, horse riding and so forth. Walkers, cyclists and equestrians have different needs and at different times one may be prioritized over another in the design however the most often used trails are designed to accommodate a variety of people. The more people, and the wider the range of interests the larger a constituency to promote the creation and maintenance of trails.



Applicable Guidelines	Design Guidelines
Context Sensitive Trails	p. 2.36

3) Trails connect.

Trails are a part of the Monterey Bay region's transportation mix. Every trail should be part of a long-range trail system that allows people to travel as far as possible without a car. Sidewalks connect to multi-use paths, then connect to forest roads or bridal trails, and finally connect to footpaths. Linear-trail systems that connect destinations and points-of-interest must eventually connect to looped-trail systems and spurs which go around noteworthy features.

4) The character of trails change.

Across the urban to rural spectrum trails change in character from formal to rustic. Pavement leads eventually to packed earth, railings transition from metal to wood to finally disappear entirely. Each context should have its own materials. Even the fonts of signs could change in congruence with the changing environment.

BRP Trails

The BRP regional trail network includes:

- Major Trails:
  - ◊ Salinas Valley-Seaside Trail
  - ◊ Fort Ord Dunes State Beach Trail
  - ◊ Intergarrison Trail
- Minor Trails:
  - ◊ Monterey Road Trail
  - ◊ Main Garrison Trail
  - ◊ Crescent Avenue Trail
  - ◊ Reservation Road Trail

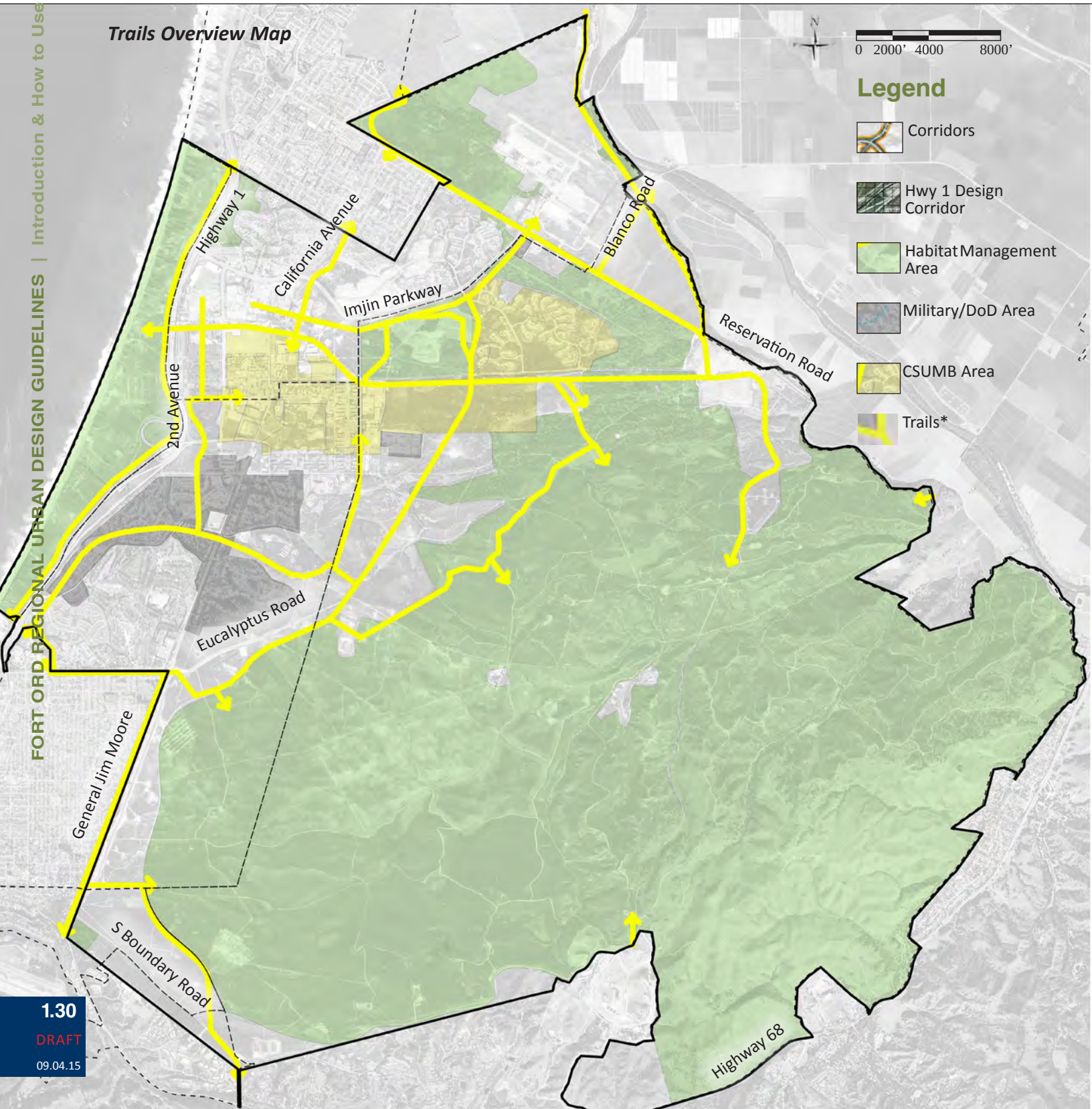
Base Reuse Plan p. 139

*Trail planning is an active ongoing process. As plans firm up additional routes may be identified and approved by the FORA Board.

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.

Trails Obtained from Base Reuse Plan Fig. 3.6-3, Page 137



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:

1. 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.

2. 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.

3. Identifiable 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.

4. 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.

5. 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.

6. 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.

7. 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.

8. 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.

9. Context Sensitive Trails

The 1997 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.

Design Guidelines Matrix

	Road Design	Building Height	Landscape	Signage	Other
walkable streets	●	●	●	●	●
customized gateways	●	●	●	●	●
identifiable centers		●		●	●
street connectivity	●				●
fronts face fronts	●				●
scale of public space		●			●
primacy of open space			●		●
mix of building types		●			●
context sensitive trails			●	●	●

Walkable Streets

*The "Walkable Streets" guideline refines 1997 Reuse Plan design principles regarding "**Road Design**," "**Building Height**," "**Landscaping**," "**Signage**," and "**Other matters of visual importance**."*

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

Bird's eye view of Alvarado Street in downtown Monterey.

Application

This guideline applies to:

- Centers
- Gateways
- Corridors

Intent

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

Principles

1. Provide continuous sidewalks 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 should not be faced by parking lots, garages, or service bay openings.
3. Sidewalks should be designed to maintain a safe, walkable, environment that is appropriate for the type of street. This can be achieved by providing street furniture, trees, and lighting at appropriate intervals.
4. Street trees should be noninvasive and drought-tolerant while still providing shade within 10 years of landscape installation.
5. On-street parking should be provided within 1/4 mile of all centers along both sides of the street.
6. Design streets within 1/4 mile of Centers 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 should account for less than 10 percent of the corridor within 1/4 mile of Centers.

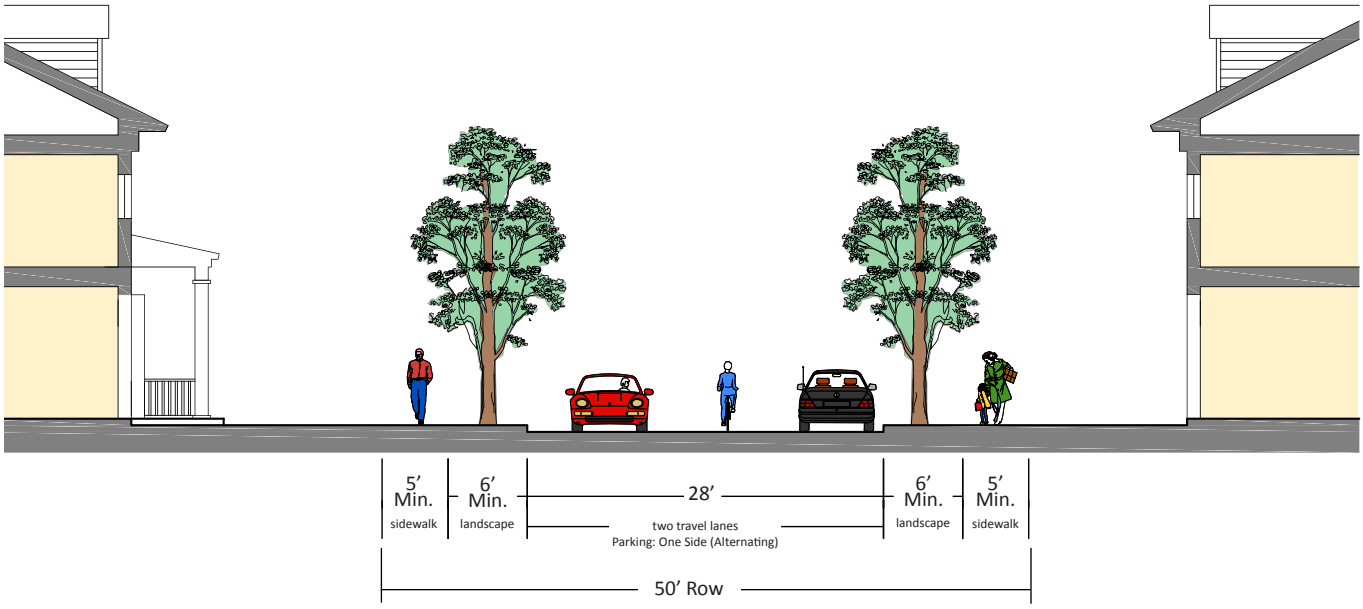
Measurement

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.

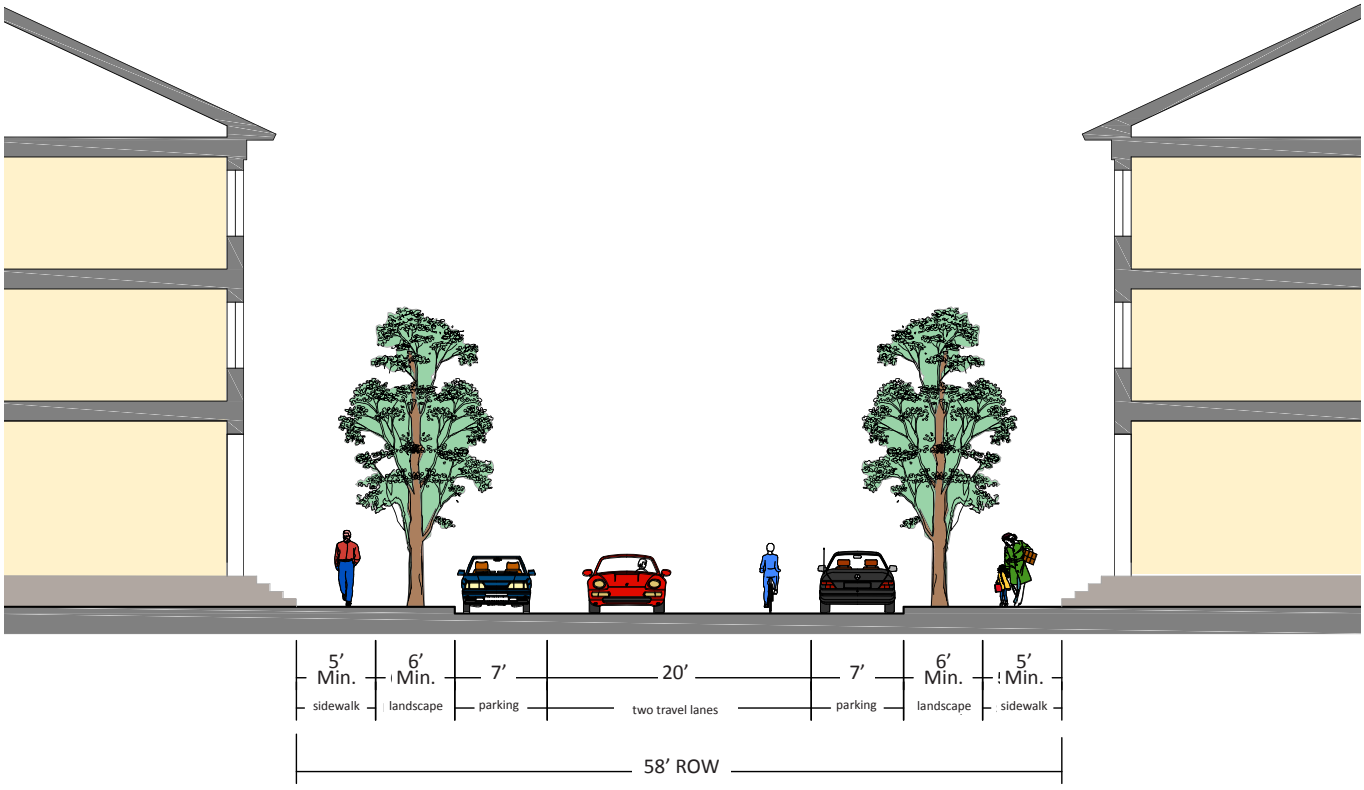
On the following pages designs for sample local streets, main streets, avenues, boulevards and parkways are provided that meet the requirements.

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.



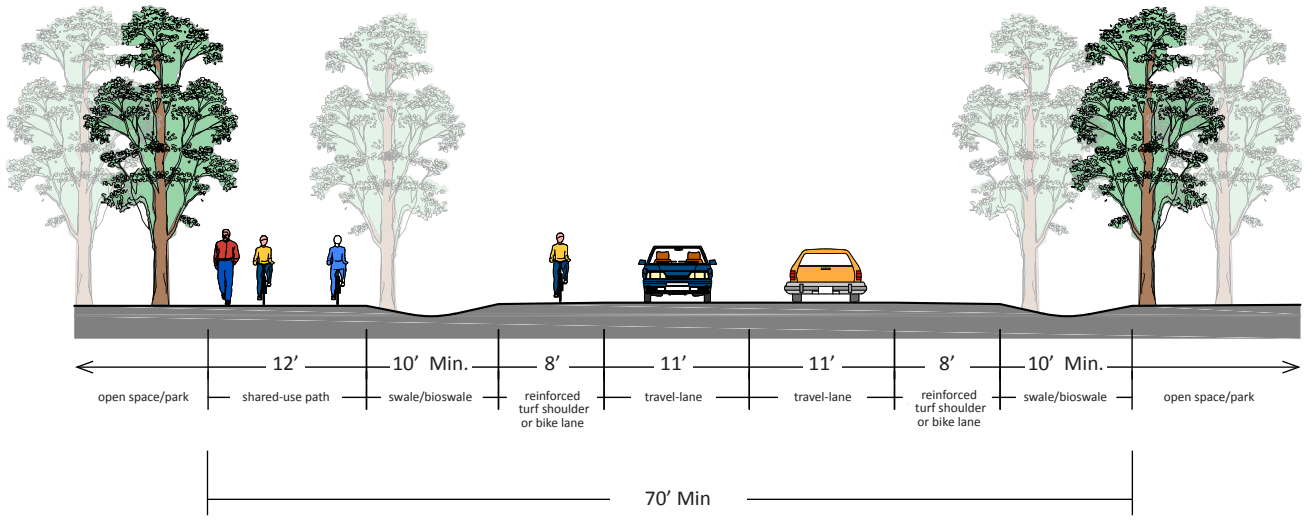
Local Residential, Single Family



Local Residential, Multi-Family

Rural Boulevard

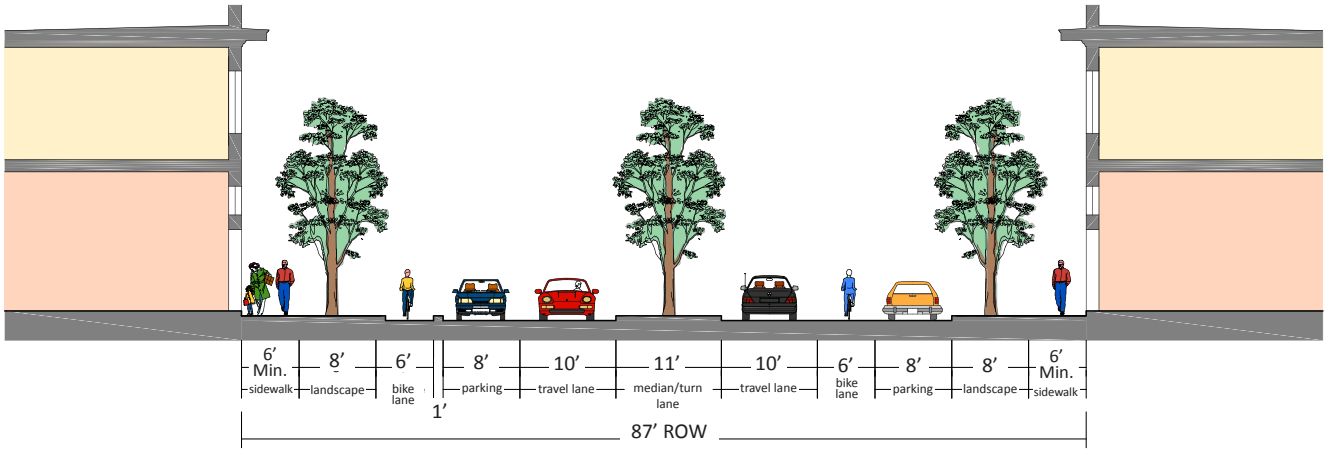
Rural boulevards pass through areas typified by open lands, conservation areas, or parks. They form connections through these sensitive areas while laying lightly on the landscape. Lighting is optional on these facilities, and bicycles and pedestrians are accommodated in an off-road facility such as 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.



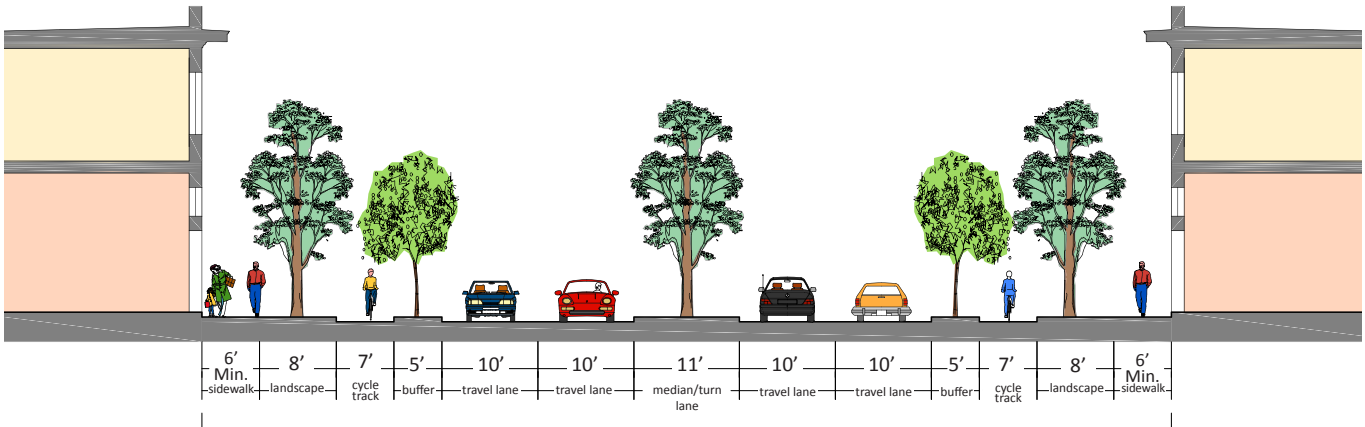
Rural Boulevard

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

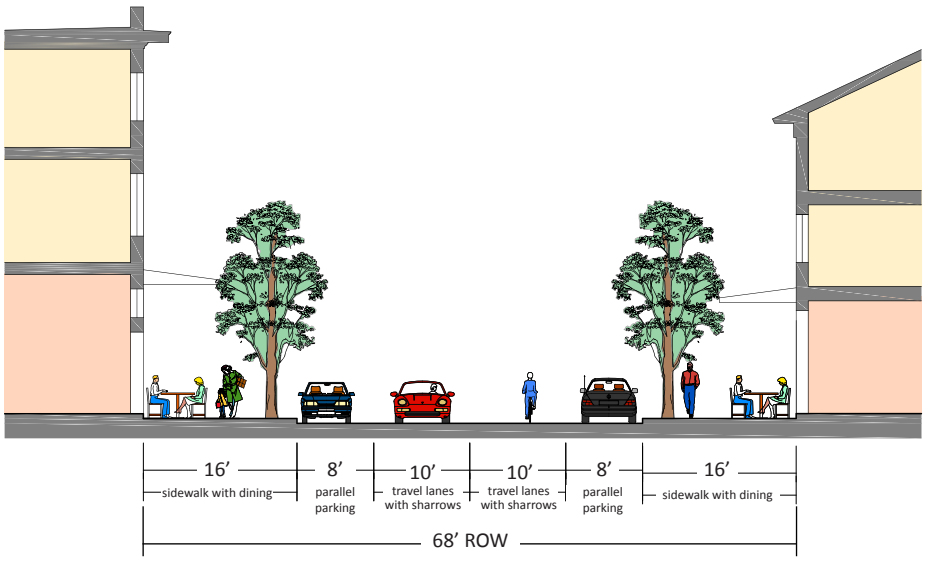


Avenue Option 2: Cycle Track and Multi-Lane

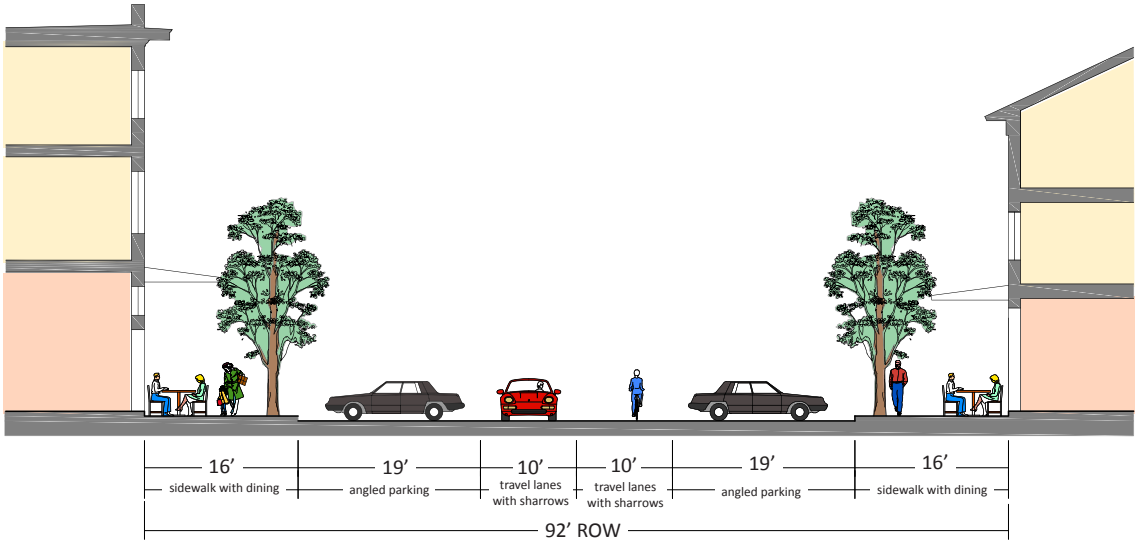
Main Streets

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.

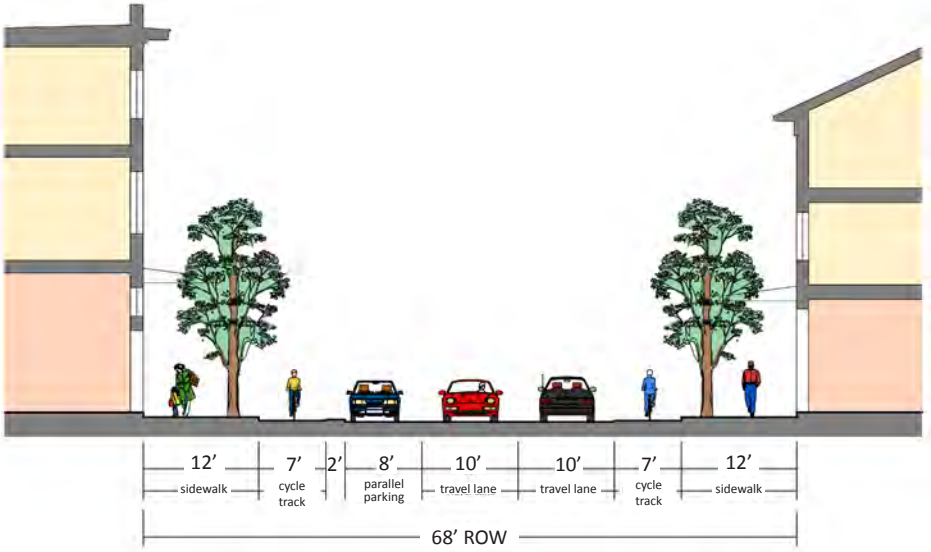
Additional landscaping and traffic calming techniques that are ideal on Main Streets include street trees in grated wells, curb bulb-outs, and a relatively high density of street furniture and public art. Pedestrian-scale street lighting should be installed, and utilities should be located underground, 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.



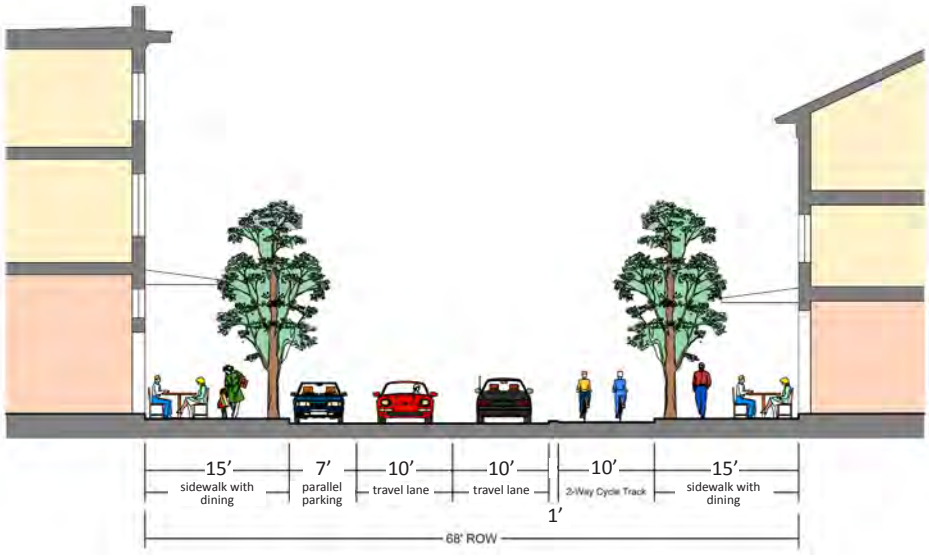
Main Street Option 1



Main Street Option 2



Main Street Option 3



Main Street Option 4

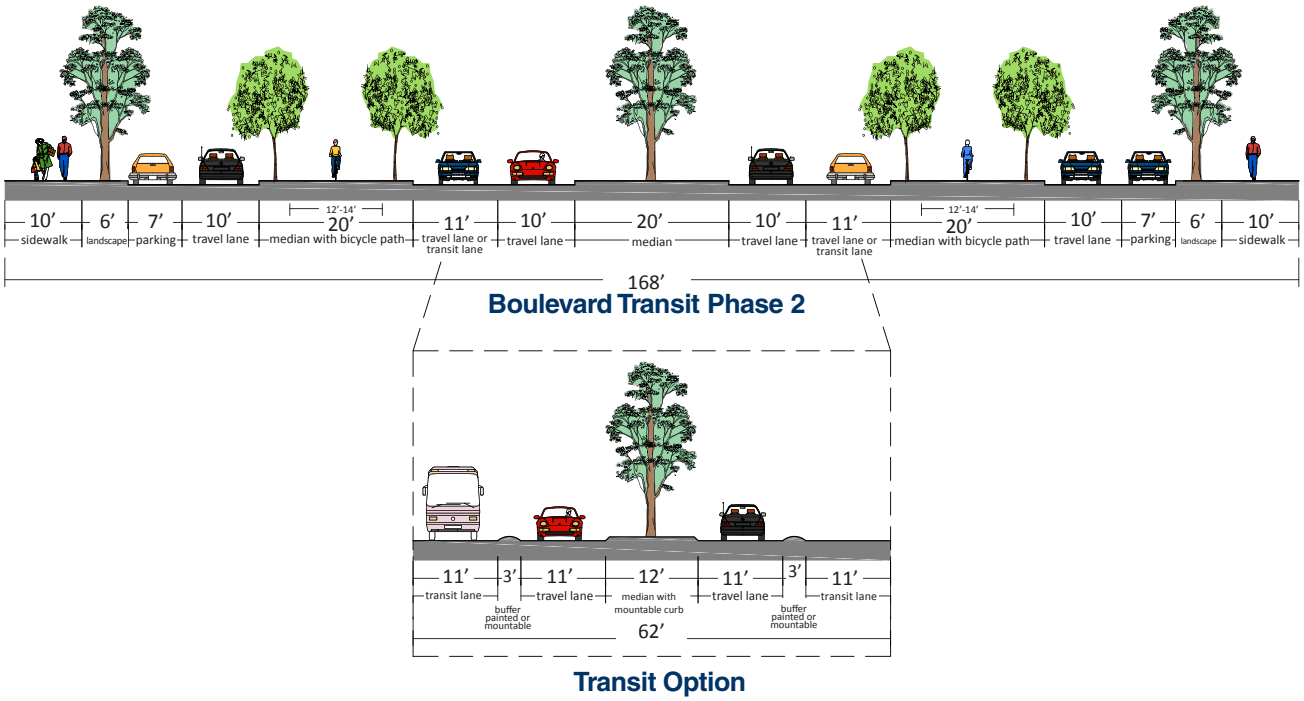
Boulevards

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.

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.

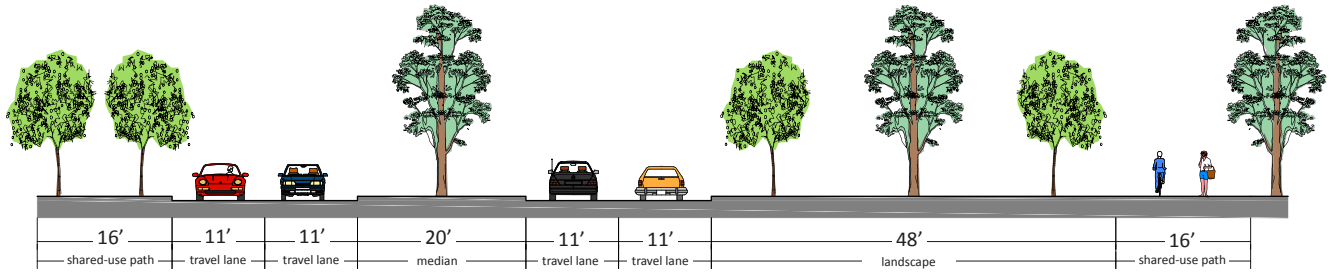


Boulevard Transit Phase 2

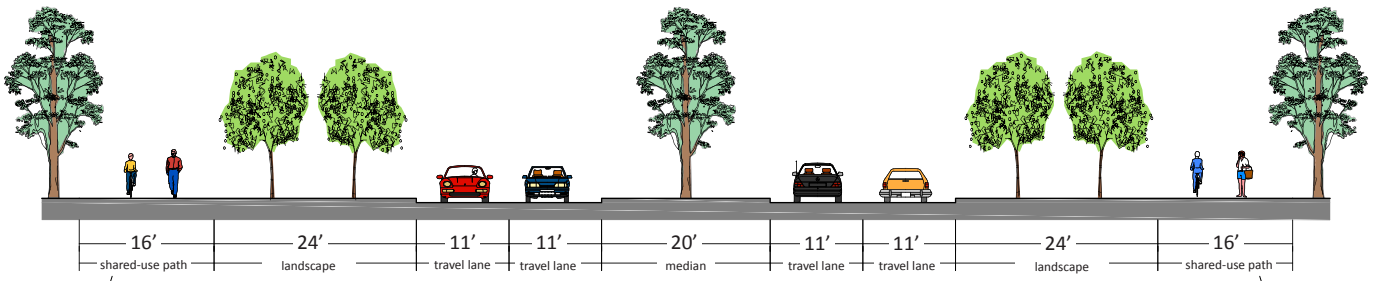
Transit Option

Parkway

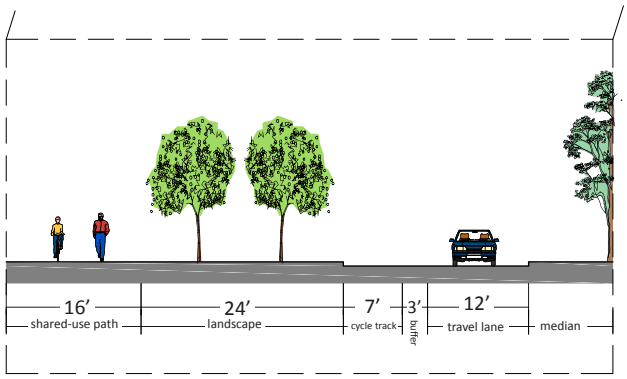
A parkway is a regional facility intended to carry traffic from point to point with little interruption in the way of driveways and intersections. Parkways can occur in both urban and rural contexts, with drainage either accomplished in a closed or open system. Parkways respect the natural environment, 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.



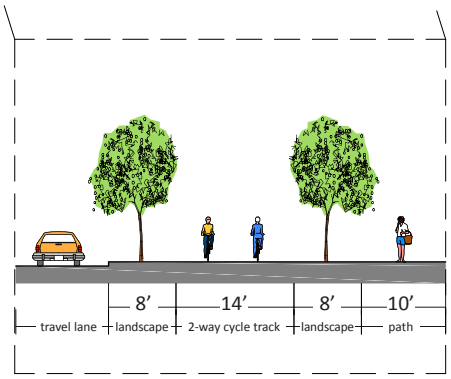
One-Sided Trail Parkway



Two-Sided Trail Parkway



Option 1: 2 - Lane Road with Cycle Track

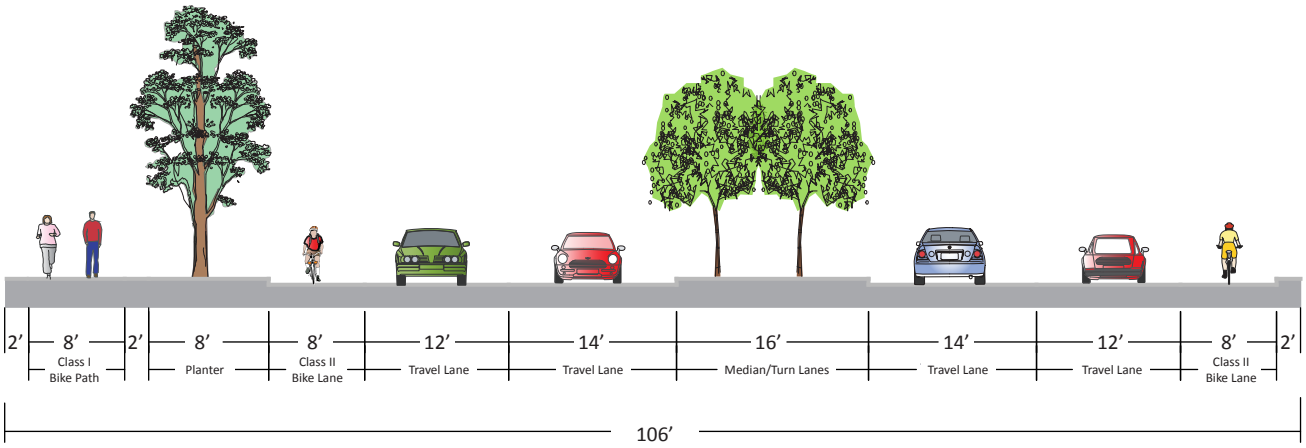


Option 2: Walking and Cycle Facilities

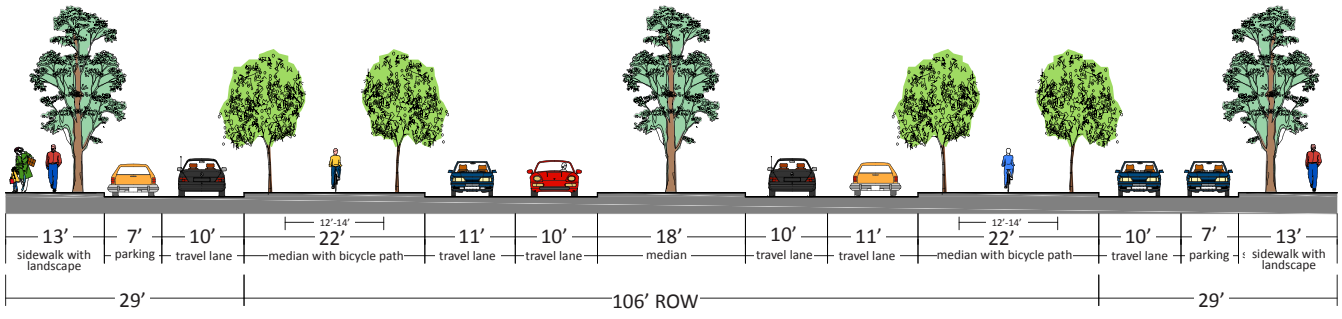
Eastside Parkway

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.

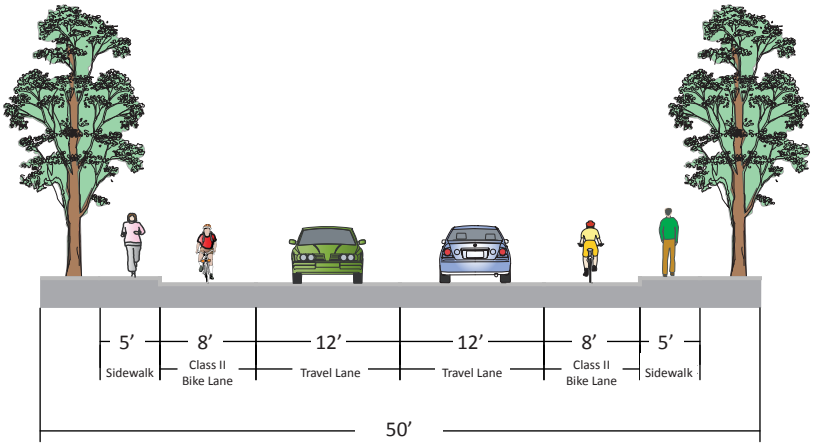


Typical 4-Lane Section
Eastside Parkway
"consultants recommend reducing travel lane width to 11'-12'*"

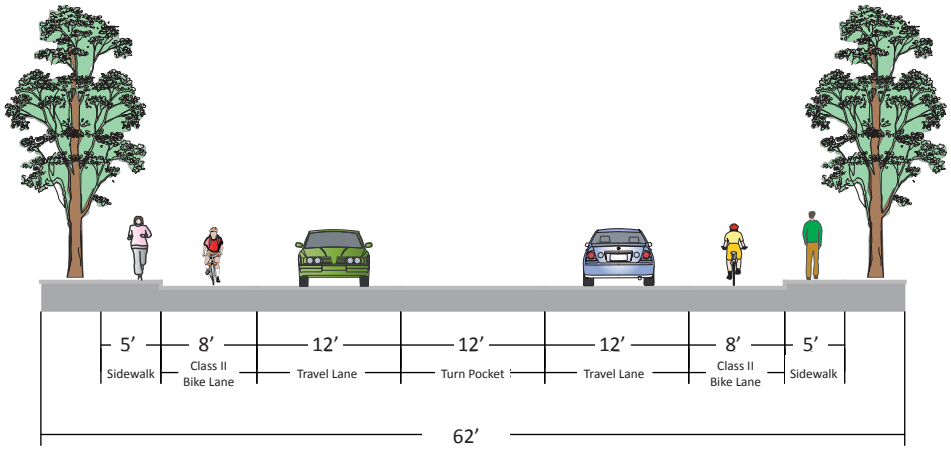


Multi-Way Boulevard

*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*

Customized Gateways

*The "Customized Gateways" guideline refines 1997 Reuse Plan design principles regarding "**Road Design**," "**Building Height**," "**Landscaping**," "**Signage**," and "**Other matters of visual importance**."*

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.

Fort Ord National Monument

The gateway marker depicted in this image was placed at the entrance to the National Monument. It incorporates a pedestal, with brick cladding intended to give the sign a rustic feel that helps to blend it in to the natural landscape.

Gateway to Long Beach, CA - Municipal Gateway Signage

The combination of signage and landscaping above mark the entrance to Long Beach. The sign is fairly modern in it's use of simple geometric features, typography and colors. It is just the right size, small enough to not obstruct the view and large enough not to be missed. The landscaping is drought resistant and serves to frame the sign.

Federal Hill, Providence, RI - Municipal Gateway Signage

This gateway element serves to mark the entrance to the Federal Hill commercial district. It is composed of columns, arches and a pineapple which is a symbol of hospitality intended to welcome visitors. A plaque on the column to the right of the image is also used to describe the history of this marker to visitors.

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.

Principles

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.

Mt. Rainier National Park, Washington State - Monument Gateway Signage

A gateway can be an elaborate composition of plazas and buildings or can be as simple as a sign. The gateway to Mt. Rainier National Park includes landscaping, the name of the park displayed on a hanging sign, and a wide entrance that clearly defines the entry point. Entrances to Fort Ord National Monument should also reflect the historic and ecological significance of the preserve.

New Fort Ord National Monument - Way Finding and Place-finding Signage

The Bureau of Land Management recently unveiled the new design for signage to mark the entrance to their offices near the Fort Ord National Monument that will be located on Imjin Parkway next to the Fort Ord Redevelopment Authority's offices. This type of signage is large enough to be seen from the highway and uses muted color tones that are not loud or distracting to drivers.

Korean War Memorial, Washington, DC - Commemorative Statuary

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.

Identifiable Centers

*The "Identifiable Centers" guideline refines 1997 Reuse Plan design principles regarding "**Building Height**," "**Signage**," and "**Other matters of visual importance**."*

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.

Principles

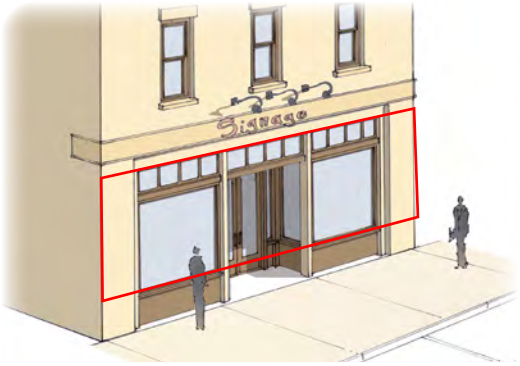
Shopfronts in Centers

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 should 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 should be at least every 50' along the length of shopfronts.
6. Shopfronts should be protected from above by either an awning, arcade or marquee.
7. The sidewalk adjacent to all shopfronts should maintain a minimum clear path of 5'.

Public Spaces and Civic Buildings in Centers

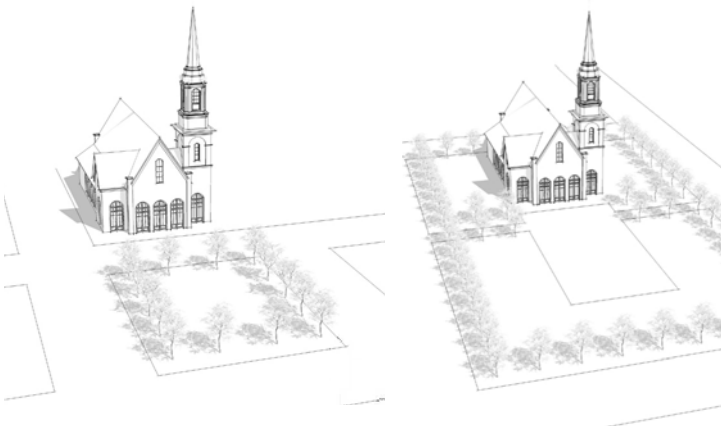
1. Designate and site civic centers memorably.
2. Schools, recreational facilities, and places of worship should be embedded within communities or within walking distance. of the community edge.
3. Locate civic buildings on high ground, adjacent to public spaces, within public spaces, or at the terminal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

Street Connectivity

*The "Street Connectivity" guideline refines 1997 Reuse Plan design principles regarding "**Road design**" and "**Other matters of visual importance.**"*

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

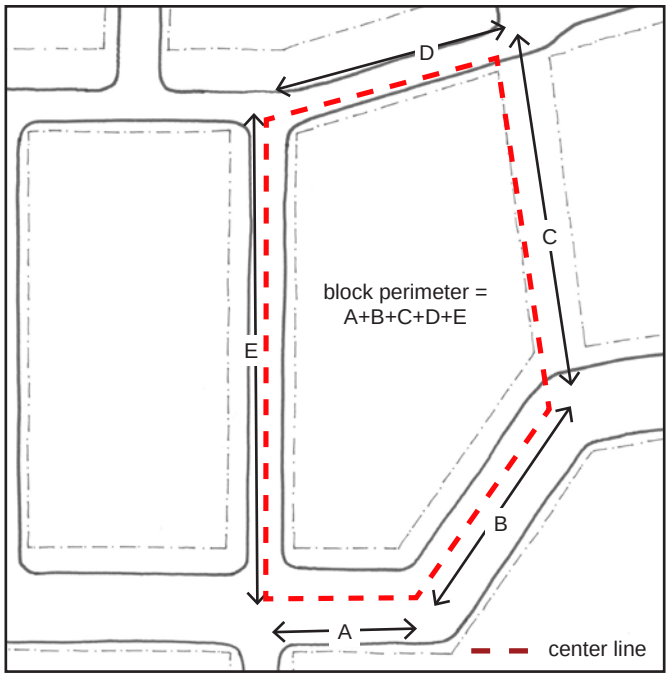
Intent

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.

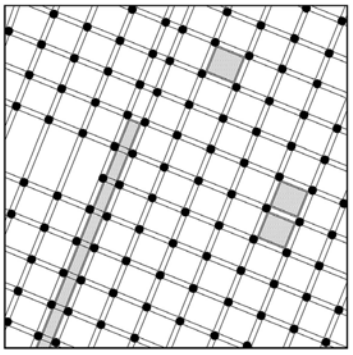
Principles

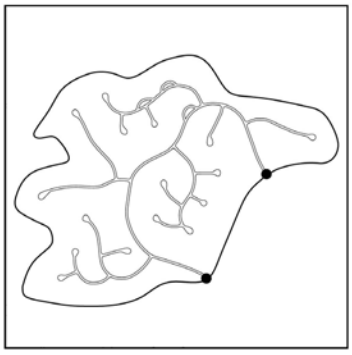
1. Avoid dead-ends and cul-de-sacs. Exceptions could result from physical obstacles like slopes steeper than 15%, utility rights-of-way, existing limited-access motor vehicles rights-of-way, and parks and dedicated open space.
2. New neighborhood streets should connect to adjacent streets where connecting street stubs are available.
3. Plan roadways to end in street stubs to facilitate future connections, even when there is not existing adjacent development.
4. An average block perimeter should be a maximum 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. Minimize exaggerated curves depending on topography.

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

*The "Fronts Face Fronts" guideline refines 1997 Reuse Plan design principles regarding "**Road design**" and "**Other matters of visual importance.**"*

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.

Bird's eye view of Hoffman Avenue between Lighthouse and Hawthorne Avenues in Monterey.

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. Promote public health by providing safe, appealing, and comfortable street environments that encourage daily activity and avoid pedestrian injuries.
5. Promote walking to reduce vehicle miles travelled.
6. When physical obstacles make optimal orientation impossible the sides of buildings may be allowed to face streets and public spaces.

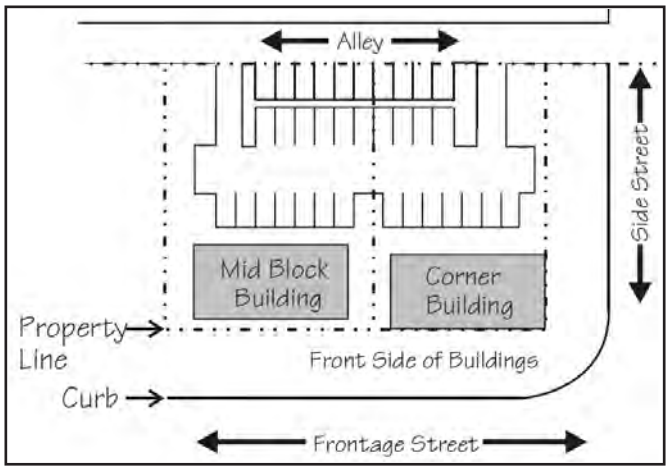
Principles

1. The principal building façade should 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 should face either streets or public spaces.
3. Fronts of buildings should face fronts of other buildings; fronts can face sides where necessary; fronts should never face backs.
4. Buildings with frontage on two thoroughfares, should have their building front on the thoroughfare most likely to accommodate pedestrian traffic.
5. Secondary entrances should be permitted on side rear façades, or on separate thoroughfare frontage.
6. Parking lots should be located behind buildings whenever possible.
7. Parking garages should be lined by ground floor retail or be located within the interior of blocks to maintain active, interesting streets whenever possible.

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.

House

Front

Side

Back

Main Street

Front

Side

Back

Scale of Public Space

*The "Scale of Public Spaces" guideline refines 1997 Reuse Plan design principles regarding "***Building Height***" and "***Other matters of visual importance.***"*

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.

Bird's eye view of Trinity Avenue in Seaside.

Application & Measurement

This guideline applies to:

- Centers
- Gateways

Intent

Design open spaces to be consistent with local context.

Principles

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

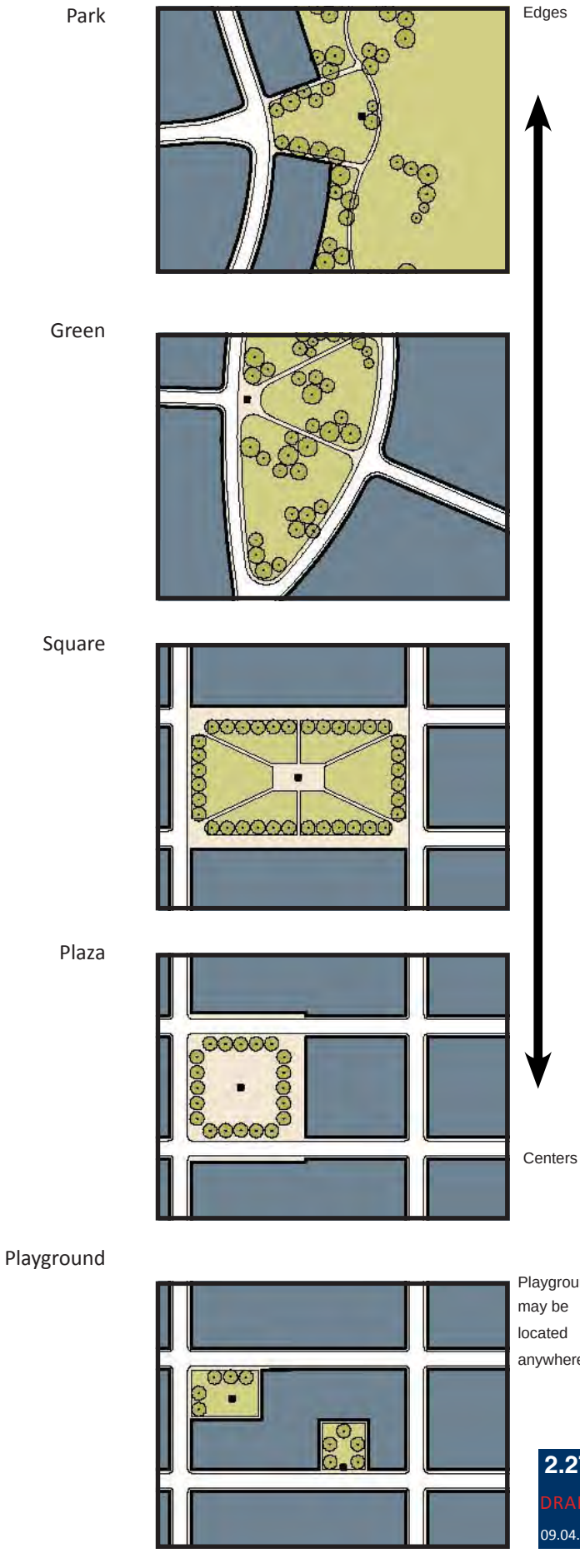
1. **Park**
   A *Park* is a natural preserve available for unstructured or structured recreation. Its landscape should be consist of paths, trails, meadows, water bodies, woodland, ball fields, and open shelters, all naturalistically disposed. Parks often have a minimum of 8 acres. Parks should be located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

2. **Green**
   A *Green* is available for unstructured recreation. A Green should 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 square shaped; they come in all kinds of shapes. Squares should 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 is 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.



Primacy of Open Spaces

*The "Primacy of Open Spaces" guideline refines 1997 Reuse Plan design principles regarding "**Landscaping**" and "**Other matters of visual importance.**"*

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.

Bird's eye view of Locke Paddon Park in Marina.

Application

This guideline applies to:

- Centers
- Gateways

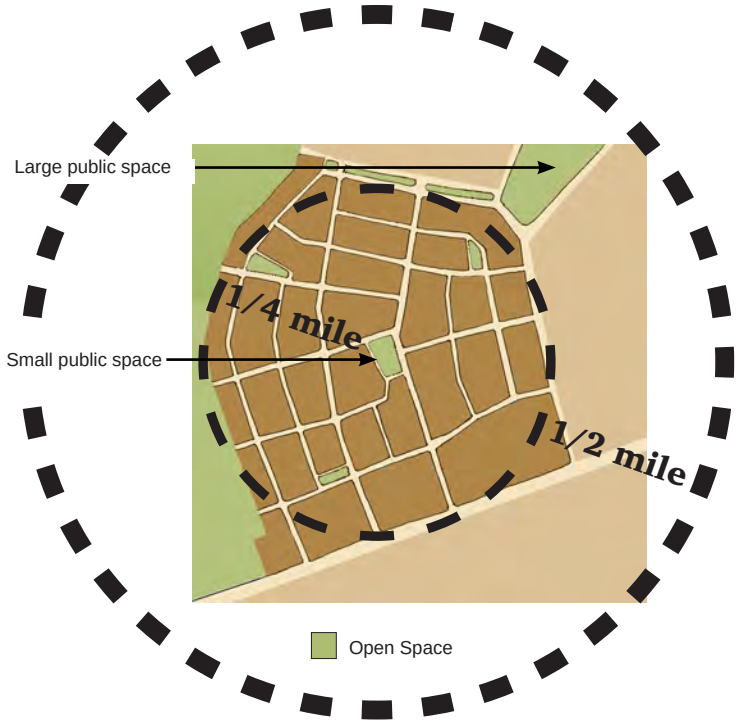
Intent

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

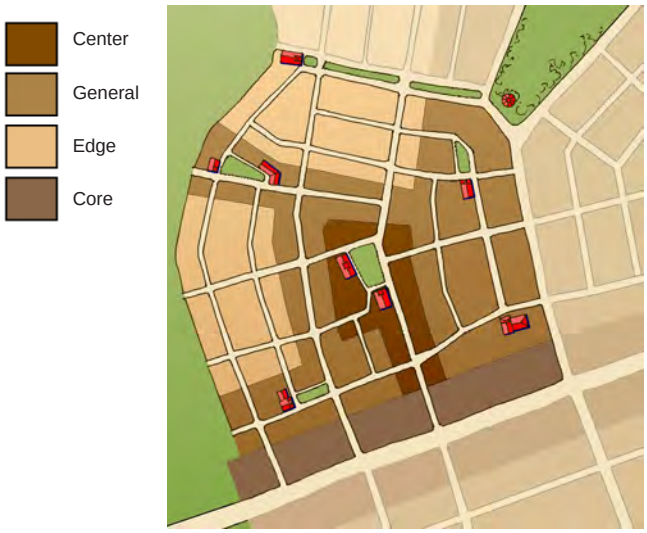
Principles

1. Locate new and existing development within 1/4 mile of a small public plaza or playground, and within 1/2 mile of a green, square, or park.
2. Utilize prominent locations, like the ends of street, the tops of hills, or land adjacent to parks, for civic buildings including churches, schools, shared pool facilities, community halls, memorials, and 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.

Mix of Building Types

*The "Mix of Building Types" guideline refines 1997 Reuse Plan design principles regarding "**Building Height**," and "**Other matters of visual importance**."*

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.

Principles

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 should 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 should have a maximum foot print of 800 square feet.

Cottage

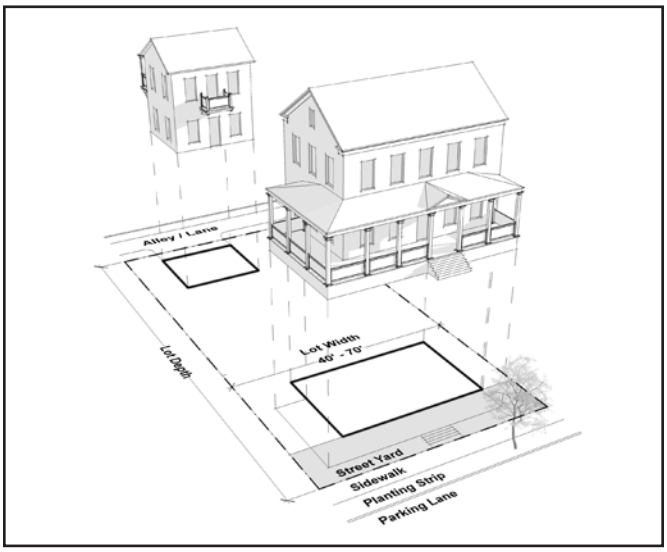
A small single-family residence.

Typical Height: 1 - 1.5 stories

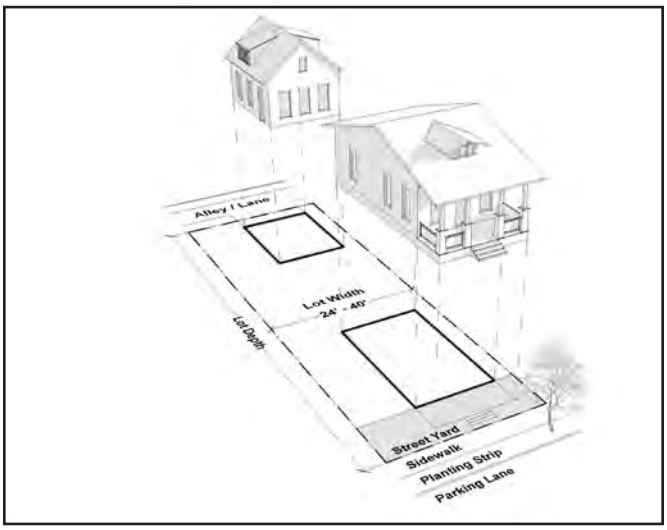
Typical Lot Frontage Width: 25’ - 50’

Typical Uses: residential

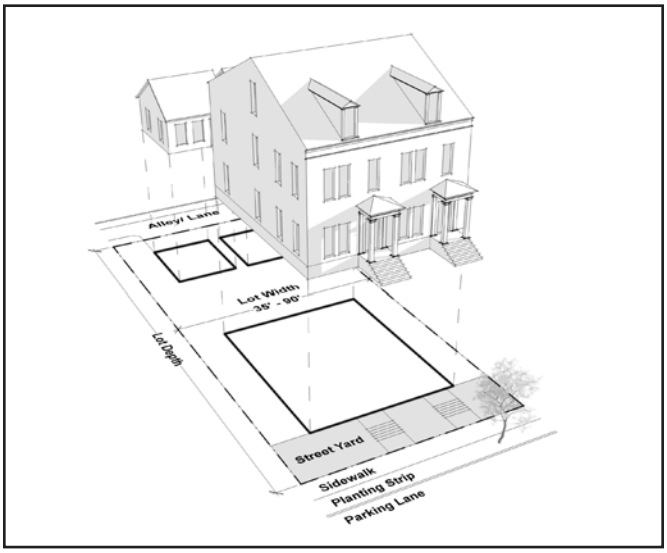
Required Features: A front porch or stoop is required along at least 50% of the building’s street frontage.



Single Family House with Rear Accessory Dwelling Unit



Cottage



Duplex

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

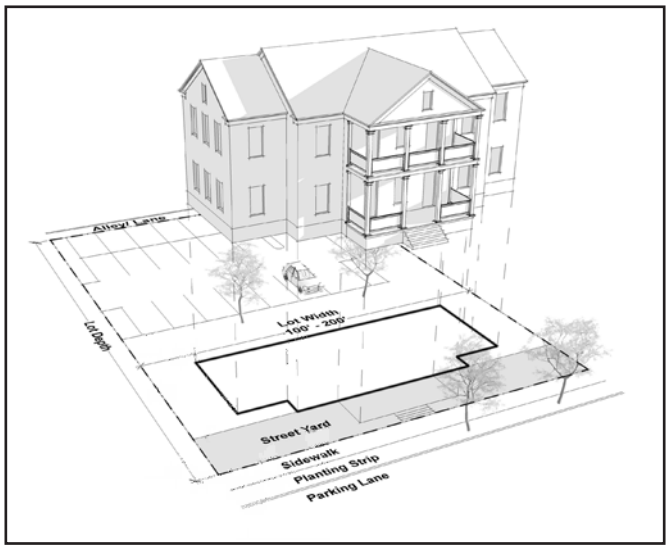
Typical Height: 1 - 2.5 stories

Typical Lot Frontage Width: 40’ - 80’

Typical Uses: residential

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

Required Features: Stoop or Front Porch



Apartment House

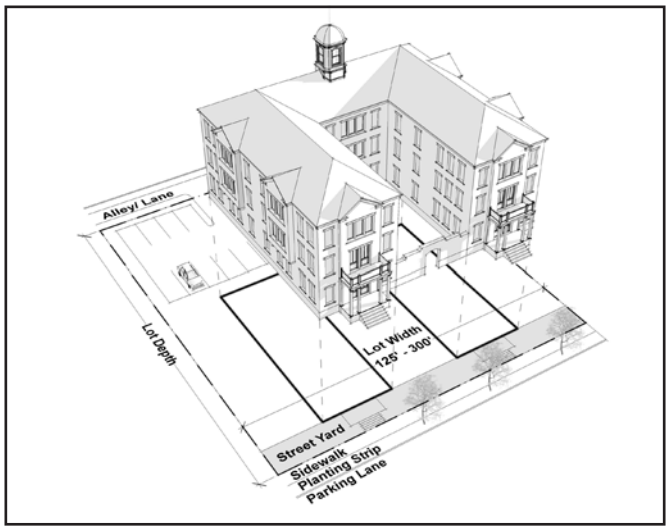
Apartment House
Multi-family attached dwelling units which occupy a single building lot.

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

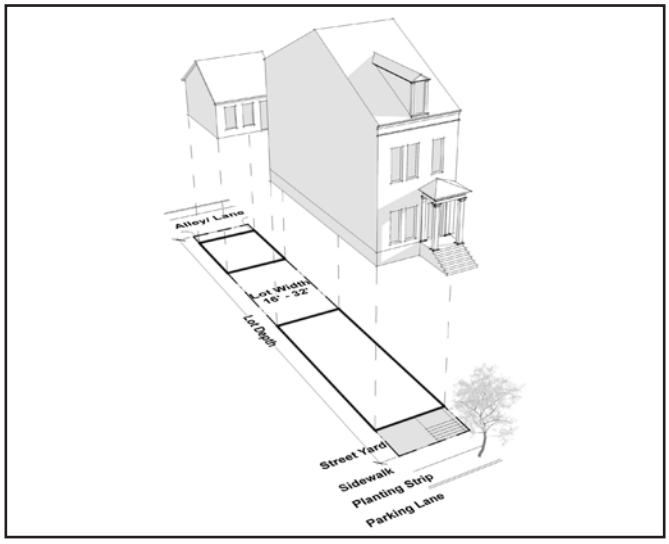
Rowhouse
Also known as a Townhouse. Single-family attached residences which each occupy a single lot.

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

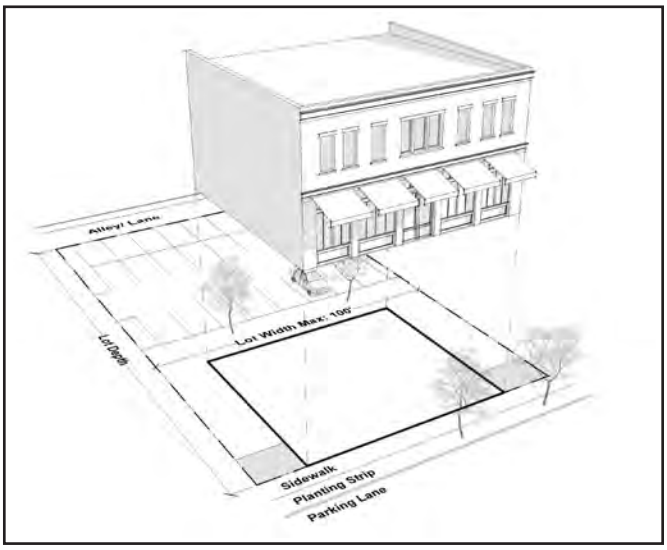
Typical Lot Frontage Width: 40’ - 300’

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 should 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.

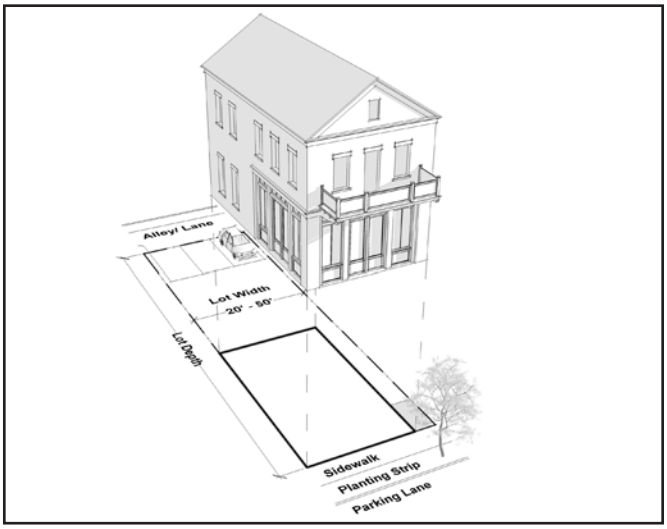
Typical Height: 1 - 2.5 stories

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

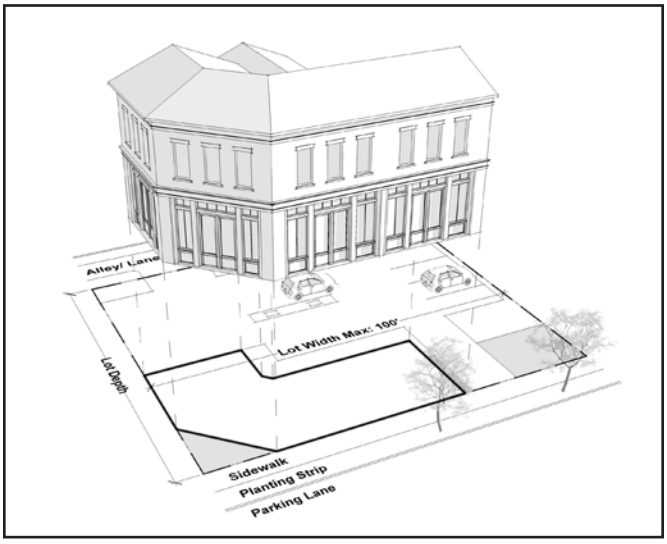


Corner/Convenience Store

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

Park-Under Building

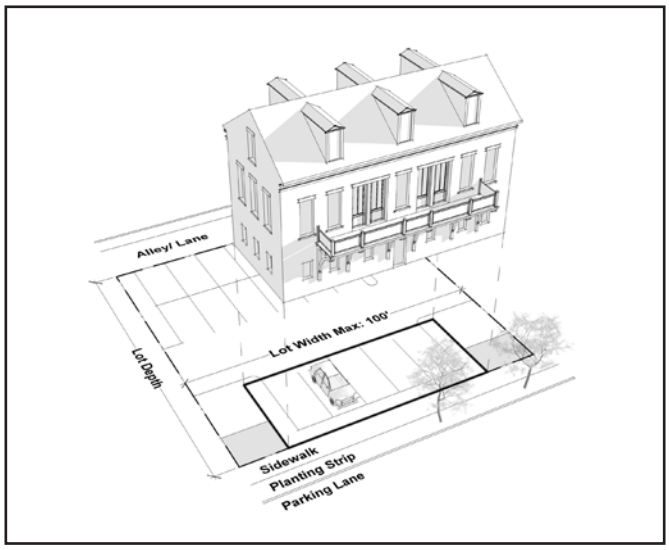
A shallow building type with parking on the ground floor and residential or office spaces in the upper floors.

Typical Height: 2 - 3 stories

Typical Lot Frontage Width: 40’ - 100’

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

There should 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’

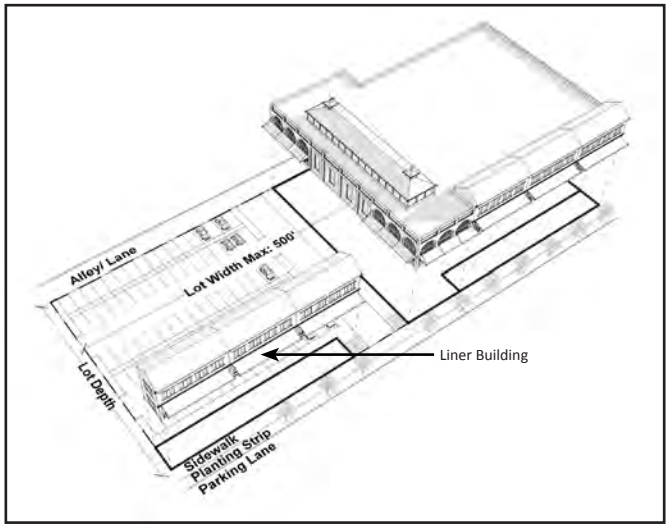
Typical Uses: retail, industrial, office and/or lobby space at street level, office in upper levels

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 should be located in the building side or rear, out of adjacent street view.



Large-Footprint Building

Context Sensitive Trails

*The "Context Sensitive Trails" guideline refines 1997 Reuse Plan design principles regarding "***Landscaping**," "**Signage**," and "**Other matters of visual importance**."*

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.

Coastal Bike Trail, Fort Ord Dunes State Park
The coastal bike trail that curves along the Monterey Bay is an example of a dedicated bike path that provides connections for bikers between the urban environment and the natural landscape throughout the Monterey Bay Region.

Coastal Bike Trail, Pacific Grove
One trail may have different features along the length of it's course. In Pacific Grove, the trail becomes more 'urban' in portions. This path also has room for runners.

Application

This guideline applies to:

- Trails

Intent

To build trail systems that serve to:

- safely link urban landscapes with natural amenities.
- create connectivity that enable residents and visitors to residences, areas of activity and leisure.

Principles

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.

Bike Trail, Fort Ord National Monument

The Fort Ord National Monument has a network of trails that are frequented by local bikers and hikers. They provide a pathway through the monument that enables people to appreciate the beauty of the area without disrupting it.

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.

Legend

- Through Street (cars)
- Drives (Running, Cycling, Carriages, Cars)
- Walking Paths
- Hiking Trails

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".

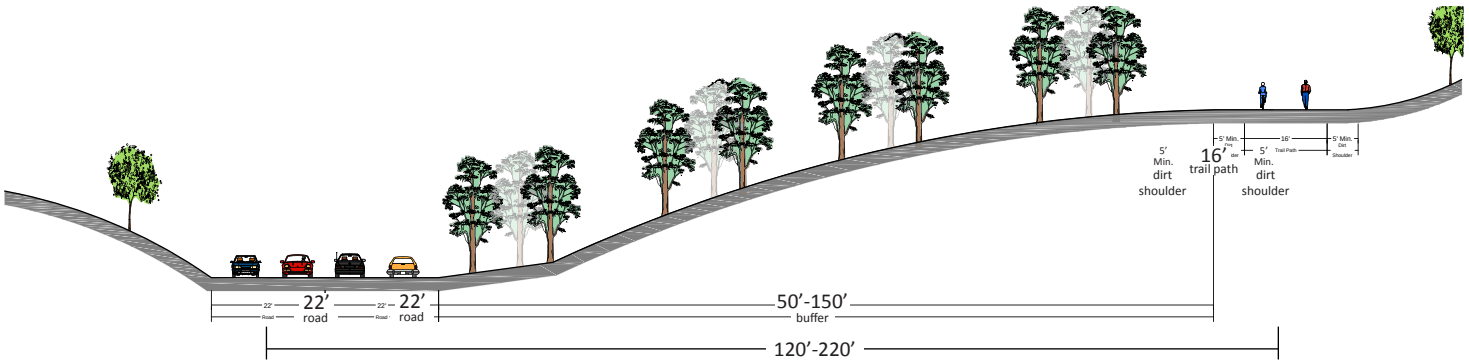
Included are the design elements and spacing that can contribute and create a pleasant, user friendly experience for people on the corridor on foot, bike, or horse. Paved paths should be used for pedestrians and bicyclists and dirt paths for people on horseback.

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.

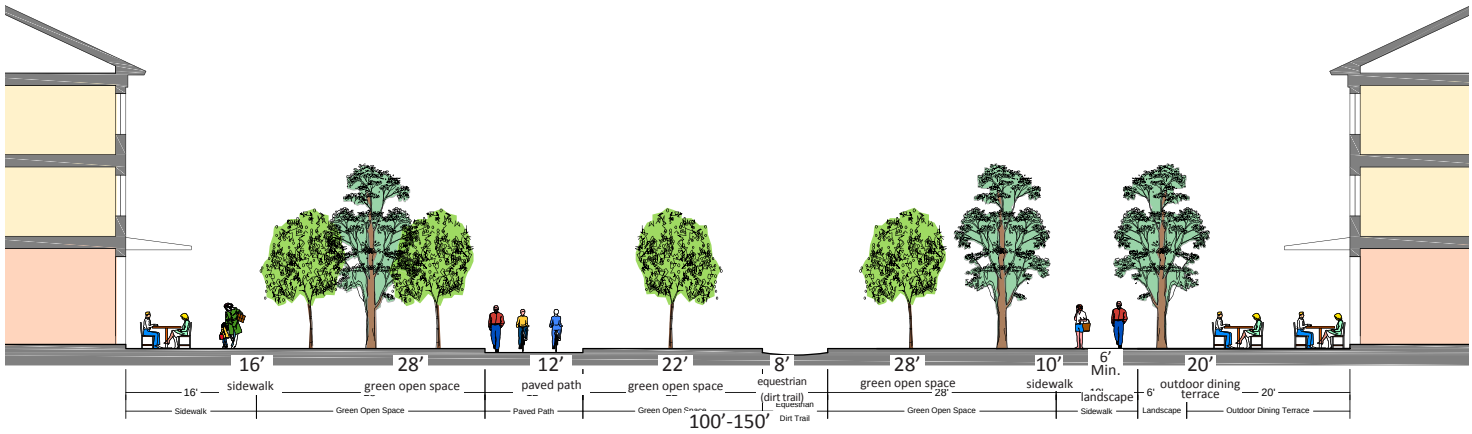
Trees can either create linear corridors and/or be clustered to provide areas or rooms of open space.

Urban Corridor Trail

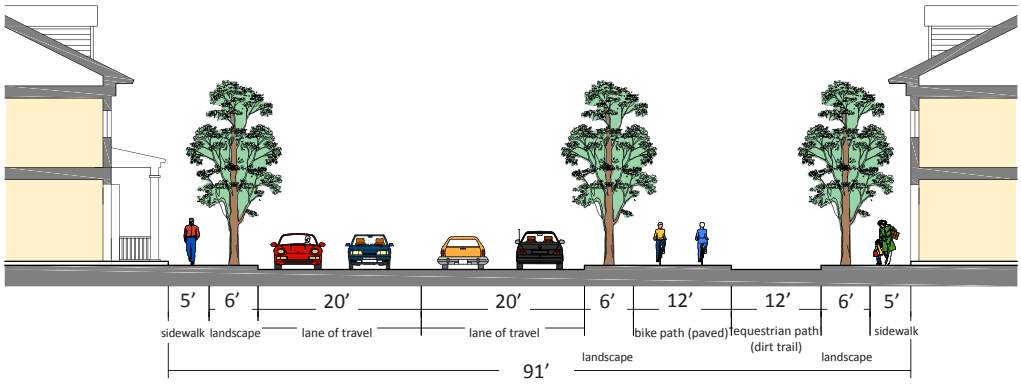
The intent of this trail cross-section is to show a trail parallel to a roadway and the design elements and spacing that can contribute and create a pleasant, user friendly experience for people on the corridor on foot, bike, or horse. The cross-section should have a balance and separation between motorist 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

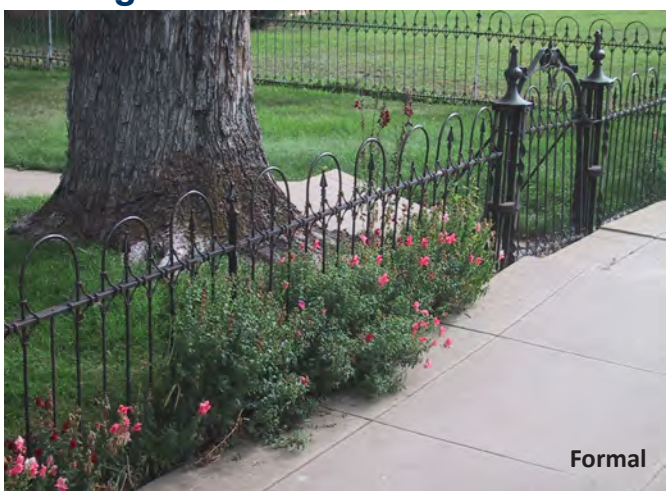
Natural Landscape

formal to rustic landscape architecture

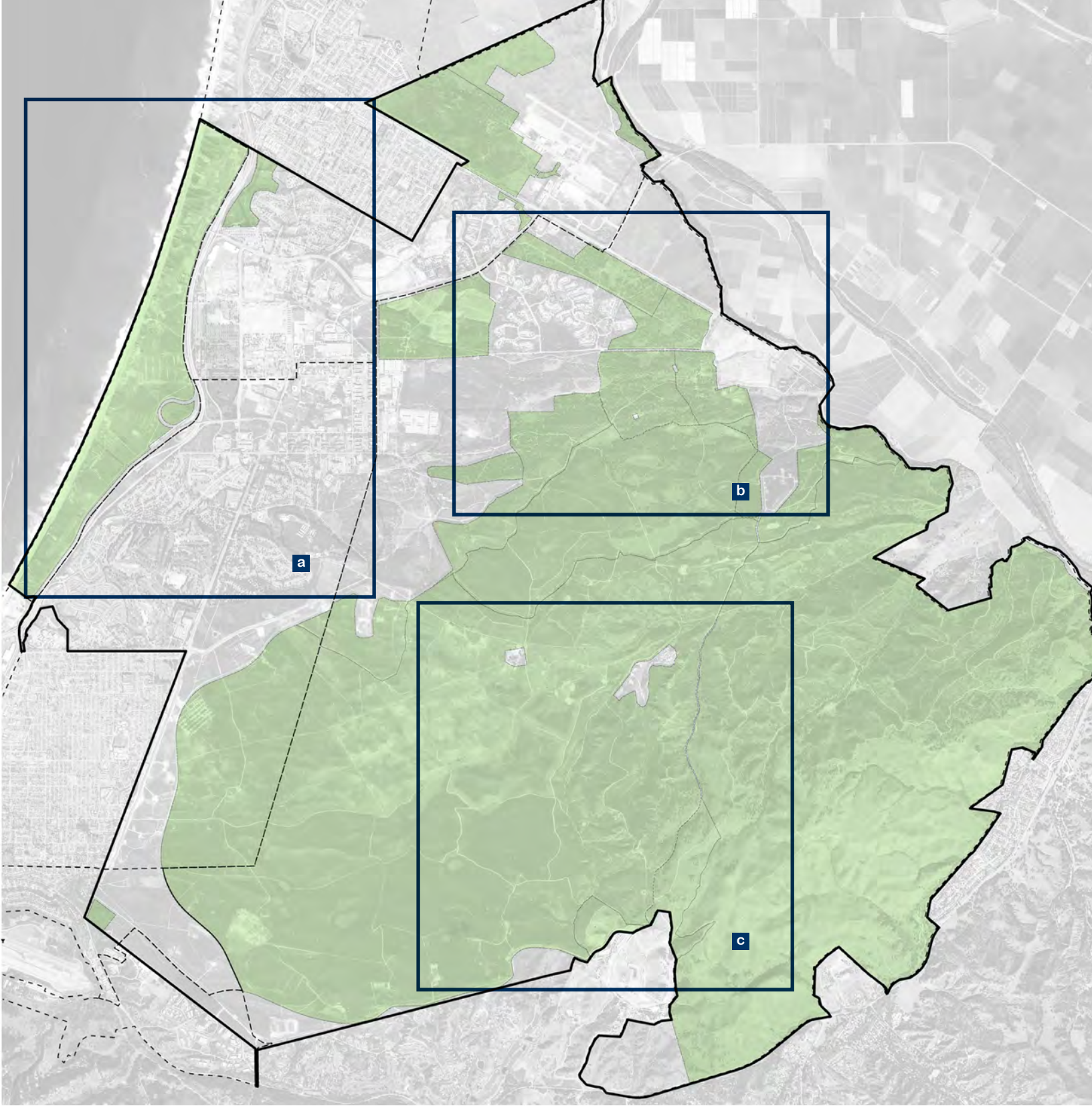
Landscape architecture styles fall within a spectrum of formal to rustic. Formal landscape architecture involves geometric design, clean lines, pavement, and intentional focal pieces. Rustic architecture is designed to blend into the surrounding environment, using natural materials, such as wood and stone. This style is often used by the National Park Service in their designs of gateways, trails and visitor centers within national parks.

landscaping

fencing



signage



Natural Landscape Areas

a **Coastal**
Fort Ord Dunes State Park marks the western edge of Former Fort Ord and features dunes that run parallel to the shoreline. Several types of geologic landforms make up the dunes including beach strand, active dunes, stabilized dunes and uplands.

b **Foothills**:
The foothills are a transition zone between the upper elevations of the Fort Ord National Monument and the shore. The foothills feature a variety of habitat types such as riparian forest, perennial grasslands and vernal pools.

c **Highlands**:
Fort Ord National Monument features a range of ecosystems that include grassland hills, oak woodlands, and maritime chaparral, however, the monument's most distinctive feature is its high elevations. The national monument lands are visible from everywhere on Bay. The Fort Ord National Monument offers 86 miles of often rugged trails on its 14,000+ acres and an experience of wild nature.

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*

denotes native species

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