These design guidelines are required BRP policy refinements intended to facilitate community development goals. The guidelines were developed as part of a broadly-inclusive public planning process that included input from residents, developers, property owners, jurisdictions and other stakeholders. They draw on existing local policy and incorporate national urban design best practices. Gathering together this community input and research increases certainty and expedites public and private development.

> *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

Roads

Complete 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 communities is moving in the direction of complete streets that meet the needs of multiple types of commuters.

Complete Streets Guidelines

Connectivity

A complete and connected street network enables a sense of cohesive community, rather than multiple disjointed development pods. The street network can 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.

Connectivity Guidelines

Trails

The 1997 Base Reuse Plan envisioned a network of interconnected trails linking the new communities and universities emerging on the former Fort Ord. A well planned, context-

sensitive trail network using consistent design features would enhance its function and visual appeal.

Trails Guidelines

Buildings

Orientation

When building fronts face streets visitors feel welcomed. When the sides or backs of buildings face streets visitors feel ignored. When pedestrians are faced by the fronts of buildings they are provided an interesting view into windows. When pedestrians are confronted with blank walls their walk is less interesting. Eyes-on-the-street, the continual surveillance provided by storefronts and windows, also create safer environments.

Orientation Guidelines

Types, Setbacks, & Height

Building type variety creates places with aesthetic and functional variety. Buildings can be designed to serve a mix of uses such as residential, commercial, multi-use, live-work, and so on. Purely residential places with a variety of building types serve a variety of people. Buildings may also be designed to be re-utilized and evolve over time.

Configuration, Setbacks & Height Guideline

Landscaping

Signage

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 can guide the gateway design. Contextual design celebrates the range of attractions within the region.

Gateways Guidelines

Wayfinding

Wayfinding relates to the need to orient people as they traverse the former Fort Ord lands

by car, bike or on foot as to where they are and where they are headed. By providing clear and ample signage with a consistent theme throughout the former Fort Ord lands we provide visitors a more pleasant and productive experience.

Wayfinding Guidelines

Other Matters of Visual Importance

Public Spaces

Public space should be sized appropriately. When a public space is too large it looks empty no matter how many people are in it and it feels unsafe. When a public space is too small to be used effectively it creates maintenance costs that give no return on investment.

Public Spaces Guidelines

Centers

Centers are typically located on major intersections or around public spaces and provide the best opportunity for a mix of uses or housing types. Commercial centers provide goods and services. Residential centers provide open space. Centers of all kinds provide a destination for people to come together.

Centers Guidelines

Transit Facilities

Well designed transit facilities enhance economic vitality. Use transit hubs for meeting and gathering spaces, access to news stands, cafes, and convenience stores, orientation to surroundings, public restrooms, shelter from weather, bicycle storage, internet connectivity, and creating/enhancing neighborhood identity.

Transit Facilities Guidelines

Purpose

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. Promote a sense of community and connectedness in the new neighborhoods by minimizing street widths, providing comfortable pedestrian environments, encouraging housing design which embraces the public street area (Base Reuse Plan p. 65-67).

Intent

Complete Streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. Refer to Sample Street Sections for different complete street configurations.

Standards

- **Configuration.** Depending on context and available right-of-way, combine elements from the following three categories:
  - number of lanes;
  - presence of parking (none, one side, two sides); and
  - type of bike facility (in-street, parking-buffered lane, and tree-buffered lane).
- **Sidewalks.** Locate sidewalks on both sides of the street. Design continuous sidewalks at least 10 feet wide on retail or mixed-use blocks and at least 5 feet wide on all other blocks. Include street furniture, trees, and lighting at appropriate intervals.
- **Landscaping.** Select noninvasive, drought-tolerant, durable, deciduous street trees. Install larger trees that will provide shade within 10 years.
- **Parking.** Avoid parking lots, garages, or service-bay openings facing regional corridors. Provide on-street parking within Centers along both sides of the street. Locate parking lots and garages behind buildings and within the interior of blocks.
- **Speed.** *Design Speed* is the crucial number which engineers use to configure streets for orderly traffic movement. Use narrow curb-to-curb dimensions, street trees, architecture close to the street edge, on-street parking, relatively tight-turning radii, and other design features to reinforce posted speed limits.

    - Design streets within Centers for a target speed of no more than 25 miles-per-hour.
    - On multi-way boulevards with medians, design outer access lanes for slower speeds. Design through-lanes for faster speeds, provided pedestrian crosswalks are installed at intervals less than 800 feet.
- **Driveways.** Minimize (<10% corridor length) at-grade driveways within Centers.
- **Bicycles.** Provide bicycle facilities on every Corridor.
- **Lighting.** *Use pedestrian-scaled fixtures on all streets within walkable areas. Intersection-scaled lighting may be used in addition to pedestrian-scaled lights as necessary on major thoroughfares.*
  Place street lights in alignment between street trees. Coordinate the placement of fixtures with the organization of sidewalks, street furniture, landscaping, building entries, curb cuts, and signage in order to produce well-lit streets. Keep the height of pedestrian-scaled light fixtures low (generally not taller than fifteen feet) to promote a pedestrian scale to the public realm and to minimize light spill to adjoining properties. Light poles may include armature that allows for the hanging of banners or other amenities (e.g., hanging flower baskets, artwork, etc.). When lighting features a decorative component, it can also provide a unifying element not only along the street but within a specific area and among neighborhoods.

Purpose

Link the new neighborhoods with the surrounding cities' development fabric. Create strong physical linkages from the villages to the CSUMB campus and other major activity areas. Reinforce linkages among existing neighborhoods and establish linkages to new neighborhoods and to village centers. Connect new residential neighborhoods via continuous streets and/or open space linkages to surrounding neighborhoods and districts. Connect the individual open space parcels into an integrated system for movement and use of both native plant and animal species and people. Ensure that open space connections are provided to link major recreation and open space amenities within the base and also to adjacent regional resources (Base Reuse Plan p. 13, 62, 65-67, 71).

Intent

Connectivity (or permeability) refers to the directness of links and the density of connections in a transport network. A highly permeable network has many short links, numerous intersections, and minimal dead-ends. As connectivity increases, travel distances decrease and route options increase, allowing more direct travel between destinations, creating a more accessible and resilient transportation system (TDM Encyclopedia, 2009).

An interconnected network of streets with walkable block sizes increases neighborhood aesthetics, walkability, livability, sociability, and sustainability while maximizing the investment made in regional corridors. An interconnected street network offers high capacity without over-reliance on expensive, wide, disruptive arterials. 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.

Standards

- **Blocks.** Make block perimeters in Centers no larger than 2,400 linear feet. Block perimeter measurements are taken along the center lines between right-of-ways regardless of roadway pavement locations. *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 for pedestrian passages).*
- **Intersections.** Design projects such that the internal connectivity of streets is at least 140 intersections per square mile not counting streets that lead to cul-de-sacs or are

gated to the general public. Intersection density measurements count every intersection with the exception of those that lead to cul-de-sacs. Alleys and pedestrian passages are counted.

- **Arterials**. When they enter Centers, develop Regional Corridors as Complete Street components of the inter-connected street network. Avoid treating arterials as through roads.
- **Bends**. Minimize street bends, which tend to increase block lengths and travel distances.
- **Stubs.** Connect new neighborhood streets to adjacent streets where stubs are available. At "T" intersections which share property lines with potential future development, design so that roadways may be extended into the adjacent development. *This is usually achieved by providing an easement in that location between the lots or by building a stub street that stops at the property line but will one day be connected.*
- **Dead Ends.** Avoid dead ends and cul-de-sacs. Use them only where topography, steep slopes (>15%), rights-of-way, and/or dedicated open space interfere.

Purpose

The following principles were identified to guide the planning of the Fort Ord trails network:

- *The trail system should be adequate to provide connections to nonmotorized transportation alternatives to all neighborhoods in the former Fort Ord.*
- *The trail system should reinforce the redevelopment planning strategy of using recreation and open space assets to make the former Fort Ord attractive to potential users by interconnecting and increasing access to those assets.*
- *Adequate ROW should be reserved along planned transportation corridors to accommodate planned trails in addition to the entire planned road cross section.*
- *The Fort Ord trails system shall be considered as an integral part of a larger regional trails network which includes, but is not limited to, the Toro Regional Park trails, existing and proposed Carmel Valley trails, the existing Highway 68 corridor (used as a bike route). Fort Ord trails shall be linked to regional bike/pedestrian trails wherever possible.* (Base Reuse Plan p136-137)

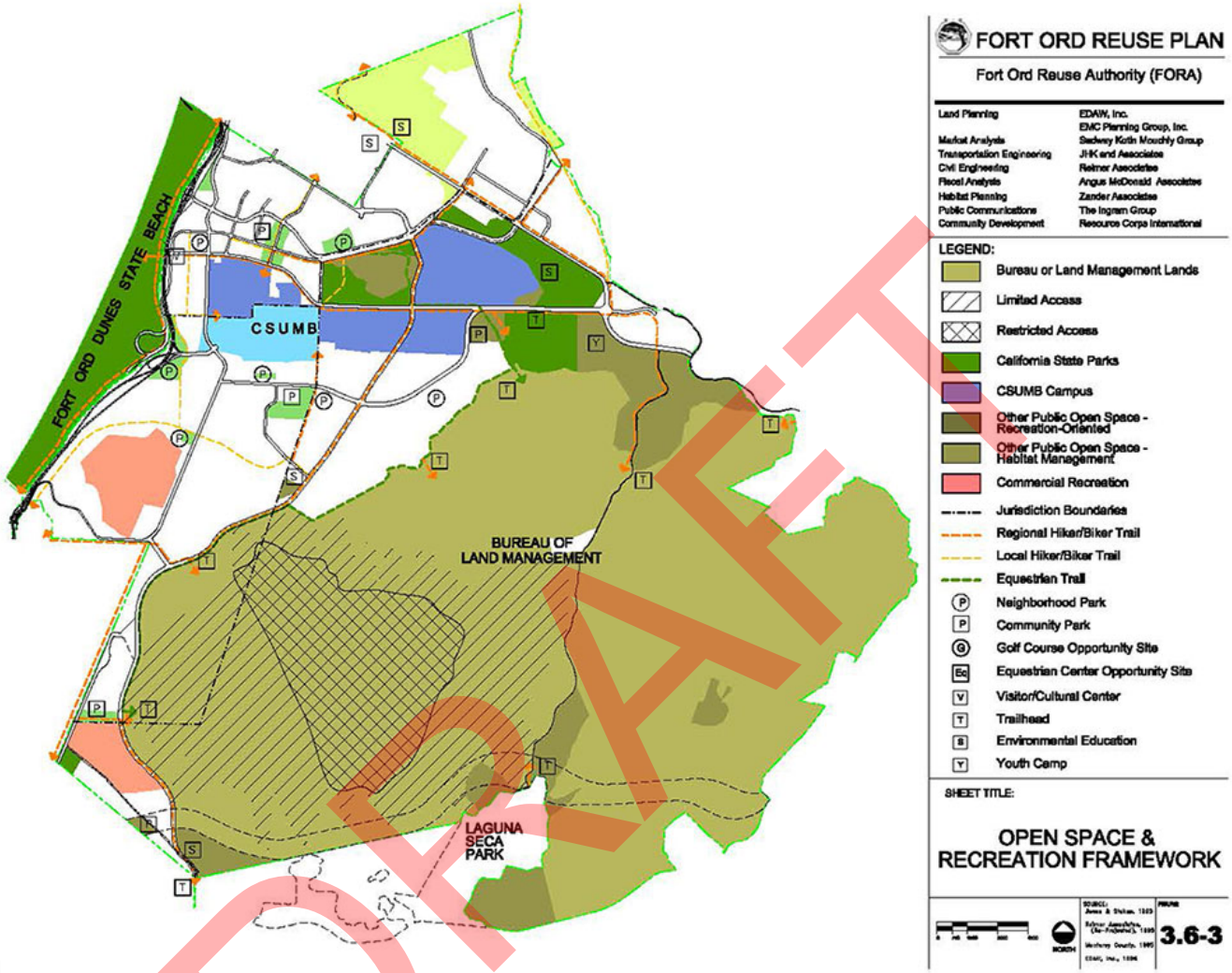
Intent

These design guidelines provide guidance to further refine Base Reuse Plan directed trail planning. Two categories of Major and Minor trails are described in the BRP, which are analogous to the Arterial vs. Collector classification of roads. In general, Major trails have a more regional function, connecting foot and non-motorized traffic to destinations outside of the former Fort Ord, or completing critical higher volume linkages with the former Fort Ord. In most cases these are located within the rights-of-way planned for major transportation arterials. Minor trails perform a less critical role, distributing and collecting traffic to and from neighborhoods along lower-volume routes.

Standards

- **Width.** Major Trails have a minimum width of 12 feet. Minor Trails have a minimum width of 10 feet. Equestrian trails have a minimum width of 20 feet.
- **Surface.** Surface Major Trails with asphalt or concrete, although a wood plank surface is permitted on causeways or boardwalks. Surface Minor Trails with concrete. Surface equestrian trails with dirt.
- **Coordination.** Coordinate jurisdiction trail planning and development to ensure a continuous, connected trail network.
- **Safety.** Separate trail segments from the vehicle roadway to maximize safety and rider/walker confidence whenever feasible.

- **Use.** Plan separate use trails for equestrians, hiker, and bikers whenever feasible. Use coordinated multi-use signage when separation is not feasible.
- **Viewsheds.** Prioritize opportunities to access regionally valuable viewsheds and landscape experiences, as well as to link businesses and economic development opportunities with trails.
- **Context.** Change trail character from rustic to formal according to rural or urban contexts. Consider the character of ground surfaces, railings, signage, widths, landscaping, lighting and amenities. Stay within the regional palette while allowing for local variety.
- **Wayfinding.** Integrate local jurisdiction design preferences into the regional signage design standards.
- **Trailheads.** Plan trailhead facilities for key access points to the Fort Ord National Monument and Fort Ord Dunes State Park.



Purpose

Provide design guidelines to address architectural qualities, building massing and orientation, parking, fencing, lighting, and signage (Base Reuse Plan p. 154). *Provide design guidelines to address architectural qualities, building massing and orientation, parking, fencing, lighting, and signage* (Base Reuse Plan p. 157).

Intent

Building orientation refers to the way a building is situated on a site and addresses physical features and use patterns. It involves the positioning of windows, doors, rooflines, and other features, as well as consideration of the transition between the public and private realms. Generally, buildings have fronts, sides, and backs. Building fronts often display a building's principal façade. The rear and sides of buildings often incorporate a building's service functions and typically have fewer doors and windows. Well oriented buildings ensure that public spaces have natural surveillance, enhance sociability where people know their neighbors, and promote walking by providing safe, appealing, and comfortable environments.

Standards

- **Fronts.** Face fronts of buildings to public spaces, fronts of other buildings, or to sides where unavoidable. Do not face fronts to backs. Build principal building façades parallel or tangent to the front lot line. Face buildings with frontage on two streets toward the street most likely to accommodate the most pedestrian traffic.
- **Backs.** Do not allow backs of buildings to face public spaces or fronts of other buildings. Avoid streetscapes where garage doors, service entrances, blank walls, or parking lots are the dominant visual image.

Purpose

The Reuse Plan includes the designation of mixed-use, high-density areas adjacent to the CSUMB campus. In a mixed-use development, a variety of compatible land uses are located in proximity to one another. If a mixed-use development includes commercial uses that serve offices and/or residences, employees and residents can patronize the commercial uses without making a vehicle trip. Another development may include a variety of commercial land uses, maybe including restaurants and entertainment facilities, that make it possible for those that do drive to make a single vehicle trip to the mixed-use development rather than multiple vehicle trips. Regardless of how persons arrive at such a center, they will be able to make many trips by walking once they arrive at such a mixed-use center; such trip linkage would not be possible in a single-purpose area. Increasing the density of a mixed-use development results in a decrease in the distances between uses, further encouraging walking and reducing vehicle travel. In single-use developments, higher densities can mean greater opportunities for carpooling and transit service. (Base Reuse Plan p. 121)

Intent

Implement the Base Reuse Plan mixed-use development vision. Type refers to the shape and organization of buildings. Certain configurations lend themselves naturally to certain uses, but over time tend to accommodate a range of uses. Setbacks create visual separation between buildings, buildings and the street, and/or other spaces. Height refers to the number of stories in a building.

Neighborhoods with a variety of building types allow residents to trade-up or downsize their homes while avoiding having to move from the region at different stages in life. Life-cycle and multi-generational neighborhoods can create strong social networks, reduce concentrations of poverty or wealth, and lead to safer communities. Daily living activities within walking distance allow independence to non-drivers and encourage walking. Reducing the number and length of automobile trips conserves energy and finances.

Standards

- **Building Types.** Plan the broadest range of building types within Centers. Include a minimum of three building types in every major project.
- **Setbacks and Height.** The figures that follow illustrate setbacks and height on a variety of building types, :
    - Single Family House, Accessory Dwelling Unit, Cottage, Duplex, Apartment

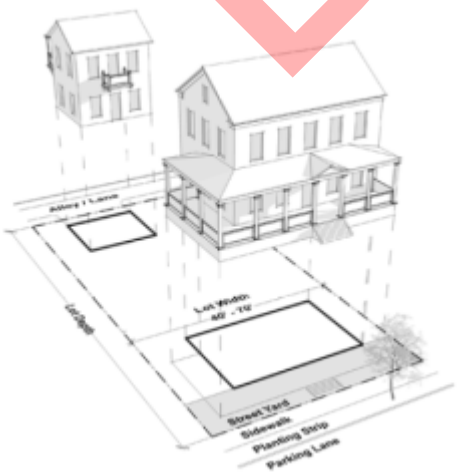
House, Courtyard Apartment, Rowhouse, Mixed-Use Building, Corner Store, Small Market/Gas Station, Park-Under Building, and the Large-Footprint Building. (*input indiv building type standards & images*)

Single Family House

- Detached building which occupies a single building lot and is typically used for residential
- Height: 1 – 2.5 stories
- Front Setback: 10’ – 20’
- Side & Rear Setback: Variable
- Lot Frontage Width: 50’ – 80’

Accessory Dwelling Unit

- A subordinate living unit detached from a single-family dwelling that provides basic requirements for independent living usually located above a garage.
- Height: 1 – 2 stories
- Front Setback: Variable
- Side & Rear Setback: 5’ from rear property line
- It is recommended that Accessory Dwelling Units have a maximum foot print of 800 square feet.



Cottage

- A small single-family residence.
- Height: 1 – 1.5 stories
- Front Setback: 5’ – 15’
- Side & Rear Setback: Variable
- Lot Frontage Width: 25’ – 50’
- Required Features: A front porch or stoop is recommended along at least 50% of the building’s street frontage.

Duplex

- Two single-family semi-detached dwelling units which occupy a single building lot.
- Height: 1 – 2.5 stories
- Lot Frontage Width: 40’ – 80’
- Each dwelling unit has its own primary entrance that will face the street.
- Required Features: Stoop or Front Porch.

Apartment House

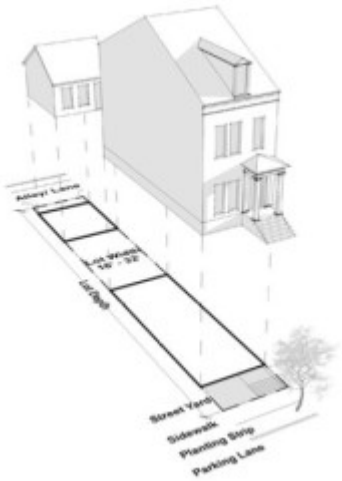
- Multi-family attached dwelling units which occupy a single building lot.
- Height: 1 – 2.5 stories
- Front Setback: 5’ – 25’
- Side Setback: 5′
- Rear Setback: 65’ to accommodate parking
- Lot Frontage Width: 80’ – 150’
- Each dwelling unit has its own primary entrance that will face the street.
- Required Features: Stoop or Front Porch.

Courtyard Apartment Building

- Apartment building which wraps around a central common courtyard that opens to the street. Courtyard buildings require extra deep lots.
- Height: 1 – 3 stories
- Front Setback: 0’ – 15’
- Side & Rear Setback: 15′
- Lot Frontage Width: 100’ – 200’

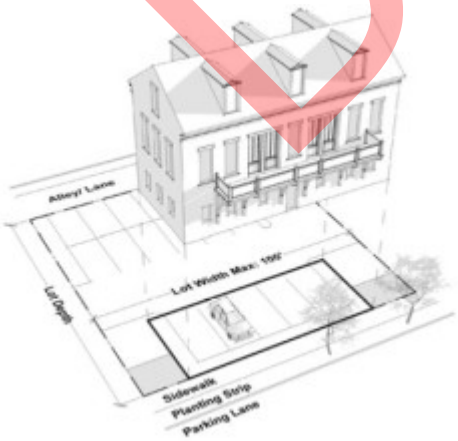
Rowhouse

- Also known as a Townhouse. Single-family attached residences which each occupy a single lot.
- Height: 2 – 3.5 stories
- Front Setback: 0’ – 5’
- Side & Rear Setback: 0′
- Lot Frontage Width: 16’ – 32’
- Required Features: Stoop or Front Porch.



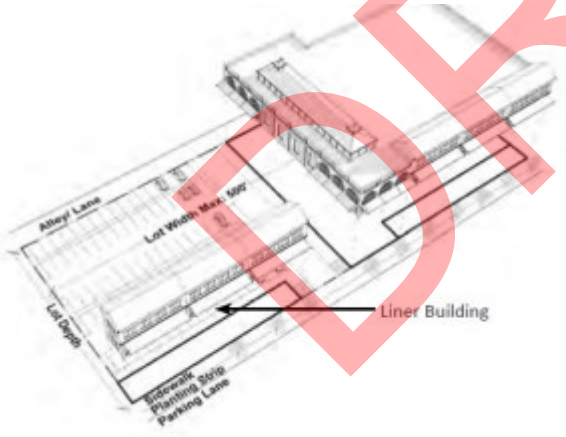
Park-Under Building

- A shallow building type with parking on the ground floor and residential or office spaces in the upper floors which is used to hide parking lots.
- Height: 2 – 3 stories
- Front Setback: 5’ – 25’
- Side & Rear Setback: 5′
- Lot Frontage Width: 40’ – 100’
- Typical Uses: Office or residential
- Provide a minimum of one ground floor street front building entrance.



Large-Footprint Building

- A commercial building over 10,000 square foot footprint.
- Height: 1 – 2 stories
- Front Setback: 25’ and up
- Side & Rear Setback: 25′ and up
- Lot Frontage Width: 100’ – 500’
- Typical Uses: retail, industrial, office and/or lobby space at street level, office in upper levels
- Shopfronts are recommended along the sidewalk over at least 50% of the building’s street frontage.
- The sidewalks adjacent to shopfronts may be covered by either awnings, arcades, or marquees.
- Mask blank walls and parking lots from the street by Liner Buildings or Park-Under Buildings.
- Locate parking to the rear of the building, out of view from adjacent streets (if parking is to be provided on site).



Corner/Convenience Store

- A building type that features shopfronts along the sidewalk at the street level with residential spaces potentially in the upper floors. This building is specifically designed to fit in character and scale with a single-family residential neighborhood.
- Height: 1 – 2.5 stories
- Front Setback: 0′ – 5′

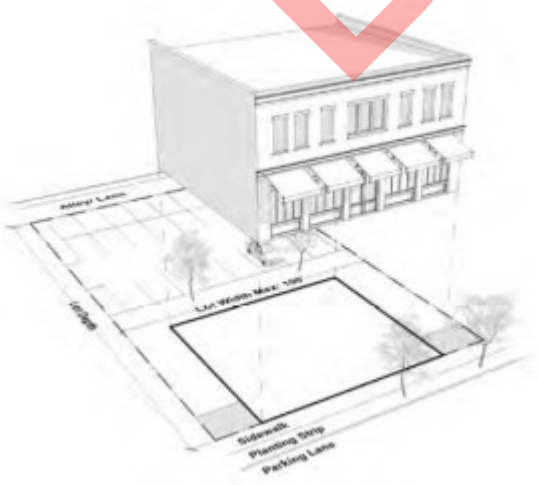
- Side & Rear Setback: 0′ & 18′
- Lot Frontage Width: 20’ – 50’
- Typical Uses: retail or office at street level, office or residential in upper levels.
- Required Features: Arcade or Awnings.
- Locate parking in the rear of the building, out of view from adjacent streets.

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.
- Height: 2 – 5 stories
- Front Setback: 0′ – 5′
- Side Setback: 5′
- Rear Setback: Sufficient to allow parking
- Lot Frontage Width: 40’ – 300’
- Typical Uses: retail or office at street level, office or residential in upper levels.
- Cover the sidewalks adjacent to shopfronts by either arcades or marquees.
- Locate parking in the rear of the building, out of view from adjacent streets.

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.
- Height: 2 – 5 stories
- Front Setback: 0′ – 5′
- Side Setback: 5′
- Rear Setback: Sufficient to allow parking
- Lot Frontage Width: 40’ – 300’
- Typical Uses: retail or office at street level, office or residential in upper levels.
- Cover the sidewalks adjacent to shopfronts by either arcades or marquees.
- Locate parking in the rear of the building, out of view from adjacent streets.



Small Market / Gas Station

- A building primarily devoted to the sale of automotive gasoline in a way that is not destructive to walkability. 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.
- Height: 1 – 2.5 stories
- Front Setback: 0′ – 5′
- Side & Rear Setback: Variable
- Lot Frontage Width: 50’ – 100’
- Typical Uses: retail at street level, office in upper levels.
- Locate gas pumps and parking in the rear of the building, out of view from adjacent streets.
- These building type must have doors at both front and rear and front doors may not be locked during business hours.

Purpose

The visual character of the Peninsula is greatly determined by the quality of the natural and introduced landscape pattern and materials. The former Fort Ord encompasses a vast area which ranges from coastal sand dunes to upper reaches of oak woodland and chaparral. The Main Garrison area, where uses were principally located, has very little introduced or formal landscaping; consequently the image of the area is rather bleak and uninviting. As the former Fort Ord will be developed over time, major vegetation and landscaping should be introduced in these development areas to create a more inviting and pedestrian scale environment, and to integrate the site as a whole into the larger Peninsula environment…Establish a pattern of landscaping of major and minor streets, including continuous street tree plantings to define gateways to the former Fort Ord and enhance the visual quality and environmental comfort within the community (Base Reuse Plan p.71).

Enhance the physical appearance of existing neighborhoods with special street and landscaping treatments (Base Reuse Plan p.67).

Intent

Preserve the environmental quality and biodiversity of the Monterey Bay region, native vegetation is to be used whenever possible 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.

Standards

Needs usage/layout guidance.

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'*

**Native species*

Shrubs

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'*
Woolly Grevillea *Grevillea lanigera*
Manzanita *Arctostaphylos*
Valley Violet* *Ceanothus maritimus*
Little Sur Manzanita* *Arctostaphylos edmundsii*
Bearberry *Arctostaphylos uva ursi*

**Native species*

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*

**Native species*

Purpose

Community form should be well defined and discernible; it should be distinctive within the larger Peninsula, but compatible with the form and character of other Peninsula communities. Development at the former Fort Ord will be related and connected to the adjacent cities of Marina and Seaside and will comprise important parts of those cities; however, the former Fort Ord area will also have its own distinct character consisting of definable edges, entries, and structure.

- *Where appropriate establish a readily discernible edge to the new development.*
- *Create compact community form and patterns of development.*
- *Create distinctive and memorable entries to the area.*
- *Establish community form consistent with peninsula prototypes.*
- *Link the new neighborhoods with the surrounding cities' development fabric.*
- *Establish specific design and signage standards for the State Highway 1 Scenic Corridor to minimize the visual impact of development.* (Base Reuse Plan p.62)
- *Assure that the Eighth Street Bridge serves as a major gateway to the Fort Ord Dunes State Park from the former Fort Ord* (Base Reuse Plan p. 154)

Intent

Create a sense of arrival to former Fort Ord lands. Gateways aid navigation and make lasting impressions on visitors. Gateway components include signs, roundabouts, landmarks, archways, signature parks, signature streets, and other notable features.

Former Fort Ord lands will, in time, become extensions of adjoining municipalities and need gateways. Gateways leading to the historic base lands can create an enduring and memorable impression.

Standards

- **Character.** Create welcoming gateways and establish the aesthetic character of the community. Leverage the academic reuse of the former Fort Ord. Ensure gateways acknowledge the military history but focus on the emerging educational community.
- **Design Elements.** Mark gateways by a design element. Elements include signage, landscaping, statues, sculptures, architectural features, roadway surface materials, lighting, view points, interpretive facilities. Well-designed gateways will allow travelers to recognize that they are entering or exiting former Fort Ord lands. An element that is repeated becomes readily recognizable.

- **Edges.** Use gateways to mark edges. Without clarification of the boundary a visitor lacks awareness that they have crossed into a new community. Gateways that identify edges serve a wayfinding purpose and help orient visitors.
- **Entryways.** Utilize a variety of entryways that are well-designed, welcoming, and varying in scale on former Fort Ord lands.

Purpose

Wayfinding uses graphic communication to help people travel between two points in the easiest manner. Wayfinding in the Monterey Bay is also used to help people navigate between destinations for pleasure. The Transportation Agency of Monterey County (TAMC) is working toward a wayfinding concept design that provides guidance for implementing a cohesive County-wide sign system while providing flexibility for local jurisdictions to choose wayfinding elements that fit with local context. The signage can provide opportunities to incorporate City names and logos on sign elements that will be legible to pedestrians and bicyclists in motion. TAMC's Monterey County Bike and Pedestrian Sign Design initiative is currently working a final scheme for consistent signage throughout the regional bike network.

Intent

In general, keep signage clear and ample and utilize a consistent theme throughout the former Fort Ord lands. The purpose of this guideline is simply to facilitate the implementation of a regional bicycle and pedestrian wayfinding plan which is currently under development and will include former Fort Ord lands.

Purpose

Establish a unified open space system which preserves and enhances the health of the natural environment while contributing to the revitalization of the former Fort Ord by providing a wide range of accessible recreational experiences for residents and visitors alike (Base Reuse Plan p. 17).

Ensure that open space connections are provided to link major recreation and open space amenities within the base and also to adjacent regional resources. Provide a generous pattern or open space and recreation resources through public facilities and publicly accessible private development. Ensure that the open space resources of CSUMB and other major developments are available to the community at large… Encourage a pattern of development at the neighborhood and district levels that ensures a generous provision of open space (Base Reuse Plan p. 71).

Intent

Public parks, plazas, and green streetscapes serve as the "living rooms" for community life. They are places where the public can gather, meet and interact. They provide light, air, landscaping, and an experience of nature. Open space may also contribute to higher real estate value for the surrounding uses while sustaining environmental character. New public buildings are ideally 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.

Standards

- **Proximity.** Design new developments so that civic spaces are located within walking distance of every home. 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.
- **Civic Buildings.** Utilize prominent locations, like the ends of streets, the tops of hills, or land adjacent to parks, for civic buildings including churches, schools, shared pool facilities, community halls, memorials, and simple pavilions.
- **Coordination.** Design outdoor civic spaces using a coherent regional palette. Design elements include landscaping, hardscaping, lighting, signage, furnishings, and accessory structures
- **Locations.** Ensure outdoor civic spaces are visible, abutting trails, transit and surface streets, and marking important intersections, views, or civic amenities. Locate urban open-space types (plazas and squares) close to centers, and locate rural types (greens

and parks) closer to the edge of development. Provide an ample number of functional public spaces to new neighborhoods, and add more civic space to existing neighborhoods as they evolve.

- **Context.** In urban places, design plazas and squares enclosed by surrounding buildings to form outdoor rooms. Keep parks and greens more open – bounded on at least one side by buildings and framed by plantings. Design other types of civic spaces, including community gardens and play fields to be more open – occasionally shaped by buildings or formal plantings. Open space types include:
    - Park: A Park is a natural preserve available for unstructured or structured recreation. Its landscape consists of paths, trails, meadows, water bodies,woodland, ball fields, and open shelters. Locate parks at the edges of development.
    - Green: A Green is available for unstructured recreation and active uses. Greens are spatially defined by landscaping rather than building frontages.
    - Square: A Square is available for unstructured recreation, active uses, 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. Whenever possible, locate squares at gateways and the intersection of important thoroughfares.
    - Plaza: A Plaza is available for civic purposes, active uses, and commercial activities. An urban center's large plaza serves to physically define the civic center. A plaza is spatially defined by building frontages. Trees are optional. Plazas tend to be hardscaped with brick, stone or even concrete. Locate plazas at gateways, the intersection of important streets, or in front of civic buildings.
    - Playground: A Playground is an open space designed and equipped for the active recreation of children. Playgrounds come in all shapes and sizes. Playground are typically fenced and may include an open shelter. Playground equipment should be shaded. Intersperse playgrounds within residential areas, and place playgrounds within blocks, and within parks and greens.

Purpose

The town and village centers will feature concentrated activity. 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. The Marina Town Center, located to the west of CSUMB adjacent to State Highway 1, will contain the highest density of retail, office and housing in the former Fort Ord area. The Marina Town Center will also play an important role flanked by two principal entries to the Fort Ord community and to CSUMB at the 12th Street and Main Gate interchanges. To the north and south of CSUMB, major village centers will support university related uses and amenities. The South Village, located adjacent to the earlier portion of CSUMB to develop, will consequently have an earlier start and should complement university amenities, such as performance and athletic facilities with cafes and restaurants, shops and other student and local-serving uses.

Away from the CSUMB area, other village centers will support local commercial uses and be compatible with adjacent parks, schools and other neighborhood facilities. The village centers will be developed with a pedestrian orientation and ready access to transit opportunities available early and in the long term (Base Reuse Plan p.63-64).

Intent

Design centers to act as gathering spaces for residents and visitors. Include places where the public feels welcome and encouraged to congregate. Include a variety of uses such as commercial, retail, and residential. Typically, each center includes at least one spatially-defined public outdoor room. While an outdoor public room 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 buildings that shape the intersection.

Standards

- **Center & Edge.** Include at least one outdoor public environment at the center that acts as a well defined outdoor room. Edges are characterized by landscaping, density, and use patterns changes.
- **Size.** Most people will walk approximately one-quarter mile before turning back or opting to drive or ride a bike. Situate civic spaces requiring a great deal of acreage such as schools and play fields where they can be shared.
- **Uses.** Mix uses to alleviate traffic congestion by reducing the number of car trips. Centers have a mix of uses that enables residents to live,work, socialize,

exercise, shop and satisfy daily needs within walking distance.

- **Housing.** Mix housing types to allow people with diverse lifestyles to live in the same neighborhood. *Residents have the choice to move elsewhere within their community as their housing needs change over time. 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.*
- **Blocks.** 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. Form blocks to establish logical sites for development.
- **Streets.** Design streets in centers to be walkable first while also serving cars and emergency vehicles. Design street network to allow pedestrians, cyclists, and motorists to move safely and comfortably through a neighborhood. Integrate 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 to slow traffic and create highly walkable environments. Provide routes for multiple modes of transportation, and provide non-motorized alternatives to those under the driving age, to those who do not have an automobile, and to senior citizens.
- **Landmarks.** Set aside unique settings such as terminated vistas or locations with greater activity for landmark buildings that will act as community anchors. Similarly, set aside special sites for parks, greens, squares, plazas, and playgrounds. Include at least one special gathering place at each neighborhood core. Designate and site civic centers memorably. 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.
- **Shopfronts.** Design projects so that 80% of the ground floor is within 5’ of the front property line. Include un-tinted transparent storefront windows and/or doors covering at least 60% of the wall area between 3’ and 8’ above sidewalk on buildings with ground floor retail or office uses. Extend storefront windows 8’ to 14’ above the sidewalk. Shopfronts should provide at least one entrance for each 50’ of linear frontage. Shade shopfronts from above with an appurtenance like an awning or arcade.
- **Sidewalks.** Maintain a minimum clear path of 5’ along sidewalks. 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.
- **Civic Buildings.** Embed schools, recreational facilities, and places of worship within communities or within walking distance of the community edge.

- **Lighting & Trees**. Use street lighting and trees as vertical elements to define the public realm and make the pedestrian feel safer and more comfortable.
- **Parking.** Provide on-street parking to allow easy vehicular access to storefronts and act as a buffer from roadway traffic.
- **Furniture.** Add benches, trash bins and planters to transform streets into places and to prompt the pedestrian to linger next to the retail shops.

Purpose

The [former Fort Ord] village pattern will sustain a transit and pedestrian friendly development pattern. The core of each village will consist of services and amenities for districts and neighborhood, from retail and service establishments to transit stops and parks… The villages will be linked by transit routes and by open space corridors suited for cycling and walking (Base Reuse Plan p. 59).

Locate concentrations of activity and density along future transit rights-of-way for efficient movement (Base Reuse Plan p.63).

Provide transit accessibility at major development sites by orienting highest concentrations of activity along transit rights-of-way and providing easy pedestrian access to these points (Base Reuse Plan p.70).

Intent

Well designed transit facilities enhance economic vitality. Use transit hubs for meeting and gathering spaces, access to news stands, cafes, and convenience stores, orientation to surroundings, public restrooms, shelter from weather, bicycle storage, internet connectivity, and creating/enhancing neighborhood identity.

Standards

- **Style.** Though sizes and amenities may vary, ensure that all Regional Transit Facilities share a common architectural style. Use color and graphic design to visually link transit vehicles with stops/stations.
- **Identity.** Use academic and nature themes for design inspiration.
- **Concentrate Development.** Use transit hubs to seed transit oriented developments and discourage sprawl. Locate hubs to maximize connectivity with pedestrian, cyclist, and vehicular transportation.