



FORT ORD REUSE AUTHORITY

REGIONAL URBAN DESIGN GUIDELINES (RUDG)

TASK FORCE MEETING

920 2nd Avenue, Suite A, Marina CA 93933 (FORA Conference Room)

10:30 a.m., Wednesday, June 1, 2016

AGENDA

1. CALL TO ORDER
2. PLEDGE OF ALLEGIANCE
3. ACKNOWLEDGEMENTS, ANNOUNCEMENTS AND CORRESPONDENCE
4. PUBLIC COMMENT PERIOD

Members of the public wishing to address the Committee on matters within its jurisdiction, but not on this agenda, may do so for up to 3 minutes.

5. APPROVAL OF MEETING MINUTES ACTION
 - a. May 10, 2016
6. BUSINESS ITEMS INFORMATION/ACTION
 - a. Review Public Review Draft comments ACTION
 - b. Consider draft RUDG recommendation/adjustments ACTION
7. ITEMS FROM MEMBERS
8. ADJOURNMENT

NEXT MEETING: TBD

For information regarding items on this agenda or to request disability related modifications and/or accommodations please contact the FORA office at (831) 883-3672, 48 hours prior to the meeting. Agendas are available on the FORA website at www.fora.org.



REGIONAL URBAN DESIGN GUIDELINES (RUDG) TASK FORCE MEETING

3:00 p.m., Tuesday, May 10, 2016, *FORA Conference Room*

1. CALL TO ORDER

Confirming quorum, FORA Executive Officer and Chair Micahel Houlemard Jr. called the meeting to order at 3:11 p.m. The following were present:

Committee Members:

Carl Holm, Monterey County
Craig Malin, City of Seaside
Layne Long, City of Marina (arrived at 4 p.m.)
Anya Spear, California State University Monterey Bay (CSUMB)

FORA Staff:

Michael Houlemard, Jr.
Steve Endsley
Josh Metz
Mary Israel

Other Attendees:

Kathy Biala, Marina Planning Commission
Wendy Elliot, member of the public
Robert Guidi, U.S. Army Presidio of Monterey
Eric Morgan, Bureau of Land Management Virginia Murrillo, Transportation Agency of Monterey County (TAMC)
Bob Schaffer, member of the public
Karyn Wolfe, Citizens for Sustainable Marina

2. PLEDGE OF ALLEGIANCE

Carl Holm led the pledge of allegiance.

3. ACKNOWLEDGEMENTS, ANNOUNCEMENTS AND CORRESPONDENCE

Correspondences from Anya Spear of CSUMB, Craig Malin of City of Seaside, and Karyn Wolfe with in-line responses from Mike Bellinger, consultant to the Task Force, were reviewed by the group and are attached to these minutes.

4. APPROVAL OF MEETING MINUTES

a. April 28, 2016

MOTION: Craig Malin moved, seconded by Carl Holm, to approve the April 28, 2016 RUDG Task Force minutes.

MOTION PASSED UNANIMOUSLY.

5. PUBLIC COMMENT PERIOD

None.

6. BUSINESS ITEMS

a. Draft RUDG content review/recommendations

Economic Development Coordinator Josh Metz presented the history of the RUDG in brief and proposed the Task Force look at the improvements and comments received over the

last weeks on landscaping, gateways, cross-sections and the checklist, and then consider a motion to notify the FORA Board of public review draft status.

Mr. Metz then reviewed the remaining questions from Task Force members and the public. The Task Force agreed to update where a lane width is mentioned for parkways, avenues and rural boulevards in the RUDG or the checklist to 12 foot width (particularly correcting illustrations in the RUDG). Task Force members agreed to reduce the size of blocks on page 32 of the RUDG from 1800 linear feet perimeter to 1500 linear feet as discussed in the checklist discussion (RUDG Task Force meeting minutes 4/28). Task Force members agreed to include bike racks as amenities in transit facilities; they asked for lighting direction to be “arced downward.” Instances of misspelling “manzanita” were pointed out by the public, as well as the need to update the phrase about RUDG plant palette in the Landscape Palettes Measures.

*** Mr. Houlemard passed the Chair to Mr. Holm at 4:05 p.m. and departed.***

MOTION: Craig Malin moved, and Layne Long seconded, to release the RUDG with adjustments as noted in response to Task Force comments to the public for a review period May 16th to noon May 31st, then return to the RUDG Task Force on June 1st.

MOTION PASSED UNANIMOUSLY.

*** The Task Force lost quorum at 4:18 p.m. ***

Layne Long shared advisory comments from Mayor Delgado pertaining to oaks and plant zones with stricter palettes. Mr. Long also encouraged members of the public who are dissatisfied with the decisions made on the plant palette at the Task Force level to take their comments to the FORA Board.

7. ITEMS FROM MEMBERS

None.

8. ADJOURNMENT

Mr. Holm adjourned the meeting at 4:33 p.m.

**NEXT MEETING: 10:30 a.m. Wednesday June 1, 2016
(or at the end of the FORA Administrative Meeting, whichever occurs later).**

Josh Metz

From: ENPN <enpnsend@gmail.com>
Sent: Wednesday, May 18, 2016 1:02 PM
To: kbiala@milestonemma.net; Josh Metz; bdelgado62@gmail.com;
jhofmann@redshift.com; wldhrts@att.net; kwolflynn@gmail.com; GENE DOHERTY; Juli Hofmann
Subject: Re: [FWD: Public Review DRAFT RUDG Available - please send written comments before 12:00pm Tuesday 5/31]

Hi Folks,

Have not read the full document but solely looked at the plant lists starting on page 49.

I noticed that some of the scientific plant names still have spelling mistakes which I think should be corrected.

Here are a few examples :

The genus (first name) always starts with an uppercase, the species (second name) always starts with a lowercase and both should be ideally in cursive e.g. *Sambucus mexicana*, *Leymus triticoides*.

Cultivar names (a horticultural selection) sometimes mistakenly called variety start and end with a apostrophe and an uppercase and are in normal letters e.g. 'Yankee Point', 'Marina'.

Subspecies (ssp.) are in cursive starting with a lowercase see below.

Armeria maritima ssp. *californica*

A few more notes.

Achillea millefolium

Baccharis pilularis = upright Coyote brush or bush

Baccharis pilularis 'Pigeon Point' dwarf Coyote brush or bush

Baccharis pilularis 'Twin Peaks' or *Baccharis pilularis* 'Twin Peaks II' is another dwarf Coyote brush or bush

We also just added a male clone to our production that does not produce all the seeds.

Eschscholzia californica

Garrya elliptica

Lyonothamnus floribundus

Taxonomists seem to lean toward *Ceanothus thyrsiflorus griseus* but most nurseries use: *Ceanothus griseus* var. *horizontalis*

or *Ceanothus griseus* 'Yankee Point' for the lower forms in the trade.

Most nurseries associate *Ceanothus thyrsiflorus* with larger upright plants.

--
Sincerely,

Rob de Bree
Elkhorn Native Plant Nursery LLC
1957 B Highway 1
Moss Landing, CA 95039
ph (831) 763-1207
fax (831) 763-1659
enpn@elkhornnursery.com
www.elkhornnursery.com

On 5/18/2016 8:11 AM, kbiala@milestonemma.net wrote:

Our last chance for public comments before the FORA vote!

Kathy

Kathy Biala
Cell: 831-242-0023
Other: 831-920-2762
Fax: 831-241-6370
Email: kbiala@milestonemma.net

----- Original Message -----

Subject: Public Review DRAFT RUDG Available - please send written comments before 12:00pm Tuesday 5/31

From: Josh Metz <Josh@fora.org>

Date: Mon, May 16, 2016 4:42 pm

To:

Greetings RUDG Members and Stakeholders,

Please see the links below to our Public Review DRAFT RUDG documents:

http://designfortord.org/wp-content/uploads/2016/05/FORA-PublicReviewDraft_RUDG_051616.pdf

http://designfortord.org/wp-content/uploads/2016/05/FORA-PublicReviewDraft_RUDG_Appendices_051616.pdf

Please send any written comments to me before 12:00pm Tuesday May 31. Printed versions of these documents can be obtained at the FORA offices. To ensure we have sufficient ready inventory of printed copies when you arrive – please contact me or Jen Simon (jen@fora.org) before stopping by.

As a reminder, the next meeting of the RUDG task Force is scheduled for Wednesday 6/1 at 10:30am.

Josh Metz

From: kbiala@milestonemma.net
Sent: Monday, May 30, 2016 2:37 PM
To: Josh Metz
Subject: Public Comment for RUDG

Follow Up Flag: Follow up
Flag Status: Flagged

To whom it may concern,

In the final draft of the RUDGs, I would recommend adding more verbage that considers the retaining of the natural features/contours of the land and view sheds when considering "scale and massing of building development". In fact, on pg. 50 of the RUDG Landscape palette section it says "These corridors (of Ft Ord) have been excavated, trenched, graded and paved, leaving strands of native soil and limited vegetation". This is the state of much of the former Fort Ord land suitable for urban development. However, there may still be some areas of land that are yet surrounded by native vegetation and natural land features worthy of being considered and preserved. Marina needs recognition of this possibility to protect what has not already been maximally "excavated, trenched, graded and paved".

Page 42 **RUDG modification** (recommended addition highlighted in yellow)

Building Orientation section under Measures:

Scale & Massing. Where feasible, cluster multiple building to achieve an intimate village scale, **maintain the natural features of the land and protect view sheds of dunes/ocean whenever feasible**. Incorporate elements into the design of large structures which provide a transition to human scale, particularly at the ground. Such elements include covered walkways, building arcades, and trellises.

Supporting Evidence:

Pg 70 BRP section that supports the inclusion of verbage above in red for the RUDGs (highlighted in blue)

Major Development Sites

The Reuse Plan envisions several concentrations of intensive new development which will act as employment and activity centers. These major development sites include the CSUMB campus; the UC MBEST Center; the East Garrison development area; the Southgate and York Road area; and the Town Center complex. These areas will constitute major employment centers for the reuse area itself as well as for the region. The major development sites will attract greater concentrations of people and traffic. Therefore, they will generally be located near current or future transit as well as regional roadways. These major sites should, however, not be considered isolated islands of employment; wherever feasible, they will be linked to surrounding neighborhoods and to other activity centers. They will also play an important role in environmental stewardship - several are immediately adjacent to the habitat areas and have substantial acreage set aside for habitat conservation and open space. These major development sites can be models of sustainable development and sensitive site and facility planning and design.

- *Provide physical and visual linkages to surrounding development sites and neighborhoods for continuity and connectedness.*
- *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.*

- *Employ principles of sustainable design and planning in the site planning and building design of facilities.*
- *Establish a special identity for major development sites, but keep all development compatible with the low density character of the greater Peninsula, particularly in terms of the scale and height of new buildings.*
- *Encourage intensification of site development over time with infill and redevelopment, including transitioning surface parking lots to parking structures.*

Thank you for your attention to this important wording as an addition to the Scale and Massing measure under Building Orientation.

Cordially,
Kathy Biala

Kathy Biala
Cell: 831-242-0023
Other: 831-920-2762
Fax: 831-241-6370
Email: kbiala@milestonemma.net

Josh Metz

From: Jan Shriner <shrinerforsure@gmail.com>
Sent: Monday, May 30, 2016 6:57 AM
To: Josh Metz
Subject: Comments for rudg deadline may 31 noon

1. Encourage use of guidelines in future proposals:

Page 11 has some vague language, especially bullet 1 about guidelines and principles "may apply."

Consider other language such as "Proposals without any exceptions to guidelines will be expedited through the public process. Proposals requiring more than 5 exceptions will be rejected by staff and not go be for the board for consideration to maximize efficiency of public process and resources. Draft or final proposals submitted requiring 10 or more exceptions or amendments to RUDG or General Plans will be penalized one million dollars per requested deviation over 5."

The expenses estimated over the years that city executive staff and FORA executive staff who have been asked to work on the proposal by the proponent should be recovered through charges for the amendments.

The expert consultants have researched and reported several instances that support original Base Reuse Plan for public spaces and connectivity by forms of transportation other than autos. These guidelines need to strengthen the expectation that all future proposals will conform and comply with these principles regardless of impact to profit projections. Cost to current developer can not outweigh benefit to present and future residents. Priorities of public servants are to serve public, not private sector.

2.a. It appears that some proposed infrastructure is being provided preferential treatment in the current RUDG draft guidelines. On page 23, remove any parkway not listed in the Base Reuse Plan. East Side Parkway and others are shaded in grey for no apparent reason.

The listing of the East Side Parkway is in direct conflict with the following recommendation of the experts: "Creating more cohesive, pedestrian-oriented neighborhoods with improved connections to retail and other activity centers could help make Fort Ord more attractive for these buyers." The market is stronger for homes located in proximity of recreational trails and open space. The market indicates what the public wants and how to serve the public interests best.

2b. Page 81 is missing the Jerry Smith's Corridor as an opportunity as an access point to the trail system of the National Monument and connectivity for residents of Marina. In fact, the trail map shows no map of monument trails for connectivity to residential communities by cyclists or pedestrians. Page 82 shows East Side Parkway, but it should be shown just as an opportunity to be considered in public process as a proposal. Page 82 and 83 FORTAG is missing as a trail and a trailhead opportunity. Page 83 Marina Equestrian Center is missing as trailhead and open space.

3a All public open space landscaping requiring irrigation will be irrigated only by cistern collected rainwater or reclaimed water.

3.b. Page 7 lists a design principle for sustainability through environmental conservation. Page 12 defines bioswales. Page 13 defines greenways. Page 15 defines sustainable development as "...sustainable initiatives work to ensure efficient use of resources." the glossary of terms is great and it is the only place that these

concepts are used in the existing draft of the RUDG. Even the 2005 Highway 1 Corridor Guidelines used the concepts in the expectations, not defined in glossary of terms but described in the document guidelines like 2.2.3.a and 2.2.7.

3.c. Pages 45 and 47 for Large Footprint Building and Small Market/Gas Stations add requirements for installation of solar panels, water catchment with underground cistern, planters, greywater use, bioswales in parking areas every 1000 square feet, electric car charging stations for every 2000 square feet of commercial use, and emergency services communication planning.

3.d. Page 75 Public Spaces add requirements for benches and trash with recycle bins every 1000 square feet.

3.e.In areas designed for recreational use add requirements for drinking fountains in any irrigated areas that are accepted as a waiver or amendment of RUDG requirement of only cistern or reclaimed water. So recreational and open space irrigation should be by cistern or reclaimed water but if irrigated by potable water due to amendment. add requirement of public drinking fountains. Current standard open space drinking fountains drain into vegetation, not sewer. Add requirements for restrooms and maintenance staffing for open spaces. All new public toilets to be plumbed only for use of water from cistern or reclaimed water.

4. According to the Market and Economic Update of January 2014, the 1998 Base Reuse Plan has been completed only to 7% housing and 10% office and light industrial. The possible reasons for the slow growth is cited as slow jobs growth and the needs for place-making and transportation connectivity. These issues can be addressed most rapidly through FORTAG, improved and expanded trailhead with staging areas, and improved marketing of the Fort Ord National Monument.

Thank you for the opportunity to comment,
Jan Shriner
Marina Resident

Josh Metz

From: Jan Shriner <shrinerforsure@gmail.com>
Sent: Monday, May 30, 2016 6:57 AM
To: Josh Metz
Subject: Comments for rudg deadline may 31 noon

1. Encourage use of guidelines in future proposals:

Page 11 has some vague language, especially bullet 1 about guidelines and principles "may apply."

Consider other language such as "Proposals without any exceptions to guidelines will be expedited through the public process. Proposals requiring more than 5 exceptions will be rejected by staff and not go be for the board for consideration to maximize efficiency of public process and resources. Draft or final proposals submitted requiring 10 or more exceptions or amendments to RUDG or General Plans will be penalized one million dollars per requested deviation over 5."

The expenses estimated over the years that city executive staff and FORA executive staff who have been asked to work on the proposal by the proponent should be recovered through charges for the amendments.

The expert consultants have researched and reported several instances that support original Base Reuse Plan for public spaces and connectivity by forms of transportation other than autos. These guidelines need to strengthen the expectation that all future proposals will conform and comply with these principles regardless of impact to profit projections. Cost to current developer can not outweigh benefit to present and future residents. Priorities of public servants are to serve public, not private sector.

2.a. It appears that some proposed infrastructure is being provided preferential treatment in the current RUDG draft guidelines. On page 23, remove any parkway not listed in the Base Reuse Plan. East Side Parkway and others are shaded in grey for no apparent reason.

The listing of the East Side Parkway is in direct conflict with the following recommendation of the experts: "Creating more cohesive, pedestrian-oriented neighborhoods with improved connections to retail and other activity centers could help make Fort Ord more attractive for these buyers." The market is stronger for homes located in proximity of recreational trails and open space. The market indicates what the public wants and how to serve the public interests best.

2b. Page 81 is missing the Jerry Smith's Corridor as an opportunity as an access point to the trail system of the National Monument and connectivity for residents of Marina. In fact, the trail map shows no map of monument trails for connectivity to residential communities by cyclists or pedestrians. Page 82 shows East Side Parkway, but it should be shown just as an opportunity to be considered in public process as a proposal. Page 82 and 83 FORTAG is missing as a trail and a trailhead opportunity. Page 83 Marina Equestrian Center is missing as trailhead and open space.

3a All public open space landscaping requiring irrigation will be irrigated only by cistern collected rainwater or reclaimed water.

3.b. Page 7 lists a design principle for sustainability through environmental conservation. Page 12 defines bioswales. Page 13 defines greenways. Page 15 defines sustainable development as "...sustainable initiatives work to ensure efficient use of resources." the glossary of terms is great and it is the only place that these

concepts are used in the existing draft of the RUDG. Even the 2005 Highway 1 Corridor Guidelines used the concepts in the expectations, not defined in glossary of terms but described in the document guidelines like 2.2.3.a and 2.2.7.

3.c. Pages 45 and 47 for Large Footprint Building and Small Market/Gas Stations add requirements for installation of solar panels, water catchment with underground cistern, planters, greywater use, bioswales in parking areas every 1000 square feet, electric car charging stations for every 2000 square feet of commercial use, and emergency services communication planning.

3.d. Page 75 Public Spaces add requirements for benches and trash with recycle bins every 1000 square feet.

3.e.In areas designed for recreational use add requirements for drinking fountains in any irrigated areas that are accepted as a waiver or amendment of RUDG requirement of only cistern or reclaimed water. So recreational and open space irrigation should be by cistern or reclaimed water but if irrigated by potable water due to amendment. add requirement of public drinking fountains. Current standard open space drinking fountains drain into vegetation, not sewer. Add requirements for restrooms and maintenance staffing for open spaces. All new public toilets to be plumbed only for use of water from cistern or reclaimed water.

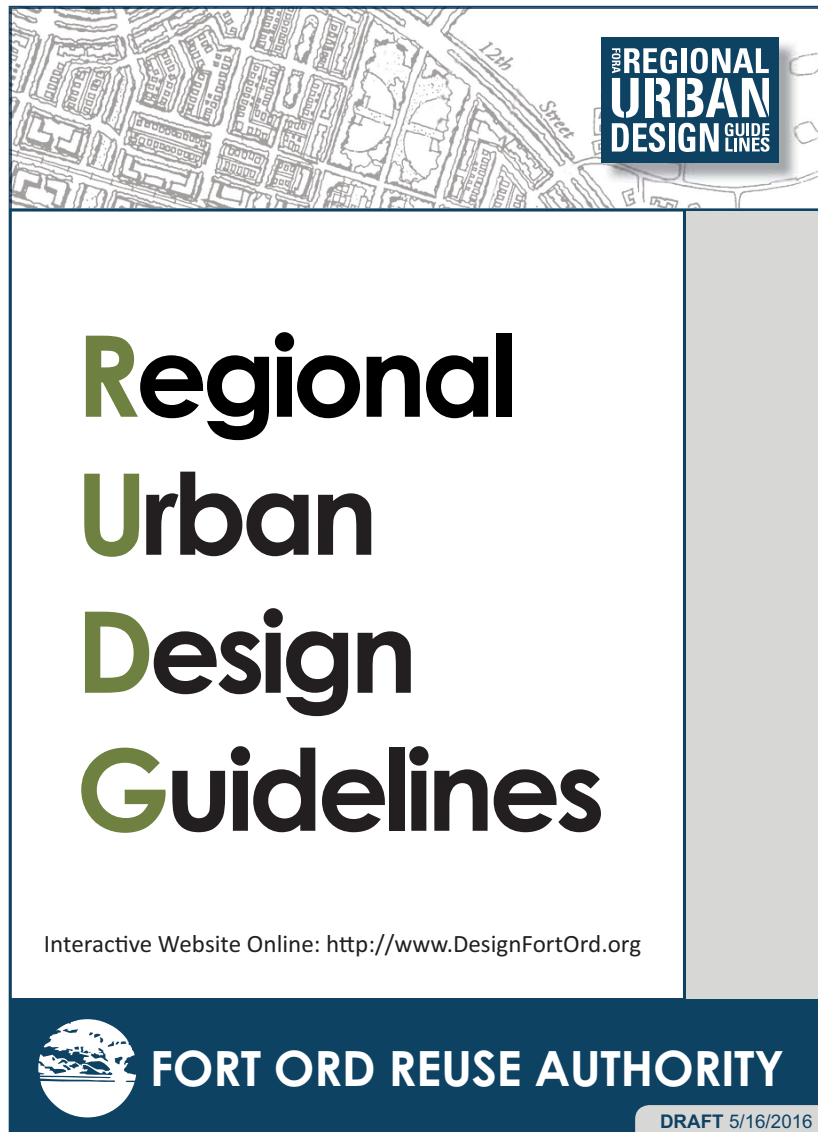
4. According to the Market and Economic Update of January 2014, the 1998 Base Reuse Plan has been completed only to 7% housing and 10% office and light industrial. The possible reasons for the slow growth is cited as slow jobs growth and the needs for place-making and transportation connectivity. These issues can be addressed most rapidly through FORTAG, improved and expanded trailhead with staging areas, and improved marketing of the Fort Ord National Monument.

Thank you for the opportunity to comment,
Jan Shriner
Marina Resident

*Received 6:01 am 5/31/16
Comments from Dr. Fred Watson*

Summary of Comments on FORA-
PublicReviewDraft_RUDG_051616_WatsonCommentsC.pdf

This page contains no comments




The cover page features a top header with a street map and a logo for FORA REGIONAL URBAN DESIGN GUIDELINES. The main title 'Regional Urban Design Guidelines' is displayed in large, bold, black text with green highlights on the 'R', 'U', 'D', and 'G'. Below the title is the website URL 'Interactive Website Online: http://www.DesignFortOrd.org'. The bottom section contains the Fort Ord Reuse Authority logo and name, along with the draft date 'DRAFT 5/16/2016'.

FORA REGIONAL URBAN DESIGN GUIDELINES

Regional Urban Design Guidelines

Interactive Website Online: <http://www.DesignFortOrd.org>

 **FORT ORD REUSE AUTHORITY**

DRAFT 5/16/2016

Design Principles

Design Principle 1: Create a unique identity for the community around the educational institutions.

The centerpiece of the community at the former Fort Ord will be the education centers that have been integrated into the reuse of the former Fort Ord. Three major post-secondary institutions are participating in the reuse of the base. The CSUMB campus, the UC MBEST Center, and the Monterey Peninsula College District will all become significant catalysts to the economic development of the region. In addition, land and/or facilities have been subject to public-benefit conveyance for Golden Gate University and the Monterey Institute for Research in Astronomy and the Monterey Peninsula Unified School District (MPUSD). The CSUMB campus, currently planned to ultimately accommodate 25,000 full-time equivalent (FTE) students, will occupy a central site, and will support retail and recreation facilities, housing units, and a variety of services and businesses. In addition, the special facilities found on a major university campus such as art galleries, performance and lecture halls, libraries, athletic facilities, and bookstores will greatly enhance the surrounding community and provide opportunities for access by all age groups. The other educational institutions will offer diverse educational opportunities. The UC MBEST Center will become a unique employment center, complementary to other research institutions in the region and capitalizing on the unique physical and intellectual attributes of the area. (BRP, p 56-57).

Design Principle 2: Reinforce the natural landscape setting consistent with Peninsula character.

The former Fort Ord is part of the gentle crescent that frames Monterey Bay, situated between the great Salinas River Valley and the dramatic coastal range that juts into the Pacific to form the Peninsula. The historic "cantonment" area within Fort Ord is bounded by State Highway 1, sand dunes and ocean beyond to the west and by the native landscapes of the upper elevations to the east. The entire Peninsula, as a whole, is characterized by a highly memorable landscape character. The former Fort Ord is a critical centerpiece of this landscape and serves as the entry and introduction to the Peninsula for the visitor arriving from the Salinas Valley to the east or from Santa Clara State Highway 1 to the north.

The natural landscape setting at the former Fort Ord is not only an important visual resource within the region. It is also a key natural resource with significant biological value. As part of the base reuse, 15,000 acres of the site will be managed as open space for habitat resource protection and for limited recreational use. These environmental resources will add significantly to the supply of protected regional open space within the County of Monterey and will provide linkages to other regional open space assets. Approximately 1,000 acres of the coastal area will be conveyed to the State of California Department of Recreation to create the Fort Ord Dunes State Park." (BRP, p 57-58).

Design Principle 3: Establish a mixed-use development pattern with villages as focal points.

"Consistent with the character of a college town with a vibrant, around-the-clock level of activity and vitality, the former Fort Ord is planned to consist of a series of villages with mixed-use centers. Some will be built around existing and new residential neighborhoods, while other village themes will include: the Marina Town Center with employment, retail and housing; CSUMB with its educational focus and housing; and the East Garrison with a potential mix of employment, housing and recreation. The 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. Higher development densities and a mix of uses (e.g. office and housing over

- Author: Fred Watson Subject: Highlight Date: 5/26/2016 1:51:29 PM
I think GGU is long gone? Seems inappropriate & misleading to still making this reference.
- Author: Fred Watson Subject: Highlight Date: 5/26/2016 1:51:46 PM
Not officially. The master plan update is still a draft.
- Author: Fred Watson Subject: Highlight Date: 5/26/2016 2:03:23 PM
To me, this text understates a few things.

It could spell out that the "native landscapes" include oak woodland, maritime chaparral, and (to a much lesser extent) bunch grasses.

It could speak more of the urban landscape "integrating" with the natural landscape. Currently, it keeps the natural landscape at "arms length". It says the natural landscape "bounds" other things, which places it outside them, not within them.

Just designating 15,000 acres of habitat does not "reinforce the natural landscape setting" in the context of "urban" guidelines. There has to also be language that speaks the spatial relationships i.e. that natural vegetation communities should be emphasized "within" the urban landscape. We should guide to retain pockets of chaparral and oak woodland; as opposed to clearing them and replacing them with non-natives because the natives are taken care of elsewhere.

Definitions

Angled parking. A system of parking on the side of the street where the car is about 45 degrees from parallel with the edge of the street.

Arterial. A high-capacity urban road designed to deliver traffic from collector roads to freeways or expressways, and between urban centers at a high level of service.

Base Reuse Plan (BRP). Published in 1997 as directed by the California State Legislature, the BRP is the guiding Master Plan for former Fort Ord reuse and recovery. It defines reuse goals and processes for the conveyance of land from the US Army (Federal) thru the Fort Ord Reuse Authority (FORA), to the local jurisdictions and educational institutions. Each jurisdictions legislative land use decisions must be consistent with the BRP.

Bend (road). A curved or angular rather than straight or flat segment of a vehicular road.

Bio swales. Landscape elements that are designed to remove silt and pollution from surface runoff water and typically consisting of a concave drainage area/course with gently sloped sides, vegetation, compost and/or other rock material.

Blocks (City). The sub-area within a community surrounded by streets that form the basic unit of a city's urban fabric/street pattern and set space/parameters for buildings.

(Building) Orientation. 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.

Centers. Centers are the main points of interest in settlements and act as gathering spaces for residents and visitors. They are places where the public feels welcome and encouraged to congregate and include a variety of uses such as commercial, retail, and residential.

Civic Building. A building specifically for public use.

Civic Space. An outdoor area dedicated to public activities. Civic spaces may be parks, plazas, playgrounds, or civic building sites.

Community Character. The positive man-made and natural features that make a place distinctive and contribute to its quality of life.

Complete Streets. 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.

Connectivity. 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

Author: Fred Watson Subject: Highlight Date: 5/27/2016 9:48:24 AM
add definitions for (1) Transit and (2) Transportation

Transit in this context seems to be the carrying of people by public vehicles like buses and trains.

Transportation should include the obvious things, and importantly, it should include travel to recreation areas (but not travel within them).

This is consistent with federal definitions used in funding transportation projects.

For example, if my goal is to go mountain biking in the Fort Ord National Monument from my house in Marina, then my travel from Marina to FONM is a form of "transportation", but my travel within FONM is "recreation".

Regional trails used by bikers to access recreation centers are performing a transportation function (that is currently performed in many cases by roads and pick-up trucks with bikes in the back).

Caveat: The above suggestions stem from how federal funding sees things. Of course, in other contexts, one might broaden the definitions of transportation and recreation to be overlapping. I can re-create myself while transporting myself, for example.

former Fort Ord. In most cases these are located within the rights-of-way planned for major transportation arterials.

Minor Trails. Minor trails perform a less critical role, distributing and collecting traffic to and from neighborhoods along lower-volume routes.

Trailhead. The place where a trail begins. Formal trailheads can be clearly marked by signage, and a distinct entrance to the monument. Informal trailheads may have been defined over time by constant use by visitors.

(Building) Type. 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.

Viewshed. The natural environment (land, vegetation, water, or other environmental elements) that are visible by the human eye from one or more viewing points or a specific place.

Wayfinding. A physical network or palette of information systems to guide citizens through and between a physical environment while enhancing understanding and enjoyment.

Zoning. Local codes regulating the use and development of property. The zoning ordinance divides the city or county into land use districts or "zones", represented on zoning maps, and specifies the allowable uses within each of those zones. It establishes development standards for each zone, such as minimum lot size, maximum height of structures, building setbacks, and yard size.

Overview

These Regional Urban Design Guidelines (RUDG) are required 1997 Base Reuse Plan (BRP) policy refinements intended to facilitate community development goals. The guidelines were developed under a broadly-inclusive public planning process with input from residents, developers, property owners, jurisdictions and other stakeholders. The RUDG draw from existing local policy and incorporate national urban design best practices. Merging this community input and design practice 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 other modes of transportation such as pedestrians and cyclists. The public is now seeking increased mobility options, as the national trend moves in the direction of complete streets that meet multiple types of commuter needs.

Connectivity

A complete and connected street network enables a cohesive sense of community, rather than disjointed development pods. Complete street networks 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 or improves mobility.

Trails

The BRP envisioned an interconnected trail network linking former Fort Ord existing and new communities and universities. A well planned, context-sensitive network applying consistent features enhances function and visual appeal.

Transit Facilities

Well designed transit facilities improve rider experience and enhance economic vitality. Transit hubs function as orientation, meeting and gathering spaces, and provide access to news stands, cafes, convenience stores, public restrooms, shelter, bicycle storage, and enhance neighborhood identity.

Highway 1 Design Corridor

The Highway 1 Design Corridor Guidelines were adopted by the Fort Ord Reuse Authority ("FORA") Board on March 29, 2005. Their completion was the first step towards meeting the 1997 Base Reuse Plan ("Base Reuse Plan") requirement for a comprehensive set of regional urban design guidelines.

- Author: Fred Watson Subject: Highlight Date: 5/26/2016 2:28:14 PM
Rename this section to something like
"Roads and Movement"
Otherwise, "Trails" are misleadingly associated with "Roads" to too great an extent.
- Author: Fred Watson Subject: Sticky Note Date: 5/26/2016 2:22:11 PM
These headings should not link to web material. This document should be self-contained.
- Author: Fred Watson Subject: Highlight Date: 5/26/2016 2:23:43 PM
and California legislation (AB 1358)

Complete Streets

Objectives

- Encourage scale and pattern of development which is appropriate to a village environment and friendly to pedestrians and cyclists (BRP p.65).
- **Minimize street scale** to facilitate pedestrian movement while providing adequate circulation and parking opportunities (BRP p.66).
- Promote a sense of community and connectedness in new neighborhoods by minimizing street widths, providing comfortable pedestrian environments, and encouraging housing design to embrace the public street (BRP p. 67).

Measures

1. **Bicycles.** Provide bicycle facilities (*i.e. lanes, signs, & bike racks*) on every street.
2. **Configuration.** Refer to [Sample Street Sections](#) for different complete street configurations. Depending on context and available right-of-way, combine elements from the following three categories:
 - a. number of lanes;
 - b. presence of parking (none, one side, two sides); and
 - c. type of bike facility (in-street, parking-buffered lane, and tree-buffered lane).
3. **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. *Refer to Lighting Guidelines for additional guidance.*
4. **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.
5. **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.
6. **Speed.** *Design Speed* is the travel velocity which engineers use to configure streets for orderly traffic movement. Slower speeds encourage interactivity and safety. 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.
 - a. Design streets within Centers at 25 miles-per-hour or less.
 - b. 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.
7. **Street Trees.** Select noninvasive, drought-tolerant, durable, street trees. Install larger trees that will provide shade within 10 years. Use Monterey Bay native flora where feasible.

Author: Fred Watson	Subject: Highlight	Date: 5/26/2016 2:32:42 PM
It is unclear what this means.		
Author: Fred Watson	Subject: Sticky Note	Date: 5/26/2016 2:35:58 PM
Dead link		

Sample Street Sections

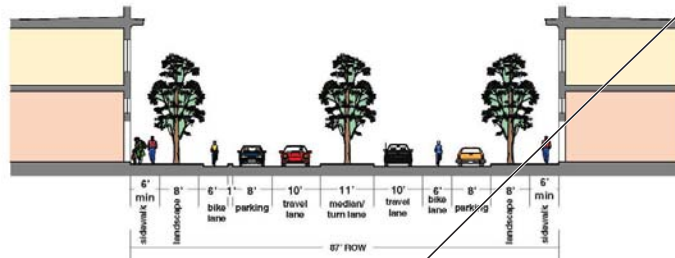
Regional Circulation Corridors

Avenue

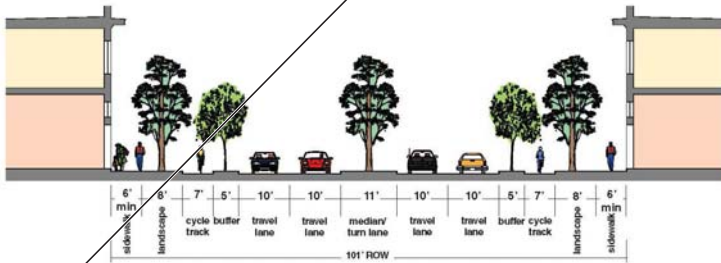
An avenue is a walkable, low-speed street that carries a mixture of through-going and local traffic. Avenues provide access to abutting commercial, residential, and mixed land uses, and accommodate cars, pedestrians, and cyclists. Avenues may have between two and four travel lanes and can have planted medians and side planting strips. They can also have on-street parking, and will have sidewalks and some form of on- or off-street bicycle facilities. 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.

Author: Fred Watson Subject: Highlight Date: 5/27/2016 9:50:23 AM
 Somewhere (perhaps here?), there should be guidelines for what happens to bikes (and joggers) when through-flow streets cross smaller streets. There should be guidelines for things like cross-walks for bikes, so that bike flow is not interrupted by having to stop when crossing the smaller streets (Imjin Parkway at present is an example of how NOT to do this well, it has inappropriately frequent signs directing cyclists to dismount and walk across minor streets). These guidelines could include specifications about the maximum frequency with which crossings would occur that would potentially necessitate a full stop on a bicycle (e.g. no more than once per half-mile).

Author: Fred Watson Subject: Highlight Date: 5/27/2016 9:51:47 AM
 Should state in words (not just pictures) that cycle-tracks should have physical separation (g. trees, as illustrated).
 (GJM Bvd near Broadway is an example of how NOT to do this well. There is a large sidewalk with unsafe separation - i.e. just a curb, that a child could easily fall over. GJM would work better if it had vegetation between the curb and the sidewalk)



Avenue Option 1: Bike Lanes Street Section

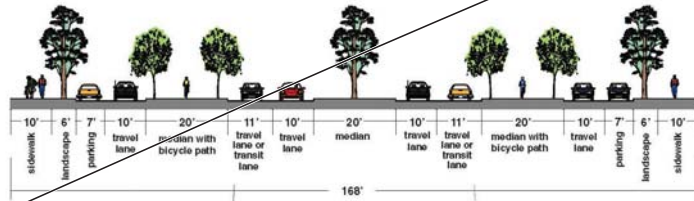


Option 2: **Cycle Track** and Multi-Lane Street Section

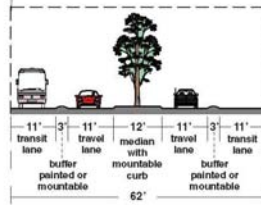
Boulevard

A boulevard contains central lanes for through-going traffic and two access lanes for local traffic. Boulevards have ample sidewalks, occur primarily in developed areas, and can be fronted by a variety of uses, including residences. Bicycles may be in a path, shared-use lane, mixed with traffic in an access lane, or all three. Boulevards can handle a great deal of traffic while still providing high-quality commercial, office and residential frontage along the access lanes. Boulevards have long rows of trees which make them attractive and comfortable places to be as well as pass-through.

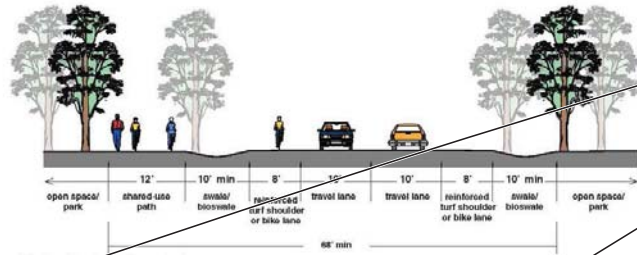
Author: Fred Watson Subject: Highlight Date: 5/27/2016 6:00:37 AM
Should state in words (not just pictures) that bicycles in medians should have physical separation (e.g. trees, as illustrated).



Boulevard Street Section



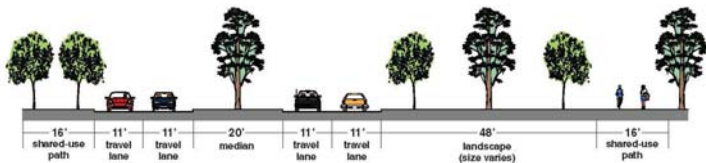
Boulevard Street Section – Transit Option



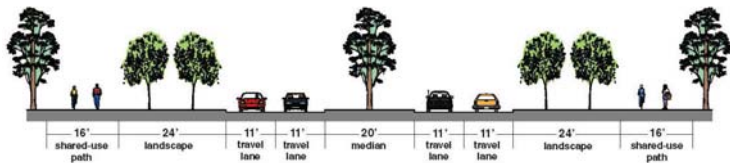
Rural Boulevard Street Section

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. Parkway can occur in rural contexts or on the edge of urban places. Parkway respect the natural environment, with a more informal landscape scheme in keeping with their rural setting. Parkway 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. The configuration of a parkway can change according to local context and in keeping with environmental restrictions. Travel lanes of 12 to 14 feet are to be avoided because they will encourage highway speeds and lead to potentially lethal outcomes.



Parkway Street Section



Two-Sided Trail Parkway Street Section

- Author: Fred Watson Subject: Highlight Date: 5/27/2016 6:02:24 AM
Should state in words (not just pictures) that shared-use paths should have physical separation (e.g. trees, as illustrated).
Refer to GJM Blvd near Broadway as example of how NOT to do this.
- Author: Fred Watson Subject: Highlight Date: 5/26/2016 2:58:14 PM
Clarify that this refers to vehicle travel lanes, not shared-use paths.

Connectivity

Objectives

- Link new neighborhoods to surrounding cities' development fabric (BRP p.62).
- Create strong physical linkages from villages to CSUMB and other major activity areas (BRP p.66).
- Reinforce linkages among existing neighborhoods and establish linkages to new neighborhoods and village centers (BRP p. 67).
- Connect new residential neighborhoods via continuous streets and/or open space linkages to surrounding neighborhoods and districts (BRP p. 67).
- Connect individual open space parcels into an integrated system for movement and use of native plant and animal species and people (BRP p. 13).
- Ensure open space connections link major recreation and open space resources (BRP p. 71).

Measures

1. **Bends.** Minimize street bends, which may increase block lengths/travel distances.
2. **Blocks.** Make block perimeters in Centers no larger than 1,800 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).*
3. **Context.** Street configuration responsive to local context. *For example, develop Complete Streets where Regional Corridors enter Centers. Avoid treating arterials as through roads.*
4. **Dead Ends.** Dead ends and cul-de-sacs minimized. *Use them only where topography, steep slopes (>15%), rights-of-way, and/or dedicated open space interfere.*
5. **Intersections.** Design projects to create internal street connectivity of 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 leading to cul-de-sacs. Alleys and pedestrian passages are counted.*
6. **New Street Connections.** 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.*
7. **Non-vehicular Circulation.** Maximize pedestrian and non-motorized access and connectivity between Town & Village Centers, public open spaces, educational institutions and other relevant locations. Clearly identify non-vehicular connections and routes. Ensure trails, pedestrian and transit facilities are connected.

Author: Fred Watson Subject: Highlight Date: 5/27/2016 6:05:59 AM
 Careful that this does not imply that a legal parcel has to be designated "open space" to be worthy of connection, or that connections should only go to such "parcels".

Change to be less specific about these having to be "parcels" (e.g. in the sense of land title) and more explicitly inclusive of any open space areas that may be retained (e.g. with "parcels" that may have a mixture of uses)

Author: Fred Watson Subject: Highlight Date: 5/27/2016 6:10:37 AM
 Clarify this more. A regional bike trail should not have to cross intersections too frequently. Presumably a regional bike trail would be considered "external" relative to the "internal" concept addressed in this guideline. But this is not clear.

Author: Fred Watson Subject: Highlight Date: 5/27/2016 9:53:25 AM
 Add text to emphasize LOOPS.

A long straight line may be a "connected" thing, but a long line that connects back to itself is BETTER, because allows recreational trips that do not cover the same ground twice (more appealing), and because it increases the range of ways and places of use. On a loop, anyone accessing the loop anywhere can go either direction, indefinitely.

Trails

Background

The BRP Section 3.6: Conservation, Open Space and Recreation concept lays out the following Fort Ord trails network planning guiding principles:

1. Provide a trail system with adequate connections to non-motorized transportation alternatives to all neighborhoods in the former Fort Ord;
2. Use the trail system to 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;
3. Reserve adequate Right of Way along planned transportation corridors to accommodate planned trails in addition to the entire planned road cross section; and
4. The Fort Ord trails system can 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; and, the existing Highway 68 corridor (used as a bike route). Link Fort Ord trails to regional bike/pedestrian trails wherever possible.

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.

Major & Minor Trails

As described in the BRP, Major trails have a minimum width of 12 feet and be surfaced in asphalt or concrete, although a wood plank surface is permitted on causeways or boardwalks. The three BRP Major-trail alignments are:

- Intergarrison Trail: Connects Fort Ord Dunes State Beach to the CSUMB campus, the former landfill area, the BLM lands through Marina's community park, and the East Garrison by means of the 8th Street Bridge, 8th Street, and Intergarrison Road.
- Fort Ord Dunes State Beach Trail: This trail would consist of lane striping within the travelway of the proposed Beach Range Road connecting the cities of Marina and Seaside through the back dune area.
- Salinas Valley /Seaside Trail: This trail is intended to serve as a major north/south hiker/biker trail through the former Fort Ord. It is located predominantly within planned transportation rights-of-way, although an option exists along the Seaside/former Fort Ord boundary to locate the bike trail within an existing power transmission line corridor.

Four BRP Minor trails alignments with a minimum trail 10 foot pavement width include:

- Monterey Road Trail: A minor hiker/biker trail following Monterey Road from the vicinity of Fremont Boulevard through the planned residential district, then crossing General Jim Moore Boulevard into the POM Annex.

Author: Fred Watson Subject: Highlight Date: 5/27/2016 9:54:56 AM

This section should be prefaced with some text clarifying that it is still "background" material. As written, the implication is that these specific alignments are those being promulgated by the RUDG, and only on the next page to we start to get the sense that a newer concept (and yet still consistent) has emerged.

It would be better to "start" with some preface text that summarizes the overall situation, and then provides the detail e.g. "Trail planning has evolved from an original set of names and alignments in the BRP to a more contemporary but still consistent trails concept, both of which are explained as follows."

- Main Garrison Trail: A second minor trail connects the proposed visitor's center and the Intergarrison Trail at 8th Street through the Town Center Planning Area to the Monterey Road Trail.
- Crescent Avenue Trail: This trail connects Marina to the Intergarrison Trail and the CSUMB campus along Crescent Avenue and the Marina Village Community Park.
- Reservation Road Trail: This trail connects the East Garrison to the City of Marina. It is located entirely within the right-of-way of Reservation Road.

Equestrian Trails

In addition to the hiker/biker trails, the BRP envisioned several centers of equestrian activity on the former Fort Ord which, as one of the last active cavalry posts in the U.S. Army, is well suited to equestrian uses. A primary concern of trail planning at the former Fort Ord is to connect various equestrian-related activities, building a synergy which will increase their attractiveness and usefulness. Two equestrian trails are designated outside of the BLM lands. These trails appear as a dashed black line in the Recreation and Open Space Framework Plan.

- Intergarrison Equestrian Trail: This trail will connect the regional equestrian center planned for the former landfill area with the BLM trail system, with a trailhead staging area and related parking planned for the Marina community park adjacent to Intergarrison Road.
- Eucalyptus Road Trail: This trail parallels the northern boundary of the BLM lands. It is located within the future Eucalyptus Road Residential Community, where it forms a dual function as both a recreation trail and a firebreak between the residential area and the native coastal shrub areas. The trail will be a dirt trail at least twenty feet wide.

Draft Trails Concept

The 2012 BRP Reassessment Report highlighted trails planning as an outstanding multi-jurisdictional obligation. Coordinated regional trails planning was identified as a potential regional economic driver during the FORA Colloquium (2013) and became the focus of a subsequent FORA Trails Symposium (2015). Following this activity the Post-Reassessment Advisory Committee (PRAC) requested FORA staff coordinate with local jurisdictions and regional interest groups to produce a Draft Trails Concept that built on BRP direction, and incorporated the most current development and trails plans. Staff completed this effort and brought a Draft Trails Concept to the Board in March 2016. The concept is shown as an Opportunity in the RUDG Trails Location maps. Planning, funding and implementation now sit with the Transportation Agency of Monterey County, in partnership with local jurisdictions and interest groups.

Objectives

- Establish trail systems for non-motorized transit alternatives to former Fort Ord neighborhoods (BRP p.136).
- Design trail systems to reinforce the BRP strategy of using recreation and open space assets to make the former Fort Ord attractive to potential users by interconnecting and increasing access (BRP p.137).

Author: Fred Watson Subject: Highlight Date: 5/27/2016 6:42:51 AM
add an indication of where these can be found e.g. in Figure XYZ, or Appendix ABC, or

Author: Fred Watson Subject: Sticky Note Date: 5/31/2016 5:50:33 AM
It would be great if a section could be inserted here *naming* and briefly describing FORTAG.

Note: FORTAG is described here:
<http://www.fortag.org/>
FORTAG is a realization of key elements in the BRP, including:
- The regional and local hiker/biker trails conceptually mapped in the BRP
- The equestrian trails conceptually mapped in the BRP
- The Trail/Open-Space Link conceptually mapped in the BRP

FORTAG began as a grass-roots concept, but has achieved agency-level legitimacy.

For example:
- TAMC Board approved TAMC staff to apply for \$7M in state funding for FORTAG
- TAMC Board approved FORTAG to be included in the \$600M Transportation Investment Plan
- Marina City Council approved FORTAG planning to be included in the Marina CIP
- FORTAG included in FORA's draft HCP
- FORTAG included in County's draft FORHA trails plan
- FORTAG included in CSUMB's draft Master Plan Update

Author: Fred Watson Subject: Highlight Date: 5/27/2016 6:45:24 AM
is "transportation" a more-correct word here perhaps?

does "transit" something else i.e. imply bus/rail etc.

- Reserve adequate Right-of-Way (ROW) along planned transportation corridors to accommodate planned trails in addition to the entire planned road cross section (BRP p.127).
- Design the Fort Ord trails system 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) (BRP p.137).
- Link former Fort Ord trails to regional bike/pedestrian trails wherever possible (BRP p.137).

Measures

- Connectivity.** Incorporate trails into the Monterey Bay region's transportation network. *Ensure town & village centers are linked. Connect new trails to existing trails. Design so that people can travel as far as possible without a car. Provide linear-trail systems for commuting and looped-trail systems for recreation.*
- Context.** Transition trail character 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.*
- 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.
- Surface.** Surface Major Trails with asphalt or concrete, a wood plank surface permitted on causeways or boardwalks. Surface Minor Trails with concrete. Surface equestrian trails with dirt or sand.
- Trailheads.** Plan trailhead facilities for key access points to the Fort Ord National Monument and Fort Ord Dunes State Park.
- Use.** Accommodate a variety of user types and levels: walkers, cyclists, and equestrians have different needs and abilities. *Design for both casual users and serious athletes, whether on single, multi-use trails or multiple, single-use trails. Plan separate use trails for equestrians, hiker, bikers and accessible for those with disabilities where feasible. Use coordinated multi-use signage when separation is infeasible.*
- Viewsheds.** Prioritize opportunities to access regionally valuable viewsheds and landscape experiences, as well as to link businesses, economic development opportunities, and housing with trails.
- Wayfinding.** Ensure wayfinding signage is consistent with Monterey County Bike & Pedestrian Sign Design standards. *Use signage to clarify directions, distances, difficulty, destinations, permitted uses, and points of interest. Integrate local jurisdiction design preferences into the regional signage design 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.*

- Author: Fred Watson Subject: Highlight Date: 5/27/2016 6:50:35 AM
Also add:
- Monterey Bay Sanctuary Scenic Trail
- California Coastal Trail
- Canyon Del Rey corridor
- Jacks Peak County Park
-
- Author: Fred Watson Subject: Highlight Date: 5/27/2016 6:47:05 AM
Unclear what this means.
What is a "former Fort Ord" trail, and how does it differ from a "regional bike/pedestrian trail"?
-
- Author: Fred Watson Subject: Highlight Date: 5/27/2016 9:58:22 AM
..."and versatile transportation".
A loop serves not just recreation, but also versatility in transportation. On a loop, anyone accessing the loop anyway can go either direction indefinitely. Without a loop, people at the ends can only go in one direction; and the benefit of the trail is less than what it might otherwise be.
-
- Author: Fred Watson Subject: Highlight Date: 5/27/2016 6:53:52 AM
and "native vegetation"
or just "vegetation"
-
- Author: Fred Watson Subject: Highlight Date: 5/27/2016 6:57:16 AM
This only gets at one reason for separation (i.e. physical and visual separation between trail and roadway). Another is what you might call "Experience".
Add a new bullet called "Experience", with text explaining how separation leads to use of the trail being inherently "pleasant" and an experience in of itself, as opposed to being merely a means to an end. Make it about the journey as much as the destination.
-
- Author: Fred Watson Subject: Highlight Date: 5/27/2016 7:03:52 AM
Add text like:
..."or a natural paving alternative that has equivalent performance in terms of smoothness, durability and traction, while potentially offering additional benefits with respect to aesthetics, drainage, and use of sustainable materials"
We're talking about GraniteCrete here, and products like it. They work just like asphalt, but they look better, drain better, and minimize use of non-renewable resources.
-
- Author: Fred Watson Subject: Highlight Date: 5/27/2016 7:07:35 AM
and also
1. "the proposed Fort Ord Regional Park to encompass the County's Fort Ord Recreational Habitat Area (FORHA)"
2. Laguna Seca Recreation Area
3. Salinas River Habitat Management Area & Marina Airport Habitat Reserve
-
- Author: Fred Watson Subject: Highlight Date: 5/27/2016 7:34:10 AM
This could be broader, encompassing not just disabled people, but also other people with limited mobility e.g. young children, the elderly, and anyone who find a trail more inviting if it had gentle gradients etc.
Reference the existence of established trail accessibility standards e.g. State Parks guidelines.
-
- Author: Fred Watson Subject: Highlight Date: 5/27/2016 7:35:17 AM
"viewpoints and viewsheds"
-
- Author: Fred Watson Subject: Highlight Date: 5/27/2016 7:44:01 AM
This is either too much or too vague as a general guideline.
I think it stems from the BRP text in relation to the "Eucalyptus Road Trail", and it probably refers not to the "tread" being 20-feet wide, but the

- Reserve adequate Right-of-Way (ROW) along planned transportation corridors to accommodate planned trails in addition to the entire planned road cross section (BRP p.137).
- Design the Fort Ord trails system 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) (BRP p.137).
- Link former Fort Ord trails to regional bike/pedestrian trails wherever possible (BRP p.137).

Measures

1. **Connectivity.** Incorporate trails into the Monterey Bay region's transportation network. *Ensure town & village centers are linked. Connect new trails to existing trails. Design so that people can travel as far as possible without a car. Provide linear-trail systems for commuting and looped-trail systems for recreation.*
2. **Context.** Transition trail character 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.*
3. **Coordination.** Coordinate jurisdiction trail planning and development to ensure a continuous, connected trail network.
4. **Safety.** Separate trail segments from the vehicle roadway to maximize safety and rider/walker confidence whenever feasible.
5. **Surface.** Surface Major Trails with asphalt or concrete, a wood plank surface permitted on causeways or boardwalks. Surface Minor Trails with concrete. Surface equestrian trails with dirt or sand.
6. **Trailheads.** Plan trailhead facilities for key access points to the Fort Ord National Monument and Fort Ord Dunes State Park.
7. **Use.** Accommodate a variety of user types and levels: walkers, cyclists, and equestrians have different needs and abilities. *Design for both casual users and serious athletes, whether on single, multi-use trails or multiple, single-use trails. Plan separate use trails for equestrians, hiker, bikers and accessible for those with disabilities where feasible. Use coordinated multi-use signage when separation is infeasible.*
8. **Viewsheds.** Prioritize opportunities to access regionally valuable viewsheds and landscape experiences, as well as to link businesses, economic development opportunities, and housing with trails.
9. **Wayfinding.** Ensure wayfinding signage is consistent with Monterey County Bike & Pedestrian Sign Design standards. *Use signage to clarify directions, distances, difficulty, destinations, permitted uses, and points of interest. Integrate local jurisdiction design preferences into the regional signage design standards.*
10. **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.*

overall equestrian corridor including the tread *and* some elements to physically separate equestrian from other uses.

Perhaps the simplest change is to clarify that the 20-foot includes not just the tread but also the physical separation elements. Typically, an equestrian trail has a tread about 6-feet wide, and a separation area (shrubs etc.) that might extend 7-feet either side of that.

There are good federal guidelines on this e.g. the USDA "Equestrian Design Guidebook".

Sample Trail Sections

Rural Corridor Trail

This cross-section illustrates a trail that is parallel to, but separated from, a roadway in order to utilize the open space of rural settings. The trail meanders and follows contours in the terrain and arrives at vistas and viewpoints. Both horizontal and vertical separation from the roadway are important to creating a user experience that is relieved of roadway noise. Design elements and spacing create a pleasant user experience for people on the corridor on foot, bike, or horse. Paved paths are to be provided for pedestrians and bicyclists, and dirt paths for people on horseback. Trees can be used to help create separation and create view corridors and shade opportunities. It is important that trees be set back from equestrian users.

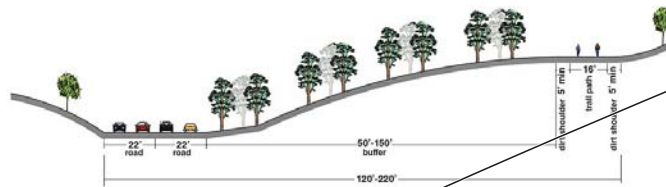


Figure 3.57: Rural Corridor Trail

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". When the backs of the buildings line the greenway linear park it is important for these buildings to create activation and "eyes" on the corridor with outdoor dining, benches, tables, and storefronts. Trees can create linear corridors and be clustered to provide rooms of open space.

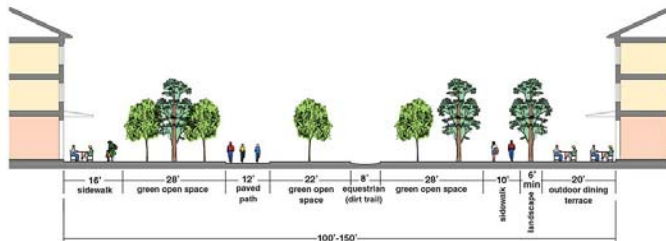


Figure 3.58: Greenway Corridor Trail

Author: Fred Watson Subject: Sticky Note Date: 5/27/2016 7:45:46 AM
good

Author: Fred Watson Subject: Highlight Date: 5/27/2016 7:49:52 AM
The illustration depicts 16-foot with 5-ft shoulders.

This is great in many settings, but not all. Sometimes a narrower section should be used (e.g. 12-ft, with 2-ft shoulders) - e.g.

1. when traversing certain types of sensitive habitat,
2. in more remote areas where the visual impact of the trail itself should be minimized,
3. and possibly when terrain and design-speed considerations favor the use of a narrower section to deter high-speed travel.

Author: Fred Watson Subject: Highlight Date: 5/27/2016 7:45:25 AM
and pedestrians seeking a softer tread

Author: Fred Watson Subject: Highlight Date: 5/27/2016 7:55:34 AM
IMPORTANT: something got lost in translation here.

this text should say "fronts", not "backs"

or it should change to say something like "Buildings lining the greenway should **front** onto the greenway"

the idea is that the greenway is an attractive, vibrant, busy corridor where the trail environment meets the built environment in a complimentary way - like the Wharf Marketplace that fronts onto the Sanctuary Scenic Trail in Monterey

Urban Corridor Trail

The cross-section separates motorist users from other users. Tree lined roadways and trails help define the corridors and provide shade. The Urban Corridor Trail provides a greater variety of destinations like cafes and stores. It is essential that the urban pathway be legible to users moving from more rural areas. This section shows a distinct hike-bike pathway and a possible equestrian pathway.

Author: Fred Watson Subject: Highlight Date: 5/27/2016 7:58:33 AM
 the text on the diagram excludes long-distance pedestrians like joggers from the trail system
 the trail system (not the sidewalks) is depicted as serving bikes and equestrians, but not walkers/hikers/joggers etc.
 maybe the text in the diagram needs a minor edit to be more inclusive

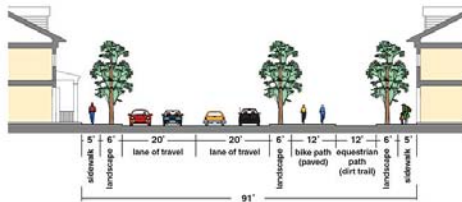


Figure 3.59: Urban Corridor Trail

DRAFT

Highway 1 Design Corridor

Objectives

- Establish specific design and signage standards for the State Highway 1 Scenic Corridor to minimize the visual impact of development (BRP p. 62).
- Signage is stationary and not changing, flashing or animated and signage support structures preserve views of sky, ocean, dunes and ridgelines.
- Prohibit the use of billboards in the Highway 1 Corridor.
- Preserve landscape character of the Highway 1 Design Corridor as a buffer between the Highway 1 right-of-way and development.
- Except as noted in the Highway 1 Corridor Design Guidelines, "establish a maximum building height related to an identified mature landscape height to accommodate higher intensity and uses appropriate to this location without detracting from the regional landscape character of the State Highway 1 Scenic Corridor."

Measures

- Buildings. Marina:** Building heights limited to 40' maximum, with exception of optional heights designated in the Marina General Plan OR

Seaside: Buildings in excess of 40' tall may be built at the Main Gate, where regional retail use is permitted by the BRP and Seaside General Plan, if it is determined by the Seaside City Council that said taller buildings will serve as attractive landmarks and/or enhance the economic development prospects of this area.
- Setbacks.** Buildings and signs setback 100' from Caltrans right-of-way. Sign support structures for all freestanding signs located outside 100' Caltrans right-of-way setback and additional 100' off-ramp and on-ramp setback at Lightfighter Drive and Imjin Parkway. Future public facilities such as a water pipeline infrastructure and a visitors center allowed in Highway 1 Corridor west of Highway 1.
- Signs.** Signs mounted on buildings below 40' and eave or parapet line. Sign illumination and glare minimized - Down lighting utilized. Base of signs designed to blend with coastal dune character (i.e. earth-tone colors tan, brown, forest green, gray or dark blue).
- Trees.** Average 25' landscape setback provided along Highway 1 to accommodate and protect mature trees. Trees (≥ 6" trunk diameter and in reasonable condition) preserved within 25-feet of Caltrans right-of-way and at gateways.

Relevant Locations

- [Town & Village Centers](#)
- [Gateways](#)
- [Regional Circulation Corridors](#)
- [Trails](#)

Author: Fred Watson Subject: Highlight Date: 5/27/2016 8:07:04 AM
The form of verbs here differs from elsewhere.

Perhaps rephrase to "Signage should be..."

Author: Fred Watson Subject: Highlight Date: 5/27/2016 8:07:17 AM
insert the words "should be" ?

Author: Fred Watson Subject: Highlight Date: 5/27/2016 8:07:52 AM
grammar is very unclear here

Landscape Palettes

Objectives

- As the former Fort Ord will be developed over time, **major vegetation and landscaping should be introduced or enhanced** in development areas to create or strengthen an inviting and pedestrian-scale environment, and to integrate the site as a whole into the larger Monterey Bay Region environment (BRP p. 71).
- 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 (BRP p. 71).
- Enhance physical appearance of existing neighborhoods with street and landscaping treatments (BRP p. 67).

Measures

- Existing Trees.** Incorporate and retain existing **healthy** trees on site and integrate into site landscaping whenever possible.
- Functions.** Use plant species that thrive in low-water conditions and serve a variety of functions, including **shade, soil conservation, and aesthetic improvements.**
- Layouts.** Consistent with FORA-RUDG planting design best management practices
- Natives.** Use native vegetation whenever possible and fill in gaps between trees to maintain the **natural character of the Fort Ord Monument.**
- Palettes.** Consistent with FORA-RUDG plant recommendations.

Relevant Locations

- [Town & Village Centers](#)
- [Gateways](#)
- [Regional Circulation Corridors](#)
- [Trails](#)

Author: Fred Watson Subject: Highlight Date: 5/27/2016 8:22:27 AM
Add an additional objective:
"Preserve native vegetation areas in remnant patches in designated development parcels where possible, as well as in the larger areas designated as habitat and open-space. When preserving vegetation, preserve the overall morphology of the community as well as the species composition. For example, avoid "limbing-up" shrubs and trees, where possible."

Author: Fred Watson Subject: Highlight Date: 5/27/2016 10:02:16 AM
Additionally, invasive vegetation should be removed (e.g. ice plant, french broom) and replaced with native vegetation or approved non-native landscaping vegetation.
Also:
Vegetated and landscape areas should be arranged in corridors where possible (not corridors in the transportation sense, but corridors in the sense of natural aesthetics and ecological connectivity).

Author: Fred Watson Subject: Highlight Date: 5/27/2016 10:04:33 AM
I would delete this word.
Retain all trees; with the expectation that unhealthy ones can be replaced if they become a safety hazard.
A healthy tree is great; but an unhealthy tree still has a value as a placeholder for a future tree that could be planted at the site with the confidence that the site is known to be suitable for trees (e.g. has good soil, moisture supply, protection from wind etc.) by virtue of the recent previous existence of a tree at the site. Also, an unhealthy tree that has not yet become a safety concern often provides good habitat for cavity nesters such as oak titmouse and nuttall's woodpecker. It thus provides good opportunity to catalyze psychological connections between urban users and the natural environment, e.g. by discovering that a bird is tending a nest in a cavity in nearby tree
Maybe change text to "Retain trees; and plan to replace unhealthy trees with new trees when unhealthy trees must be removed due to public safety concerns."

Author: Fred Watson Subject: Highlight Date: 5/27/2016 8:30:55 AM
and habitat (e.g. for nesting birds)

Author: Fred Watson Subject: Highlight Date: 5/27/2016 8:31:47 AM
and the natural MORPHOLOGY of Fort Ord's iconic vegetation types such as Maritime Chaparral, and Coastal Oak Woodland

Regional Circulation Corridors

Public roadway corridors are maintained by the land use jurisdictions. The resources required for nurturing new planting and management of urban landscapes suggest a greatly simplified approach to plant selection and design.

AVENUE / 4 Lane Urban Arterial (2nd Avenue and California Avenue)

Trees: Parkway Planting Strip at *Village Centers* ~~Only~~ (6' wide minimum). See Town Center Trees, plus:

- *Cupressus macrocarpa* – Monterey Cypress
- *Quercus agrifolia* (in **protected** areas) – Coastal Coast Live Oak

Trees: Median (11' wide minimum)

- *Cupressus macrocarpa* – Monterey Cypress

Shrubs/Groundcover: Parkway Planting Strips

- *Achillea millifolium* – Common Yarrow
- *Arctostaphylos pumila* – Sandmat Manzanita
- *Arctostaphylos hookeri* - Monterey Manzanita
- *Ceanothus griseus 'horizontalis'* – Carmel Creeper
- *Fragaria chiloensis* - Coastal Strawberry

Grasses/Perennials: Medians

- *Eschscholzia californica* - California Poppy
- *Leymus Triticoides* - Creeping Wild Rye
- *Leymus condensatus* 'Canyon Prince' – Creeping Wild Rye

BOULEVARD / 4 Lane Urban Arterial

(General Jim Moore Blvd, Gigling Road, Imjin Parkway, Reservation Road, Lightfighter Drive)

Trees: Parkway Planting Strip (8' wide minimum)

- *Cupressus macrocarpa* – Monterey Cypress
- *Quercus agrifolia* (1 and 5 gallon size **with wind protection**, except Lightfighter Drive) – Coastal Coast Live Oak

Trees: Median (11' wide minimum)

- *Cupressus macrocarpa* – Monterey Cypress

Grasses/Perennials: Medians

- *Eschscholzia californica* - California Poppy
- *Leymus Triticoides* - Creeping Wild Rye

Grasses/Perennials (seeded): Roadway Shoulder/ Graded Slopes

- *Bromus carinatus* – California Brome

Author: Fred Watson Subject: Highlight Date: 5/27/2016 8:35:09 AM
unclear

what does "protected" mean in this context?

Author: Fred Watson Subject: Highlight Date: 5/27/2016 8:36:19 AM
what does this mean?

does it mean wind protection should be provided?

or does it mean "only plant this species in areas tat already have good protection from the wind" ?

- *Eschscholzia californica* - California Poppy

Roadways with wide medians, road shoulders and parkway planting areas, are typically outside the developed commercial and residential neighborhoods. These roadway corridors provide an opportunity to utilize a dominant native plant palette.

PARKWAY OR RURAL BOULEVARD / 2 or 4 Lane Arterial

(*Eucalyptus Rd, South Boundary Rd, Intergarrison Rd, Blanco Rd, Eastside Parkway, Reservation Rd*)

Trees: Parkway Planting Strip Only (8' wide minimum)

- *Quercus agrifolia* (1 and 5 gallon size with wind protection) – Coastal Coast Live Oak

Trees: Medians

- None

Shrubs: Understory /Roadway shoulders

- | | |
|---|---|
| <ul style="list-style-type: none"> • <i>Baccharis pilularis</i> – Coyote Bush • <i>Ceanothus thrysiflorus</i> – Blue Blossom Ceanothus • <i>Fremontodendron californicum</i> - California Flannel Bush | <ul style="list-style-type: none"> • <i>Heteromeles arbutifolia</i> - Toyon • <i>Rhamnus californica</i> - California Coffeeberry • <i>Rhus integrifolia</i> - Lemonade Berry • <i>Sambucus mexicana</i> - Elderberry |
|---|---|

Grasses/Perennials (seeded): Medians

- *Eschscholzia californica* - California Poppy
- *Leymus Triticooides* - Creeping Wild Rye

Grasses/Perennials (seeded): Roadway Shoulder/ Graded Slopes

- *Bromus carinatus* – California Brome
- *Eschscholzia californica* - California Poppy

Author: Fred Watson Subject: Highlight Date: 5/27/2016 8:41:34 AM

Arguably, flannel bush and elderberry are the odd ones out here. They are not typical Fort Ord plants, and yet they are highly visible. Their presence would not necessarily reinforce the native character they we seek in a "rural" setting.

Consider removing them, after consultation with a local botanist.

Lemonade berry might also be inappropriate, but I don't know it well.

Parkway or Rural Blvd | 2 or 4 Lane Arterial



*Quercus agrifolia**
Coastal Coast Live Oak

TREES
Parkway Planting Strip Only
(8' wide minimum)

* 1 and 5 gallon size with wind protection



Baccharis pilularis
Coyote Bush



Ceanothus thrysiflorus
Blue Blossom Ceanothus

SHRUBS
Understory/Roadway Shoulders



Fremontodendron californicum
California Flannel Bush



Garrya elliptica
Silk Tassel

Parkway or Rural Blvd | 2 or 4 Lane Arterial

SHRUBS
Understory/Roadway Shoulders
continued



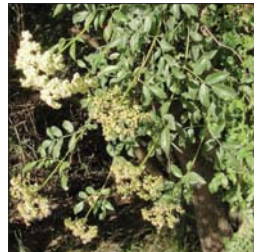
Heteromeles arbutifolia
Toyon



Rhamnus californica
California Coffeeberry



Rhus integrifolia
Lemonade Berry



Sambucus mexicana
Elderberry

GRASSES – PERENNIALS
(SEEDED)
Medians



Eschscholzia californica
California Poppy



Leymus triticoides
Creeping Wild Rye

Page: 67

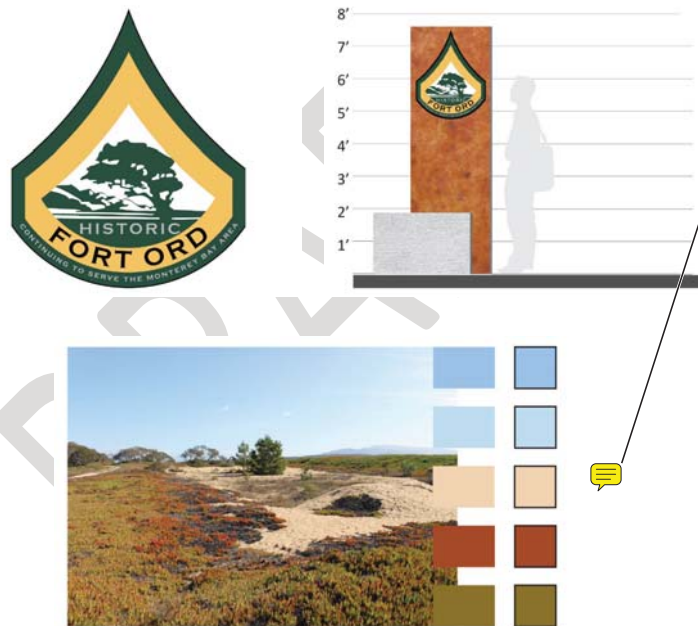
Author: Fred Watson
misfit? Subject: Sticky Note Date: 5/27/2016 8:44:50 AM

Author: Fred Watson
misfit? Subject: Sticky Note Date: 5/27/2016 8:44:44 AM



Option 2. Military insignia – private first class

The shape of the military insignia badge is easily recognizable to any serviceman, and is used to emphasize the history of the site. The shape of a Private First Class badge reminds us of the many new recruits who were trained here. The text across the bottom reads "Continuing to Serve the Monterey Bay Area", emphasizing former Fort Ord's transition from military to civil service.



Page: 73

Author: Fred Watson Subject: Sticky Note Date: 5/27/2016 10:05:32 AM
Use a different photograph - one that is not dominated by an invasive plant that is not typical of historic Fort Ord.

I would argue that ice plant is an emblem not of the military era of Fort Ord, but of the 20+ years of blight that occurred in the wake of base closure.

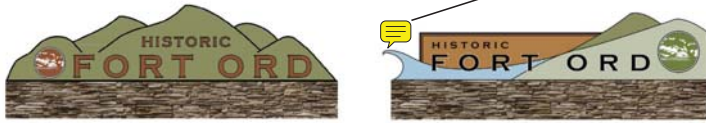
I think the ice plant has only really become as dominant as it is today in the WAKE of base closure. I don't think it was as abundant during base operations as it is today. Someone would need to verify this.

To incorporate the rusty red of wilting ice plant into the palette is to honor blight, and not to honor the military period.

Maybe the color is appropriate, but only as a reference to something else, not ice plant.

The former Fort Ord lands have always had as a backdrop the profile of hills which are now the National Monument. The hills could be the unifying design element used by the gateway signage.

The signage of the California State University, Monterey Bay campus provides another possibility for defining one's gateway experience to former Fort Ord lands.



The California State University, Monterey Bay campus is an important asset to former Fort Ord in terms of its research and educational mission and the faculty and staff positions it provides in the wake of the base closing. The campus signage creates an aesthetic brand which could be used as a starting point for a more regional signage effort.



Page: 74

Author: Fred Watson Subject: Sticky Note Date: 5/27/2016 8:52:51 AM
these are cool. but the wave here is curling AWAY from the coast. oops.

Author: Fred Watson Subject: Sticky Note Date: 5/31/2016 5:30:32 AM
Replace with a photo that is actually from Fort Ord.

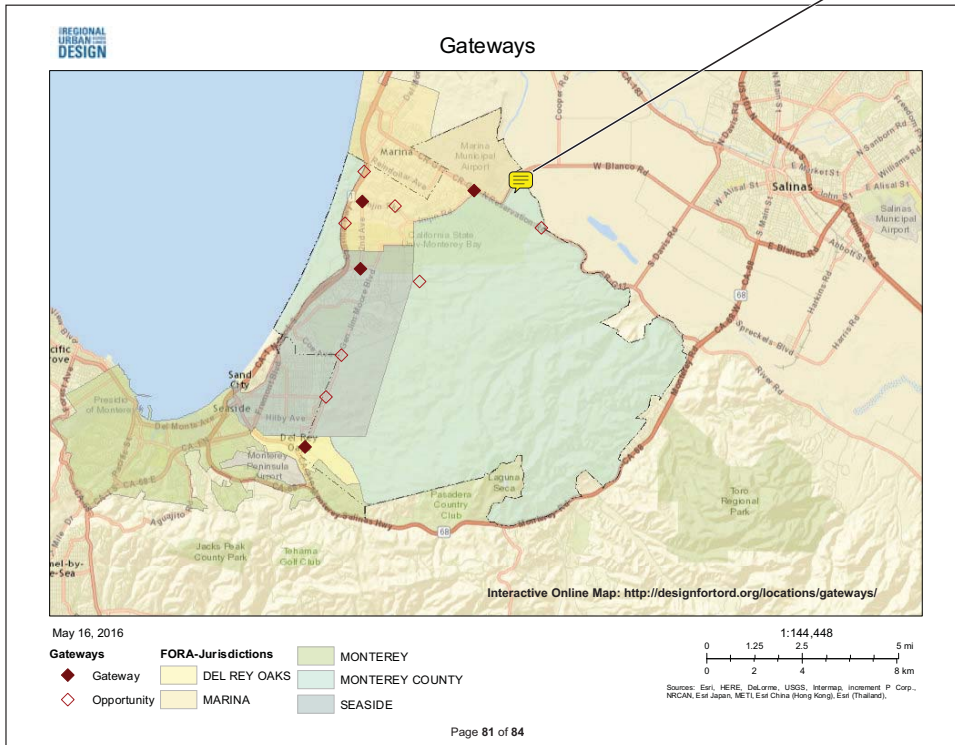
This one is not from Fort Ord.

This photo is taken from private ranch land about 6 miles south of San Lucas (55 miles from Fort Ord), looking almost due north toward the Chalone Peaks and the vast grasslands of the ranch country east of King City.

It looks a bit like the grasslands of Fort Ord, but the landscape in the photo is dominated by grass to a much greater extent.

Even if the colors match, representing Fort Ord with a photo from elsewhere undermines the credibility of these guidelines.

Author: Fred Watson Subject: Sticky Note Date: 5/27/2016 9:24:02 AM
 The Imjin/Reservation gateway would be better placed at the Blanco/Research intersection, to reflect the opportunities for substantial base reuse elements to occur either side of Blanco i.e. BEFORE the westbound traveller reaches the Imjin/Reservation intersection.
 This idea was expressed during the RUDG public events, but has not been reflected here.



Author: Fred Watson Subject: Highlight Date: 5/27/2016 9:31:44 AM
 This map reflects that which was approved by the FORA board in March 2016 as the "Draft Trails Concept".

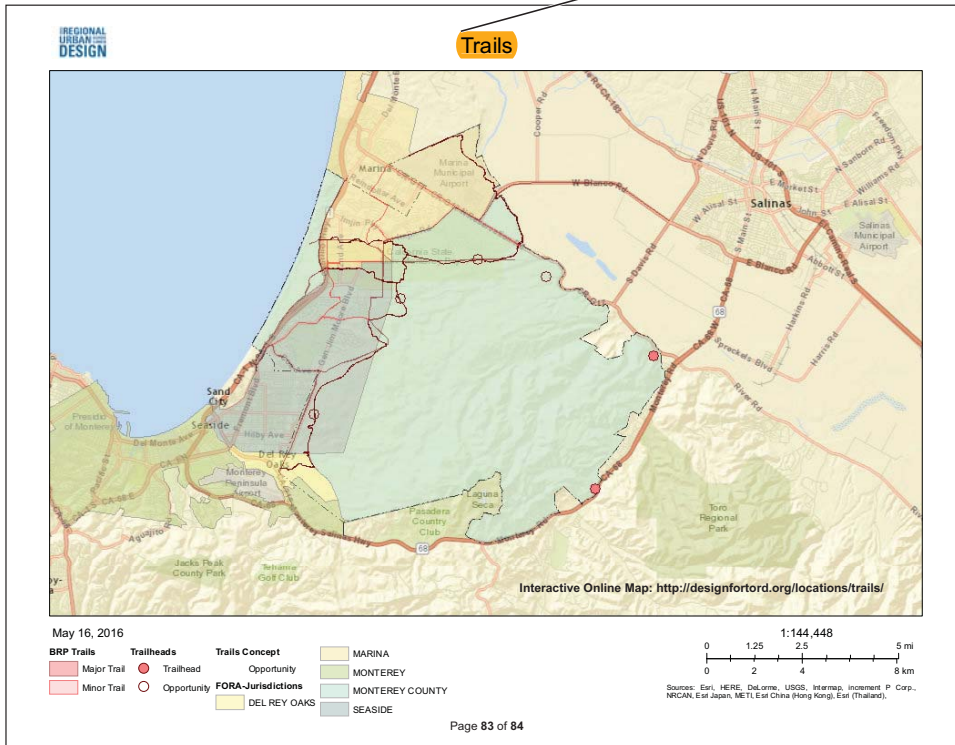
But this concept is a living thing, the most up-to-date version of which should be reflected in any subsequent documents (like the RUDG) to be submitted for FORA Board approval.

Given this, I have several "updates" that I can provide, all of which have benefitted from substantial public involvement and agency consultation.

For example:

1. This map is missing the the connector to Ryan Ranch (from the Seaside/DRO/FONM triple boundary).
2. The list of "minor trails" is missing of the "minor trail" alignments that have accompanied the process that led to the "Draft Trails Concept".

I'll follow-up more about this by direct email with FORA staff.



Karyn Wolfe
3054 Fredrick Circle
Marina, CA 93933
(831) 915-8552 | kwolflynn@gmail.com

May 31, 2016

Josh Metz
Fort Ord Reuse Authority
920 2nd Ave., Ste. A
Marina, CA 93933

Dear Josh and the RUDG Task Force,

Thank you for your continuing commitment to enfolding public comment into the RUDGs. I would like to submit the following comments/requests:

1. Remove “in protected areas” from the all listings of *Quercus agrifolia*. This is unclear and unfairly singles out the local dominant native tree from equal consideration by developers.
2. Please add some clarification beyond the word “native” – Fort Ord native is preferred. Only native plants that area appropriate to the most local climate and ecology are the truly sustainable option. All plants are native to somewhere; even California natives are likely inappropriate for our area.
3. Please incorporate the FORTAG and its trail entries and byways into all lists and maps and delete proposed but non-funded/ approved development such as the Monterey Downs and its proposed East Side Parkway. Please also carefully consider the comments by Fred Watson representing concerns about FORTAG inclusion in this document. This is an extremely important trail and will be fully integrated with the Fort Ord lands covered in this plan. Therefore, it must be acknowledged and included.
4. In defining complete streets, pedestrian and bicycle safety, etc., I can’t find provision or guidelines for accommodating people with differing abilities, including wheelchairs and other mobility devices, strollers, partial sight, and deaf residents and visitors. What are the street crossing and ambulation measures being taken to insure inclusion and safety of this segment of our population?
5. In creating guidelines for miles of sidewalks and pedestrian and bicycle pathways, please create definitions for appropriate spacing of benches, garbage and recycling bins, and drinking fountains, which are integral to a functional public space.
6. Please affirm that it is your role to put strong sustainable measures into place that will impact the future, including cistern, bioswale, and gray water requirements (both irrigated and outflows) for public spaces that comply

- with current California drought regulations. All future development should be built with this capacity; our population is only going to increase and our water troubles exponentiate. No future-facing guidelines should be without this vision.
7. In this same vein, please include standards for electric vehicle charging stations in public areas and the inclusion of solar installations on all public buildings in the Fort Ord area. This is the direction our state and country are headed and design guidelines without this leadership are weak and shortsighted.
 8. The guideline to “incorporate and retain existing healthy trees on site and integrate into site landscaping wherever possible” is extremely weak. While it sounds supportive of existing vegetation, any developer could come along and say that it isn’t possible to retain the existing trees due to the design they are proposing. This guideline needs to be stronger in its recommendation to plan around existing trees, integrate trees into designs, and preserve heritage trees with maximum care and economic commitment.
 9. In addition to achieving human and village-scale developments, please incorporate the statement to “maintain the natural features of the land and protect view sheds of dunes/oceans whenever feasible.”
 10. Please make the spelling and species corrections that were noted by Rob de Bree of Elkhorn Native Plant Nursery in a separate correspondence.

Thank you for your thoughtful consideration of these points.

Regards,

Karyn Wolfe

Karyn Wolfe

Cc: Bruce Delgado, Kathy Biala, Layne Long, Josh Metz, Rob de Bree, Gail Morton, Gene Doherty, Fred Watson