



# FORT ORD REUSE AUTHORITY

## REGIONAL URBAN DESIGN GUIDELINES (RUDG)

### TASK FORCE MEETING

920 2<sup>nd</sup> Avenue, Suite A, Marina CA 93933 (FORA Conference Room)

3:00 p.m., Tuesday, May 10, 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. April 28, 2016
6. BUSINESS ITEMS ACTION
  - a. Draft RUDG final content review / recommendation
7. ITEMS FROM MEMBERS
8. ADJOURNMENT

**NEXT MEETING: TBD**

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## REGIONAL URBAN DESIGN GUIDELINES (RUDG) TASK FORCE MEETING

1:00 p.m., Thursday, April 28, 2016, *FORA Conference Room*

### 1. **CALL TO ORDER**

Confirming quorum, FORA Economic Development Coordinator Josh Metz called the meeting to order at 1:03 a.m. The following were present:

#### **Committee Members:**

Layne Long, City of Marina  
Anya Spear, California State University Monterey Bay (CSUMB)  
Carl Holm, Monterey County

#### **FORA Staff:**

Steve Endsley  
Mary Israel  
Josh Metz  
Michael Houlemard, Jr. (entered at 1:50 p.m.)

#### **Other Attendees:**

Mike Bellinger, BFS Landscape Architects (BFSLA)  
Kathy Biala, Marina Planning Commission  
Steve Matarazzo, University of California Santa Cruz  
Karyn Wolfe, Citizens for Sustainable Marina  
Eric Morgan, Bureau of Land Management  
Robert Guidi, U.S. Army Presidio of Monterey  
Bob Schaffer, member of the public

### 2. **PLEDGE OF ALLEGIANCE**

Eric Morgan led the pledge of allegiance.

### 3. **ACKNOWLEDGEMENTS, ANNOUNCEMENTS AND CORRESPONDENCE**

A representative of Citizens for Sustainable Marina submitted correspondence to the RUDG Task Force and also conveyed the information verbally.

### 4. **APPROVAL OF MEETING MINUTES**

a. April 14, 2016

**MOTION:** Carl Holm moved, seconded by Anya Spear, to approve the April 14, 2016 RUDG Task Force minutes.

**MOTION PASSED.** Craig Malin abstained.

### 5. **PUBLIC COMMENT PERIOD**

None.

### 6. **BUSINESS ITEMS**

Draft RUDG content review/edit/recommendations

i. Landscaping

Mike Bellinger of BFSLA reviewed several changes to the plant palette including adding a range of trees, native shrubs and native groundcover plants. Comments were made by two members of the public: one in favor of the process and the decisions made, and the other asking for all phrases that specify special treatment for growing success with oaks to be removed from the plant palette.

ii. Checklist v9.3 Review

The RUDG Task Force discussed LEED standards for building mix and agreed to have a link from the RUDG website to the LEED Neighborhood Design National Standards.

The RUDG Task Force discussed the language in the Buildings Orientation section. They prefer to have #4 say "Building fronts face building fronts on the other side of streets or building fronts face fronts or sides of other buildings within blocks."

The RUDG Task Force discussed the language in the Trails section. They prefer to clarify which Major and Minor Trails require the surfaces specified in #5. They also requested language to clearly distinguish pathway, sidewalk and trail in the RUDG, and that surfacing choices be expanded. Mr. Metz said that alternative surfaces could be described in the notes section for review by planners and FORA staff.

Mr. Metz answered question from the public about how the checklist would be distributed by saying it would be distributed to planning departments in all jurisdictions with a flyer explaining the BRP and the RUDG and how the checklist is used. He said FORA staff will train the planning departments on how to use the checklist as well.

iii. Gateways

Mr. Metz showed an updated version of the Gateways page on the RUDG website and asked the RUDG Task Force for guidance. Michael Houlemard, who entered the meeting at 1:50 p.m., said the graphics were good and the images should be included as "ideas." Other Task Force members offered terms such as "examples," "samples" and "concepts." A member of the public asked for the two other palettes in previous drafts to be put back in to the section.

Mr. Bellinger reviewed his additions of landscaping palette and sign materials guidance to the gateway section. RUDG Task Force members embraced the suggestions.

iv. Cross-sections

Mr. Metz showed an updated table of Regional Circulation Corridors with cross section types that staff prepared to answer the question of which cross section illustrations the RUDG should offer. He said that the cross-sections were narrowed down to three types: Avenue, Parkway and Boulevard. Members of the RUDG Task Force were pleased that the designs encourage narrower lanes, such as 11 foot wide lanes in.

MOTION: Craig Malin moved, and Michael Houlemard seconded, to close discussion on the above-itemized topics and to forward the RUDG with adjustments to the Landscaping Palette by Mr. Bellinger as he sees fit in response to the discussion and adjustments by staff to the checklist and gateways as reflected in this meeting to the FORA Board of Directors.

MOTION PASSED UNANIMOUSLY.

**7. ITEMS FROM MEMBERS**

None.

**8. ADJOURNMENT**

Mr. Metz adjourned the meeting at 3:02 p.m.

**NEXT MEETING: 3:00 p.m. Tuesday May 10, 2016**



# Regional Urban Design Guidelines

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



**FORT ORD REUSE AUTHORITY**

DRAFT 5/5/2016



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# Introduction

## Overview

*“The vision for the future of the former Fort Ord is that a community will grow up on the former Base, having a special character and identity. This community, at the same time, will fit with the character of the Peninsula, complementary with the scale and density of the existing communities from Marina to Carmel. It will demonstrate a respect for the special natural environment of the Peninsula and the scenic qualities of the Bay, coastal dune areas, and upland reaches. It will also be complementary to the rich tradition and reality of agriculture in the Salinas Valley, which forms such an important part of the regional character and economy, while enhancing the experience of visitors to the Peninsula. Most importantly, the community will be a special place for living and working. It will provide a diversity of experience and opportunity, with a development approach that is sustainable and appropriate.”* – Base Reuse Plan, p. 56

The Fort Ord Reuse Authority (FORA) adopted a state and federally required Base Reuse Plan (BRP) in 1997. Under state law, FORA oversees planning, financing, and implementing reuse and recovery programs described in the 1997 BRP. These Regional Urban Design Guidelines (RUDG) are required BRP policy refinements intended to facilitate community reuse goals. The guidelines were developed under a broadly-inclusive public planning process that incorporated significant local resident, property owner and stakeholder input. FORA jurisdictions must account for these guidelines when submitting proposed land use plans, zoning codes, entitlements and other implementing actions. FORA must then determine the consistency of such plans, zoning, and actions with the guidelines (and other BRP requirements), the process for which is set forth in the FORA Act and Article 8.01 of the Master Resolution. The RUDG are not zoning plans or zoning ordinances; such are the purview of the local jurisdictions. These guidelines are built from the BRP, draw on existing local policy, and incorporate national urban design best practices.

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

- Create a unique identity for the community around the educational institutions.
- Reinforce the natural landscape setting consistent with Peninsula character.
- Establish a mixed-use development pattern with villages as focal points.
- Establish diverse neighborhoods as the building blocks of the community.
- Encourage sustainable practices and environmental conservation.
- Adopt Regional Urban Design Guidelines.

These RUDG apply to Town & Village Centers, Gateways, Regional Circulation Corridors, Trails, and the Highway 1 Design Corridor on the former Fort Ord. The visual quality and character of these design guideline locations are critical to achieving regionally cohesive reuse.

Core elements of the BRP vision for the future new communities at Fort Ord:

- *“Maintain the fine-grained development pattern of existing areas of the Main Garrison.*
- *Encourage a development pattern which mixes uses horizontally and vertically for an active streetscape.*
- *Encourage a scale and pattern of development which is appropriate to a village environment and friendly to the pedestrians and cyclists.*

- *Minimize the scale of streets to facilitate pedestrian movement while providing adequate circulation and parking opportunities.*
- *Create strong physical linkages from the villages to the CSUMB campus and other major activity areas.”*

-Base Reuse Plan, p. 65

### How to Use the Guidelines

- Locate your site, project, or area of interest on the Locations Map or on the theme specific maps that follow. Each theme specific page contains lists of Board adopted Locations, local jurisdiction Opportunity sites, and Relevant Guidelines.
- Follow Relevant Guidelines links to detailed Objectives and Measures for each Relevant Guideline. Objectives describe the general design direction derived from the BRP. Objectives are implemented through the Measures (and/or other means) and are used, along with the Measures, by the FORA Board for consistency determinations. Measures help implement the Objectives and form the qualitative basis for jurisdiction and FORA staff Base Reuse Plan consistency evaluations.
- In cases where these guidelines may conflict with or omit BRP requirements the BRP governs.

## Project Timeline

- **RUDG Task Force Meetings**

- |                  |                  |                  |
|------------------|------------------|------------------|
| ○ May 10, 2016   | ○ Aug 18, 2015   | ○ Dec 11, 2014   |
| ○ April 28, 2016 | ○ June 25, 2015  | ○ Oct 30, 2014   |
| ○ April 14, 2016 | ○ May 1, 2015    | ○ Sept 22, 2014  |
| ○ Mar 29, 2016   | ○ April 23, 2015 | ○ June 27, 2014  |
| ○ Feb 25, 2016   | ○ April 2, 2015  | ○ June 20, 2014  |
| ○ Feb 5, 2016    | ○ Mar 23, 2015   | ○ June 19, 2014  |
| ○ Dec 16, 2015   | ○ Mar 3, 2015    | ○ June 2, 2014   |
| ○ Nov 3, 2015    | ○ Feb 23, 2015   | ○ May 29, 2014   |
| ○ Oct 12, 2015   | ○ Jan 26, 2015   | ○ May 9, 2014    |
| ○ Sept 10, 2015  | ○ Jan 9, 2015    | ○ April 30, 2014 |
| ○ Aug 27, 2015   | ○ Dec 19, 2014   | ○ April 22, 2014 |

- **Board Workshops and Public Open House:** March 7, 2016 and November 2, 2015
- **Dover, Kohl, & Partners (DKP) Work In Progress Presentation:** February 11, 2015
- **Design Charrette:** February 2-11, 2015
- **DKP Site Visit:** November 12-19, 2014
- **Consultant Selection:** July 2014
- **Request for Proposals:** May 2014
- **Staff Work Plan:** February 2014
- **Fort Ord Colloquium:** December 2013
- **Reassessment Report:** 2012
- **Highway 1 Design Corridor Guidelines:** 2005
- **Regional Redevelopment Agency Rejected:** 1999
- **Base Reuse Plan Published:** 1997
- **Fort Ord Closure:** 1994

## 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

retail) will enhance the vitality of the village centers. The villages will be linked by transit routes and by open space corridors suited for cycling and walking. The villages will be designed to be compact and walkable, each developed with its own identity and character.” (BRP, p. 58-59).

***Design Principle 4: Establish diverse neighborhoods as the building blocks of the community.***

“The special character of the communities in the Peninsula is due, at least in part, to the diversity of their residential neighborhoods. They are typically small scaled, with one and two story buildings. Open space is plentiful, giving the overall impression of a green and lush landscape. In some neighborhoods, historic styles and buildings predominate, including adobes characteristic of the pre-statehood era. A regional vernacular, the Monterey style which evolved during the colonial period, is joined by an array of other architectural styles: Victorian, California bungalow, “Mediterranean”, post WWII tract, and more recent modern and post-modern styles.”

“Several of the existing residential communities on the former base – including portions of Patton, Abrams, Schoonover, and Frederick housing areas – will be retained and renovated for a variety of housing unit types where feasible. In addition, new residential neighborhoods will be added, ranging from high density units in the Town Center and village centers, to large lot single family areas. In all cases, particular attention will be paid to ensuring that the residential neighborhoods retain or establish special identities and characters, and that they have available a full range of amenities – schools, parks, transit, and shopping – within a convenient and walkable distance.” (BRP, p. 59-60).

***Design Principle 5: Encourage sustainable practices and environmental conservation.***

“Sustainable development means economic growth that we can live with and that future generations can live with too. It means growth that improves human welfare but does not squander the resources of the planet nor undermine the biological systems on which life depends.”-World Resources Institute

“The reuse of the former Fort Ord as a mixed-use community within the larger Peninsula provides the opportunity to demonstrate a wide range of design and planning practices that are consistent with accepted notions of sustainability and environmental conservation. A majority of the area of the former Fort Ord will be set aside for habitat management with limited recreation opportunities included. The remaining portions of the former base will be developed into a balanced community which provides housing and employment opportunities, reducing the need for long distance commuting throughout the region. Major destinations such as employment centers, the university, and regional shopping will be located along transit rights-of-way to ensure the availability of modes of transit besides the automobile. Specific areas of the community will also be designed to include a mix of uses such as housing, shopping and office, and to be pedestrian friendly. In addition, individual sites and buildings should be designed to minimize energy consumption and to take advantage of local climatic conditions to enhance comfort.” (BRP, p. 60-61).

***Design Principle 6: Adopt Regional Urban Design Guidelines.***

“The visual character of the Monterey Peninsula plays a major role in supporting the area’s attractiveness as a destination for many visitors every year. The location of the Fort Ord property is such that it functions much like a gateway to Peninsula attractions such as the beach and dunes area which will be a state park; the communities of Monterey, Pacific Grove, Carmel; and the Carmel Valley, Big Sur

and points south. Maintaining the visual quality of this gateway to the Peninsula and where necessary enhancing it is of regional importance to ensure the economic vitality of the entire Peninsula.

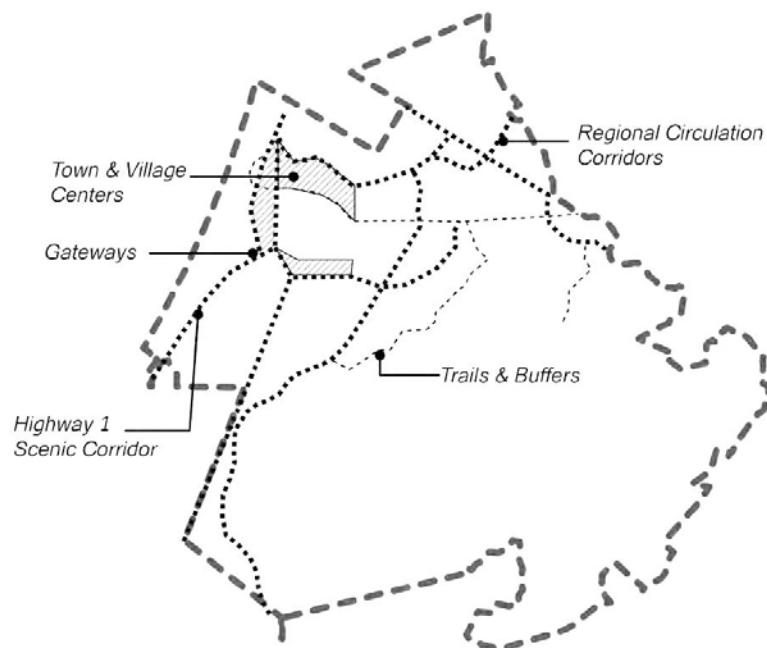


Figure 1. BRP Regional Urban Design Guideline Areas

Regional urban design guidelines will be prepared and adopted by FORA as a separate implementation action to govern the visual quality of the following areas of regional importance. The guidelines will address the State Highway 1 Scenic Corridor, the freeway entrances to the former Fort Ord are from State Highway 1 (12th Street and the Main Gate areas) and from the east, areas bordering the public accessible habitat-conservation areas, major through roadways such as Reservation Road and Blanco Road, as well as other areas to be determined. The urban design guidelines will establish standards for road design, setbacks, building height, landscaping, signage, and other matters of visual importance.” (BRP, p. 61).



## Economic Factors

By establishing a cohesive community character and improving multi-modal connectivity, the Design Guidelines have the potential to spur local and regional economic development. Town and village centers featuring a mix of uses and an integrated network of pedestrian- and bicycle-friendly streets will help create a unified identity for the former Fort Ord. Well-designed corridors and trails will enhance connectivity between the centers as well as to important destinations such as CSUMB and the national monument. Transit investments will further enhance connections to the broader region. Experience from other communities around the country shows that, taken together, these design features and other improvements envisioned in the Base Reuse Plan can deliver significant economic benefits. These benefits may include:

### ***Improved retention and attraction of key demographic groups, including the Millennial and Baby Boomer generations.***

Providing compact, amenity-rich village centers with access to outdoor recreation could help retain younger workers in the region, while also attracting increased demand for post-retirement housing from the older generation. Overall, 62 percent of Americans planning to move in the next five years would prefer to settle in mixed-use communities, according to a national survey conducted in 2013. A national survey conducted in 2012 found that 56 percent of respondents aged 21 to 34 (Millennials in their prime household formation years) “would prefer to live someday in a walkable community, whether an urban, suburban or small town location.” Forty-six percent of those aged 50 to 65 (Baby Boomers approaching retirement) expressed this same preference. Seniors and near-retirees also are increasingly interested in moving to communities with access to recreational open space, according to a 2006 study.

*Well-designed streets and walkable neighborhoods that provide access to a range of amenities have been shown to result in higher property values.*

### ***Increased property values.***

Well-designed streets and walkable neighborhoods that provide access to a range of amenities have been shown to result in higher property values. For example, a 2006 Philadelphia study found that home prices increased by nine percent when located near a new tree planting, while a 2003 study in Cleveland, Ohio, estimated a seven percent increase in commercial office rents associated with quality landscaping. A 2010 national study showed that commercial properties with high Walk Scores were valued an average of 54 percent higher than those with low Walk Scores. A 2007 study of Portland, Oregon, found that homes located within walking distance of neighborhood amenities such as specialty grocery stores and wine bars experienced property value premiums as high as 20 percent.

### ***Improved leveraging of public open space for economic growth.***

Improved access to national monuments and public open space positions regions for growth. In a 2011 report that studied communities adjacent to national monuments in the western United States, two-thirds experienced growth in four economic indicators – population, employment, personal income, and per-capita income – equal to or stronger than comparable communities without monuments. Numerous studies have also recognized a positive relationship between property values and proximity to parks, greenbelts, and open space. A 2009 study, for example, estimated an average 20 percent premium on the value of property adjacent to recreational spaces such as nature preserves in Mecklenburg County,

North Carolina. Studies of home values near parks showed a similar relationship in Minneapolis – St. Paul and Dallas-Fort Worth, Texas.

***Growth in tourism, particularly from bicyclists and other outdoors enthusiasts.***

Providing bicycle trails and other infrastructure can attract more local spending. A 2012 study of bicycle-related travel in Oregon found that the average travel party (a group of cyclists traveling together) spends \$116 in a typical day trip and \$744 for an overnight trip. Investments in bicycle access and infrastructure in the Pikes Peak region of Colorado resulted in \$1.80 to \$2.70 in local spending for every \$1 spent, according to research published in 2015. A 2011 study in central Florida estimated that a network of bike trails injected \$42.6 million into the local economy and supported 516 jobs in one year.

*According to a 2009 study, every \$1 billion in spending on transit operations and capital supports approximately 36,000 jobs per year.*

***Employment growth and enhanced property values that result from transit investment.***

According to a 2009 study, every \$1 billion in spending on transit operations and capital supports approximately 36,000 jobs per year. A 2010 review of data on the job creation impacts of the American Recovery and Reinvestment Act (ARRA) found that investing in public transportation produced twice as many jobs per dollar as investing in highways. Transit investment also has the potential to lift property values in its vicinity, depending on context, the type of transit, and economic factors. Recent studies of Pittsburgh and Boston's BRT systems found significant increases in property values associated with those cities' respective systems. A single-family home located 100 feet away from a Pittsburgh East Busway station is worth approximately \$9,745 more than a property located 1,000 feet away, while a condo located 100 feet away from a Boston Silver Line station is worth \$45 per square foot more than a condo located 1,000 feet away.

Long-term economic success means focusing on quality-of-life, character, and connectivity. In this way the Design Guidelines are a powerful tool for local and regional economic development. In examining how these factors apply to the Monterey Bay community – the RUDG Market and Economic Report found similar characteristics and potential. For in-depth local impact analysis please see the full report in the Appendix.

## Policy Application

These design guidelines provide Base Reuse Plan (BRP) policy refinement to ensure that matters of visual importance during former Fort Ord reuse are cohesive, attractive, functional and sustainable. The guidelines are also intended to meet FORA's land use jurisdictions individual community development objectives and to become integrated into local legislative land use documents.

"The urban design guidelines will establish standards for road design, setbacks, building height, landscaping, signage, and other matters of visual importance," – Base Reuse Plan, page 61.

Since 1994, the US Army and FORA have transferred ownership to multiple jurisdictions: Municipal, County, State, Federal and Educational. The FORA Board has the responsibility to review and certify the underlying jurisdiction's legislative land use documents (General Plans, Specific Plans, and Zoning Codes) and project specific entitlements for BRP consistency.

Once adopted by the FORA Board, these design guidelines will be utilized for land use actions within the former Fort Ord area as follows:

1. Where a local agency has existing legislative land use documents determined consistent with the BRP by the FORA Board, the local agency *may apply* Fort Ord Regional Urban Design Guidelines (the result would be a design related recommendation).
2. Where the local agency submits a new or an amendment to an existing legislative land use document for a FORA BRP consistency determination, FORA *shall apply* the design guidelines in determining consistency (the result would be a design related measure).
3. Where a local agency submits a project level/development entitlement for a FORA BRP consistency determination, the project is subject to the local agency's legislative land use documents *in effect at the time the project was approved by the local agency*.
4. These guidelines apply to State and Federal agencies whenever the underlying user is a private for- or non-profit company under a lease or partnership arrangement that establishes private use of State or Federal land.
5. These guidelines apply to Town & Village Centers, Gateways, Regional Circulation Corridors, Trails, and Regional Transit Facilities within the former Fort Ord boundary. Previously (2005) Board adopted Highway 1 Design Corridor Guidelines remain applicable as adopted.
6. In cases where these guidelines may conflict with or omit BRP requirements the BRP governs.

## 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

options increase, allowing more direct travel between destinations, creating a more accessible and resilient transportation system.

**Context.** Physical (such as roads, buildings, infrastructure, topography) and non-physical (political, cultural, economic) elements or conditions that set a framework/conditions for design.

**Corridor.** A (generally linear) tract of land in which at least one main line for some mode of transport has been built. Thoroughfares that enable mobility between areas may also be called corridors. Successful corridors will include a variety of transportation methods catering to motorists, pedestrians, bicyclists and transit users.

**Dead End/Cul de Sac/Stub Road.** A local street with only one inlet/outlet, or. Cul de Sacs typically are design to have sufficient turning radius at the dead end for vehicles to exit without stopping/reversing.

**Dedicated transit lane.** Dedicated median bus/transit lanes are usually located on major routes and may be along the centerline of a multi-lane roadway or at the roadside.

**Design Guidelines.** a set of standards for road design, setbacks, building height, landscaping, signage, and other matters of visual importance.

**Feasible.** Capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors.

**Frontage.** The area between a building facade and a vehicular lane of a thoroughfare or pavement of a pedestrian passage.

**Gateways.** Create a sense of arrival, aid navigation and make lasting impressions on visitors. Gateway components include signs, roundabouts, landmarks, archways, signature parks, signature streets, and other notable features. Gateways should be located around points of significance such as entry/exit points of Regional Circulation Corridors, public land access points, or transitions between Town & Village Centers.

**General Plan.** A statement of policies, including text and diagrams setting forth objectives, principles, standards, and plan proposals, for the future physical development of the city or county.

**Green.** A Green is available for unstructured recreation and active uses. Greens are spatially defined by landscaping rather than building frontages.

**Greenway.** A corridor, pathway or trail that is created or set aside to provide alternate transit, recreational, and other uses and may be aligned independently or with/along vehicular roadways.

**Guideline.** A rule or instruction that shows or tells how something should be done, not a legal term of art with no particular legal meaning. Illustrative Exhibits: Non-binding Illustration(s) serving to explain a design concept.

**Height.** Height refers to the number of stories in a building.

**Illustrative Plan.** A scaled plan showing proposed uses and structures for parceled land. An illustrative plan could also show the location of lot lines, the layout of buildings, open space, parking areas and landscape features.

**Intersection.** A place/location where events, things, or facilities intersect, especially a place where two or more roads/streets cross.

**Land Use.** The manner in which a parcel of land is used or occupied.

**Legislative Land Use Decision.** General Plans, Zoning Code, or Specific Plans.

**Lot Frontage.** The property line adjacent to the frontage street.

**Massing.** The general shape/sizing of a building/facility.

**Measures.** Measures help implement the Objectives and form the quantitative basis for jurisdiction and FORA staff Base Reuse Plan consistency evaluations.

**Mixed-Use Development.** Development that includes a mixture of complimentary land uses. The most common mix of land uses including housing, retail, office, commercial services, and civic uses.

**Multi-family.** Typically multiple separate residential units contained within a single building or buildings within a complex, such as an apartment building.

**Objectives.** Objectives describe the general design direction derived from the Base Reuse Plan. Objectives are implemented through the Measures (and/or other means) and are used, along with the Measures, by the FORA Board for consistency determinations.

**Off-road.** Non-paved roadways or trails.

**Opportunity Locations (Opportunities):** Town & Village Centers, Gateways, Regional Circulation Corridors, and Trails (and other) where the FORA Regional Urban Design Guidelines are encouraged – but not required.

**Parallel parking.** Parking along the street line – at curbside where they exist.

**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.

**Parkway.** A regional facility/road intended to carry traffic from point to point with little interruption in the way of driveways and intersections

**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.

**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.

**Public Spaces.** 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.

**Reassessment Report.** Published in 2012, the Reassessment Report is a legislatively required BRP progress report. Required BRP policies and programs were reviewed and yet-to-be completed items were identified including completion of these RUDG.

**Right-of-way (ROW).** The legal right, established by usage or grant, to pass along a specific route through grounds or property belonging to another.

**Setback.** The area of a lot measured from the lot line to a building facade or elevation. This area often must be maintained clear of permanent structures with the exception of appurtenances which typically are permitted to encroach within the setback.

**Specific Plans.** A plan addressing land use distribution, open space availability, infrastructure, and infrastructure financing for a portion of a community. Specific Plans put provision of local general plans into action.

**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.

**Streetscape.** The space between the buildings on either side of a street that defines its character. The elements of a streetscape include: building frontage/facade, landscaping (trees, yards, bushes, plantings, etc.), sidewalks, street paving, street furniture, benches, kiosks, trash receptacles, fountains, etc.), signs, awnings, and street lighting.

**Stub (Road).** A road which terminates at a subdivision boundary line but may be extended at a later date to provide access to abutting land.

**Sustainable Development.** Development with the goal of preserving environmental quality, natural resources and livability for present and future generations. Sustainable initiatives work to ensure efficient use of resources

**Trail.** A trail is a passage way or designated route for pedestrian, bicycle, equestrian, and/or other non-vehicular use. Includes paved, unpaved, urban, & rural routes & the transit that connects them. The character of a trail depends on the nature of the environment around it and its purpose. Trails are used for recreation and/or to connect places. Two categories of Major and Minor trails are described in the BRP, which are analogous to the Arterial vs. Collector classification of roads.

**Trailhead.** The location/point at which a trail begins, especially where such facilities are accessed for hiking, biking, horseback riding, or off-road vehicles.

**Major Trails.** 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.** 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.



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# Guidelines

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## 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.

## *Buildings*

### Orientation

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

### 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.

## *Landscaping*

### Landscape Palettes

As the historic Fort Ord is 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. Landscape guidelines provide resources for jurisdictions, developers and the communities to achieve BRP landscaping goals..

### Lighting

Provide appropriate illumination to meet community needs for orientation and safety to compliment architectural aesthetics and the surrounding coastal environment. Lighting guidelines provide resources for jurisdictions, developers and the communities to achieve BRP landscaping goals.

## *Signage*

### Gateways

Well-designed gateways provide visual evidence one has arrived at the former Fort Ord, and mark the transition between communities and points of interest. Regional guidelines and jurisdiction design preferences will inform gateway design aesthetic.

### Wayfinding

Wayfinding orients commuters and visitors as they traverse the historic Fort Ord by car, bike or on foot. Consistently themed clear and ample signage provides residents, commuters, and visitors a more pleasant and productive experience.

## *Other Matters of Visual Importance*

### Public Spaces

Well-proportioned public spaces are inviting to people, encourage healthy lifestyles, community gatherings, commerce and a sense of safety. The BRP envisioned an interconnected set of well-proportioned public open spaces connecting natural resource amenities and the emerging new urban spaces.

### 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 destinations for people gathering.

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## 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 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.

*Relevant Locations*

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

*Design References*

- [Sample Street Sections](#) (pages 24-31)
- [BRP Roadway Design Diagrams](#)

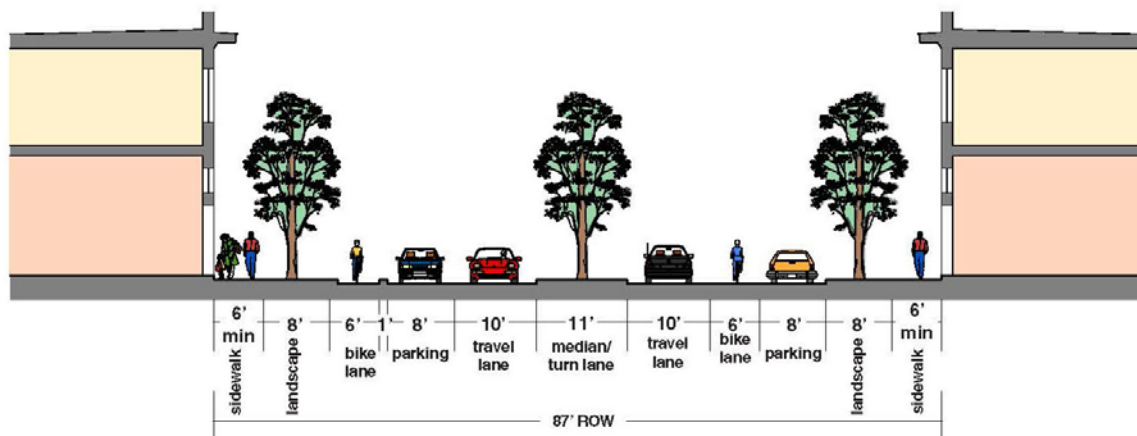
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## Sample Street Sections

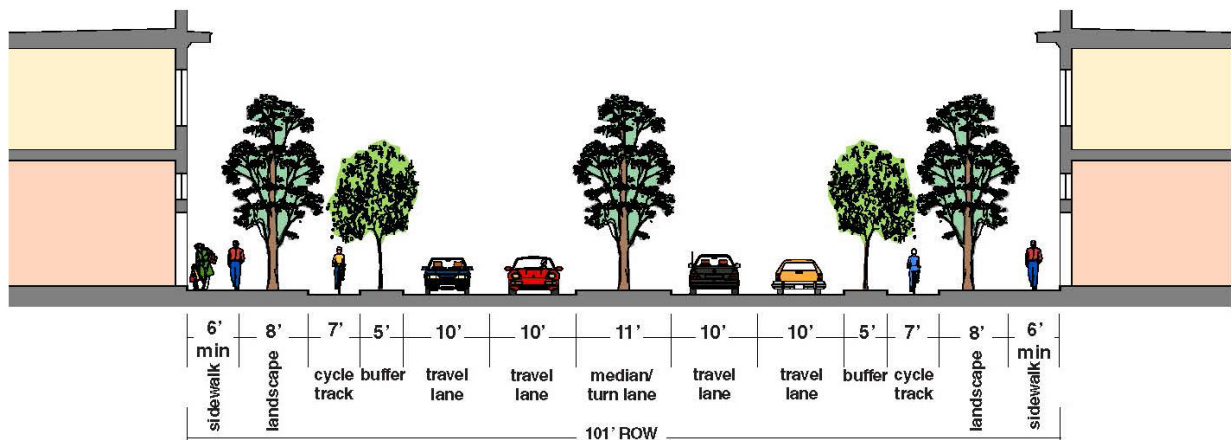
### Regional Circulation Corridors

#### 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.



#### Avenue Option 1: Bike Lanes Street Section

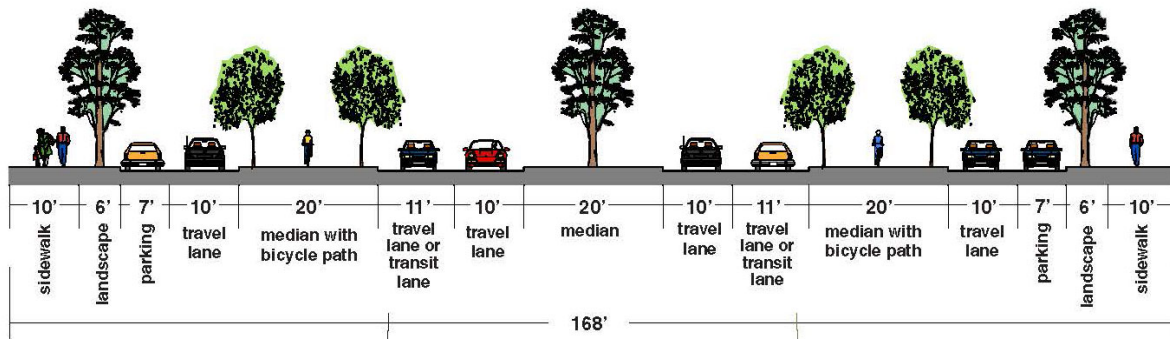


#### Option 2: Cycle Track and Multi-Lane Street Section

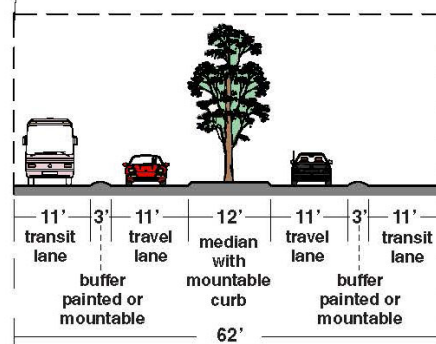


## Boulevard

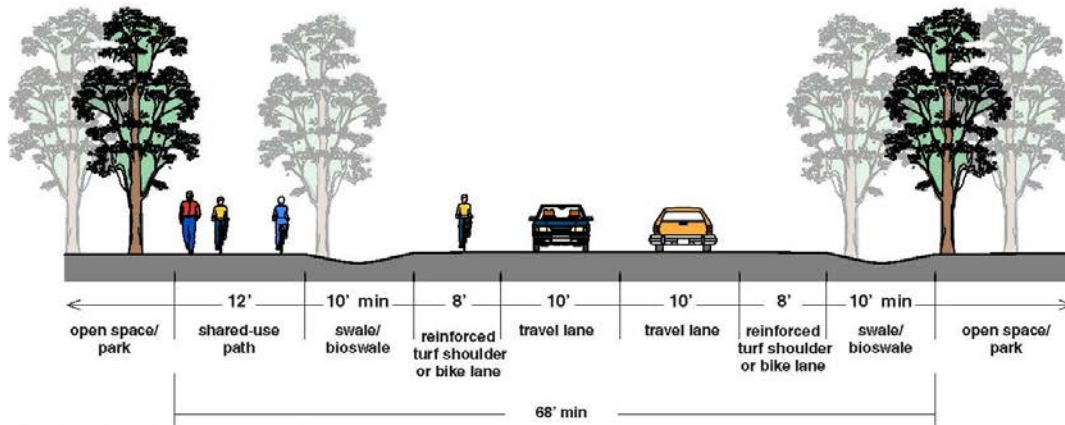
A boulevard contains central lanes for through-going traffic and two access lanes for local traffic. Boulevards have ample sidewalks, occur primarily in developed areas, and can be fronted by a variety of uses, including residences. Bicycles may be in a path, shared-use lane, mixed with traffic in an 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.



*Boulevard Street Section*



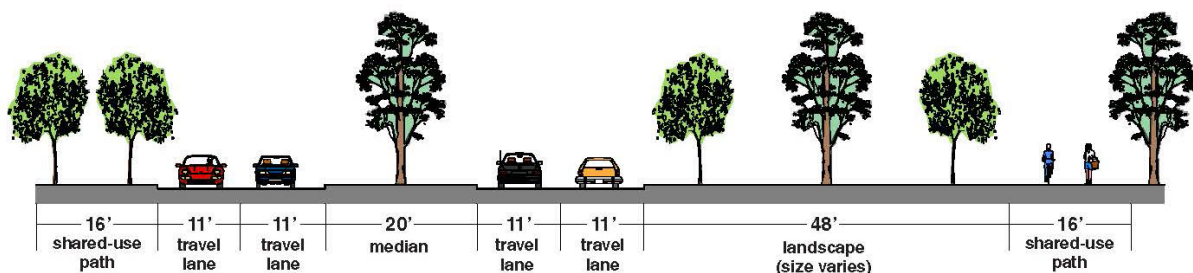
*Boulevard Street Section – Transit Option*



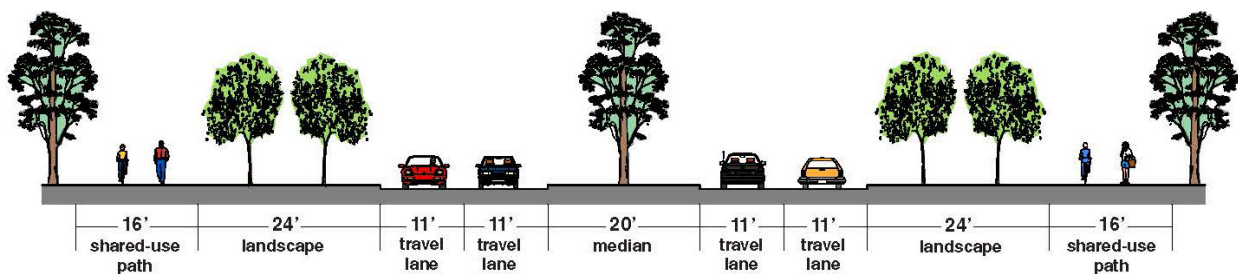
*Rural Boulevard Street Section*

## Parkway

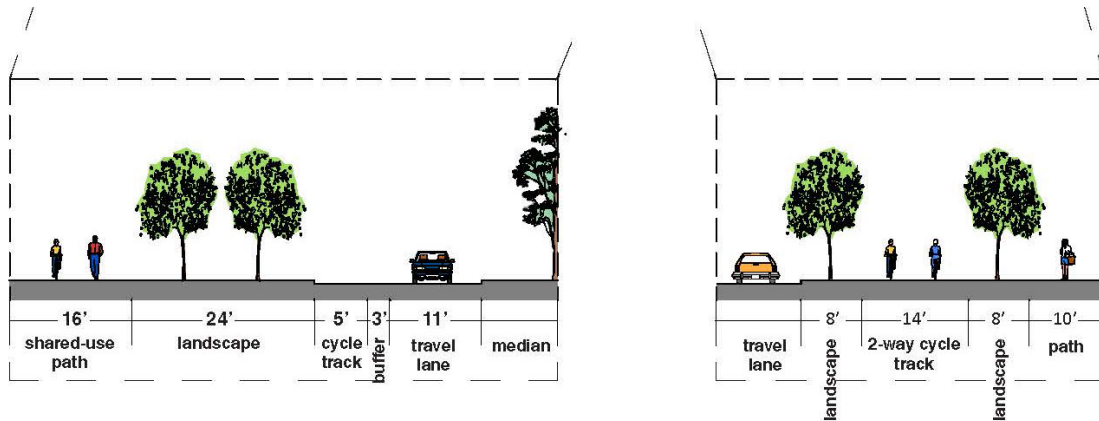
A parkway is a regional facility intended to carry traffic from point to point with little interruption in the way of driveways and intersections. Parkway can occur in rural contexts or on the edge of urban places. Parkway respects the natural environment, with a more informal landscape scheme keeping 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*

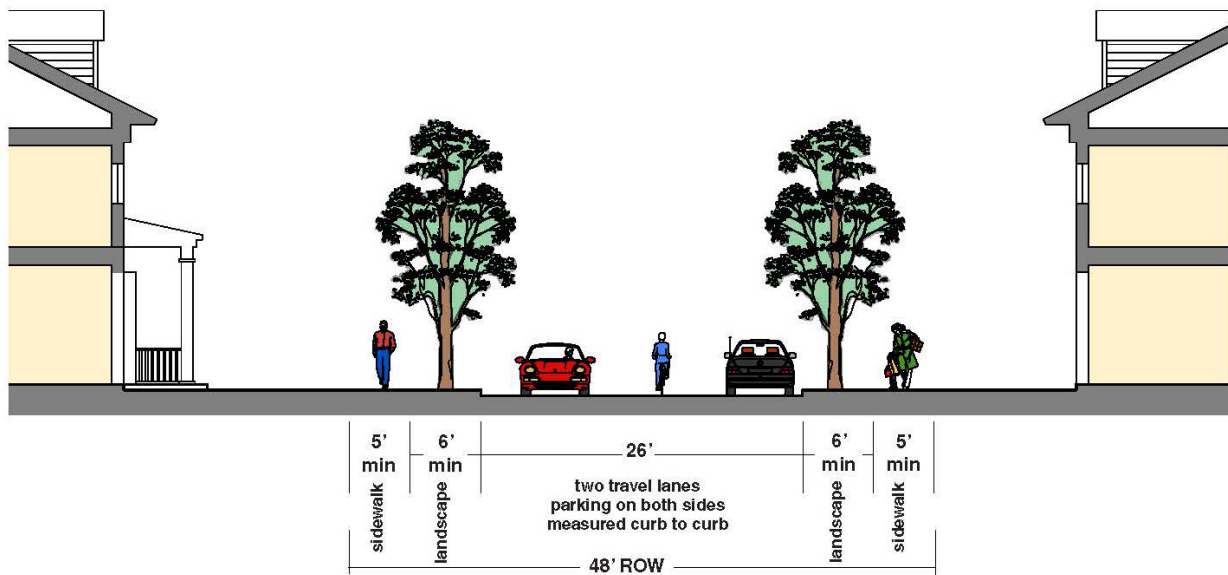


*Two-Sided Trail Parkway Street Section – Option 1: Two Lane Road with Cycle Track; Figure 3.19: Two-Sided Trail Parkway Street Section – Option 2: Walking and Cycle Facilities*

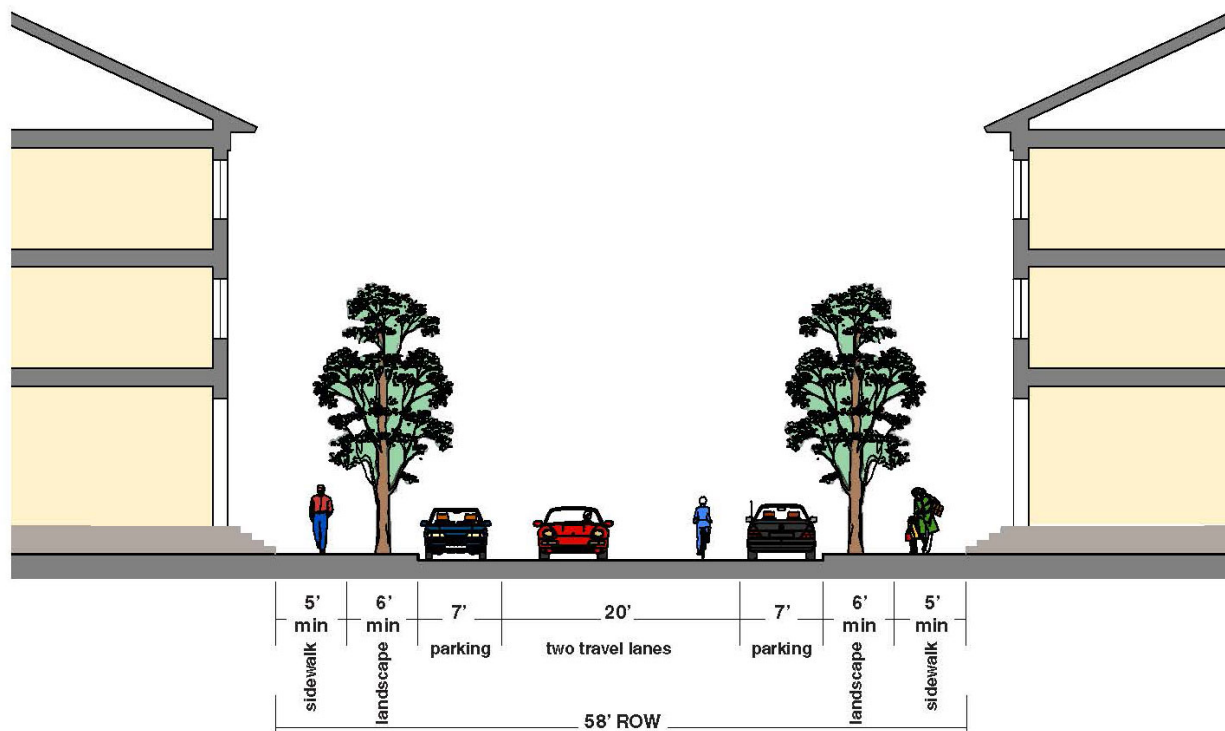
## Town & Village Centers

### Local Residential

Local Streets provide access to individual lots, accommodate pedestrians and serve as low speed bicycle and vehicle routes. Local streets are relatively short in total distance related to the other street types, and serve as the street that residential development fronts. The streetscape is more formal, with street trees planted with regular spacing, and sidewalks on both sides of the street.



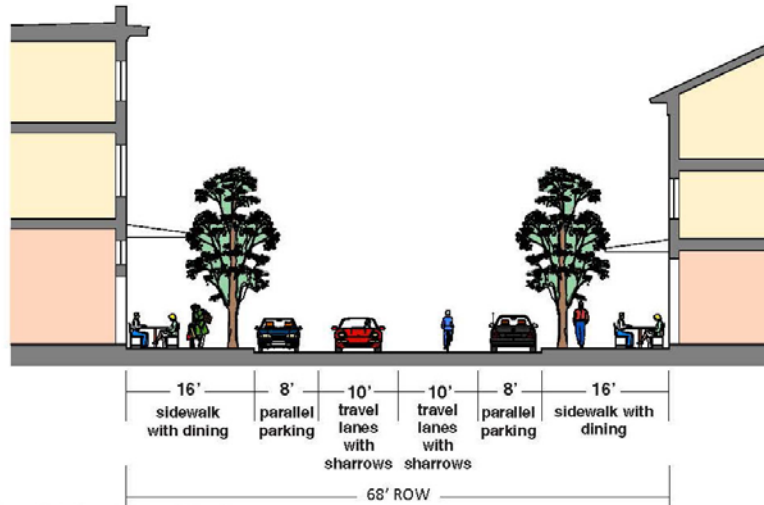
*Local Residential, Single Family Street Section*



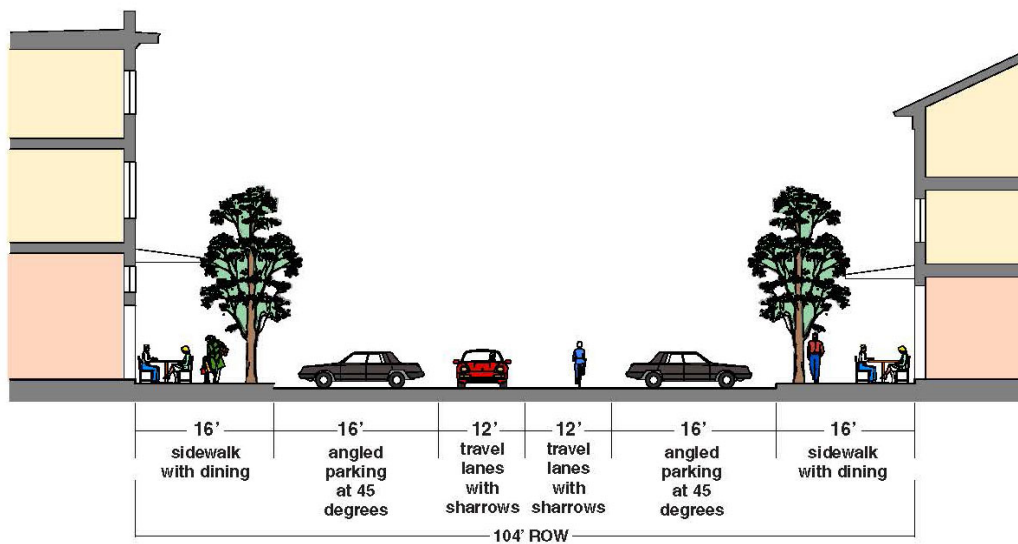
### *Local Residential, Multi-Family Street Section*

#### **Main Streets**

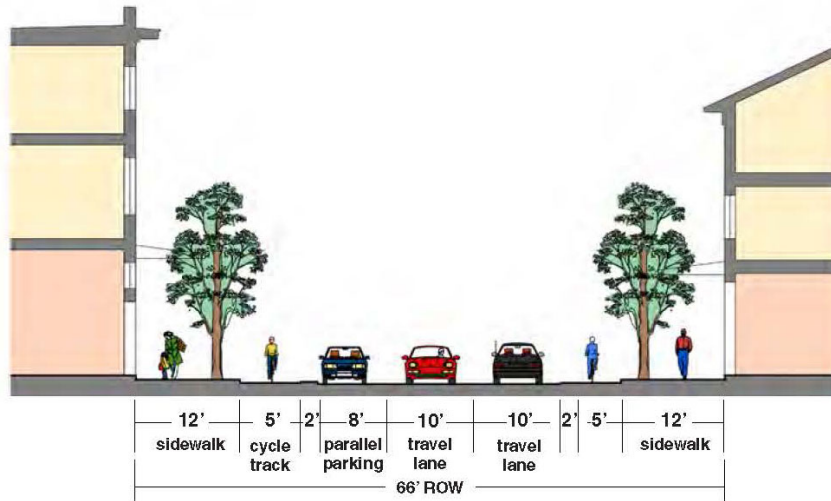
Main Streets are highly walkable and serve as the primary street for commercial or mixed-use centers. On-street parking can be provided in either a parallel or angled configuration (though rear-in angle parking is safest for cyclists). Given the anticipated pedestrian activity, design speeds are kept low. This condition also allows bicycles to share space with automobiles in travel lanes, reducing the need for distinct bike lanes. However, distinct bike lanes are always the safest option in cases when sufficient width is available. Additional landscaping and traffic calming techniques that are ideal on Main Streets include street trees in grated wells, curb bulb-outs, and a relatively high density of street furniture and public art. Install pedestrian-scale street lighting, and locate utilities underground, in alleys or along other streets to the greatest extent possible. Sidewalks are recommended on both sides of the street, and be placed at least 16 feet from the back of curb to the building face, to provide space for activities such as outdoor cafes and strolling.



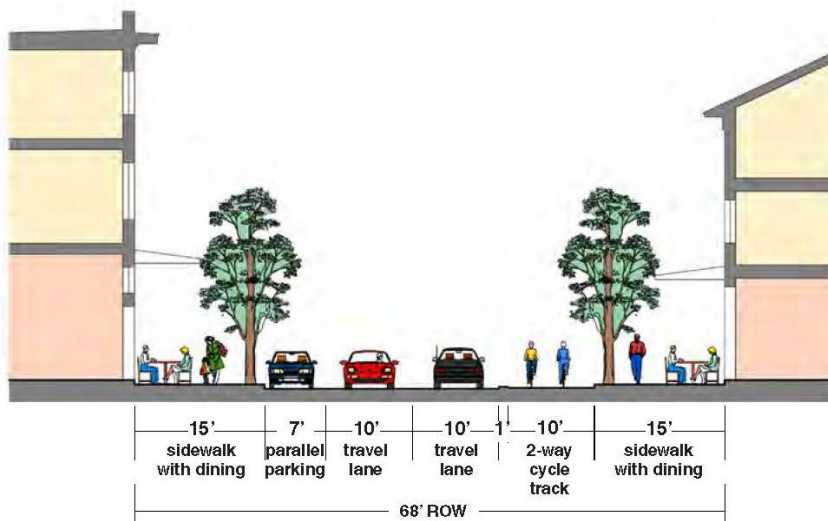
Main Street Option 1 Street Section



Main Street Option 2 Street Section



*Main Street Option 3 Street Section (when parking on only one side is possible. Parking on both is preferred)*



*Main Street Option 4 Street Section*



Table 1. BRP Roadway Design Standards, Figure 4.2-4, and RUDG Regional Circulation Corridors.

Base Reuse Plan					RUDG
RUDG Regional Circulation Corridors	Lanes	Urban/Rural	Type	Fig 4.2-4	Regional Corridor Cross-Sections
2nd Ave	4	Urban	Arterial	4-Lane Urban Arterial	Avenue
Blanco Rd	4	Rural	Arterial	4-Lane Rural Arterial	Parkway
California Ave	2	Urban	Collector	2-Lane Urban Collector	Avenue
Eastside Parkway (CSUMB to Eucalyptus Rd)	2	Rural	Arterial	2-Lane Rural Arterial	Parkway
Eastside Parkway (Intergarrison Rd to CSUMB)	4	Rural	Arterial	4-Lane Rural Arterial	Parkway
Eucalyptus Rd	2	Rural	Arterial	2-Lane Rural Arterial	Parkway
Gen Jim Moore Blvd	4	Urban	Arterial	4-Lane Urban Arterial	Parkway
Gigling Rd	4	Urban	Arterial	4-Lane Urban Arterial	Avenue
Imjin Parkway (Imjin Rd to Highway 1)	4	Urban	Arterial	4-Lane Urban Arterial	Parkway
Imjin Parkway (Reservation Rd to Imjin Rd)	2	Urban	Arterial	2-Lane Urban Arterial	Parkway
Inter-Garrison Rd (7 <sup>th</sup> Ave to Eastside Parkway)	2	Rural	Collector	2-Lane Rural Collector	Parkway
Inter-Garrison Rd (Eastside Parkway to Reservation Rd)	4	Urban	Arterial	4-Lane Urban Arterial	Parkway
Lightfighter Dr	4	Urban	Arterial	4-Lane Urban Arterial	Boulevard
Reservation Rd	4	Rural	Arterial	4-Lane Rural Arterial	Avenue
South Boundary Rd	2	Rural	Arterial	2-Lane Rural Arterial	Parkway

## 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.



*Relevant Locations*

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

*Design References*

- [Sample Street Sections](#) (pages 24-31)
- [BRP Roadway Design Diagrams](#)

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## 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.

- Main Garrison Trail: A second minor trail connects the proposed visitors 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).

- 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, and bikers 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.

### *Relevant Locations*

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

### *Design References*

- [Sample Trail Sections](#) (pages 38-39)
- [BRP Open Space Concept, Figure 3.6-3](#)

DRAFT

## 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.

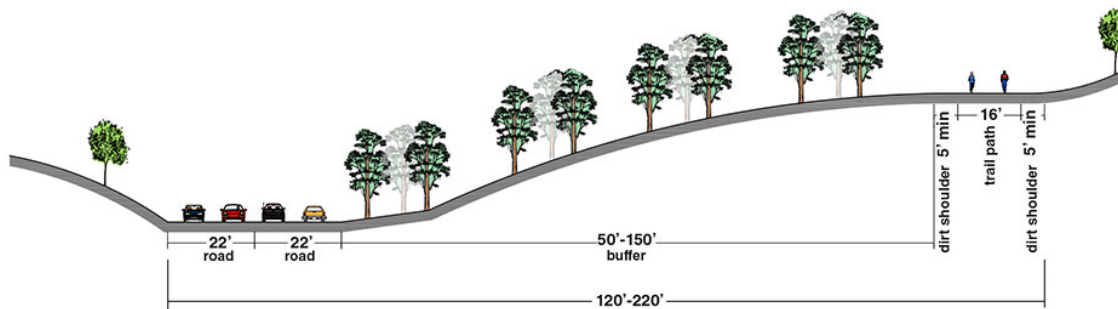


Figure 3.57: Rural Corridor Trail

### 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.

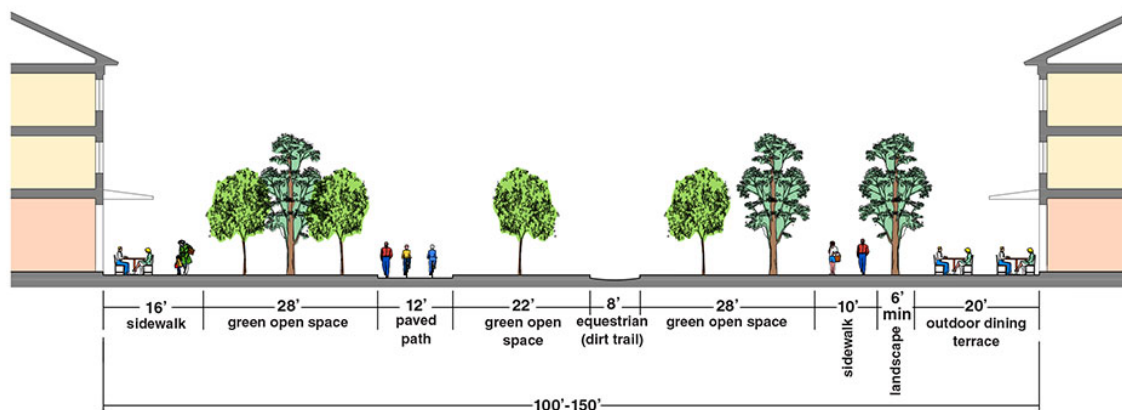


Figure 3.58: Greenway Corridor Trail

## 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.

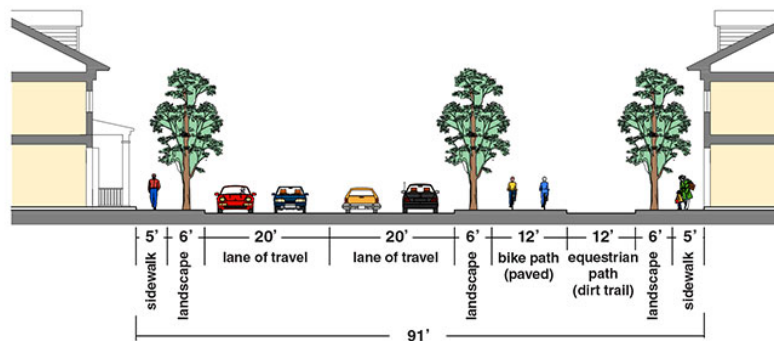


Figure 3.59: Urban Corridor Trail

## Transit Facilities

### Objectives

- 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 (BRP p. 59).
- Link villages by transit routes and open space corridors suited for cycling and walking (BRP p. 59).
- Locate concentrations of activity and density along future transit rights-of-way (BRP 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 (BRP p. 70).
- Locate transit hubs within walking distance of gathering spaces, news stand access, cafes, convenience stores, orientation to surroundings, public restrooms, shelter, bicycle storage, and/or internet connectivity to create/enhance neighborhood identity.

### Measures

1. **Amenities.** Provide transit amenities which may include but is not limited to shelter, seating, real-time and/or static route information, and lighting at transit hubs.
2. **Concentrate Development.** Use transit hubs to concentrate transit-oriented developments and discourage sprawl. Locate hubs to maximize connectivity with pedestrian, cyclist, and vehicular transportation.
3. **Coordination.** Ensure that new transit facilities (hubs, transfer points, and bus stops) and routes meet Monterey-Salinas Transit (MST) design guidelines and Americans with Disabilities requirements by coordinating with MST.
4. **Identity.** Use academic and nature themes for transit facility design inspiration.
5. **Location.** Ensure all residences have access to regional transit stops within 1/4 mile. Locate stops adjacent to conveniences such as mixed-use and commercial areas to maximize ridership and access.

### Relevant Locations

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



## 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 land uses appropriate to this location without detracting from the regional landscape character of the State Highway 1 Scenic Corridor.”*

### Measures

1. **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.
2. **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.*
3. **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).
4. **Trees.** Average 25’ landscape setback provided along Highway 1 to accommodate and protect mature trees. Trees ( $\geq 6''$  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](#)

## Building Orientation

### *Objectives*

- Provide design guidelines to address architectural qualities, building massing and orientation, parking, fencing, lighting, and signage (BRP p. 154).
- Orient buildings to ensure public spaces have natural surveillance, enhance sociability where people know their neighbors, and promote walking by providing safe, appealing, and comfortable environments.

### *Measures*

1. **Backs.** Prevent backs of buildings from facing public spaces or fronts of other buildings. Avoid garage doors, service entrances, blank walls, or parking lots as dominant streetscape visual images.
2. **Fronts.** Face fronts of buildings to public spaces, fronts of other buildings, or sides where unavoidable. Do not face building fronts to building backs. Orient principal building façades parallel or tangent to the front lot line. Face buildings with frontage on two streets toward the street that accommodate the most pedestrian traffic.
3. **Scale & Massing.** Where feasible, cluster multiple buildings to achieve an intimate village scale. Incorporate elements into the design of large structures which provide a transition to the human scale, particularly at the ground. Such elements include covered walkways, building arcades, and trellises.

### *Relevant Locations*

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

## Types, Setbacks, & Heights

### Objectives

- Encourage development patterns that mix uses horizontally and vertically for active streetscapes (BRP p.65).
- Implement the BRP mixed-use development vision.
- Encourage establishment of life-cycle or multi-generational neighborhoods with a variety of building types that allow residents to trade-up or downsize their homes.

### Measures

1. **Building Types.** Plan the broadest range of building types within Centers. Include a minimum of four building types in every major project. See [Sample Building Types](#) for illustrations of potential 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.
2. **Setbacks and Height.** See [Sample Building Types](#) for illustrations of 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.

### Relevant Locations

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

### Design Reference

- [Sample Building Types](#) (pages 44-48)

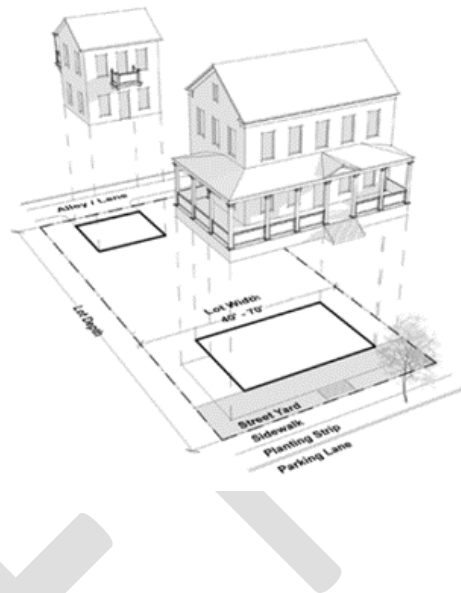
## Sample Building Types

### 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'

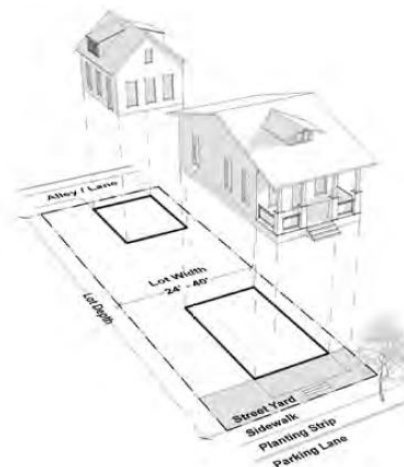
### Accessory Dwelling Unit

- 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
- Accessory Dwelling Units are recommended to 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'
- 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.



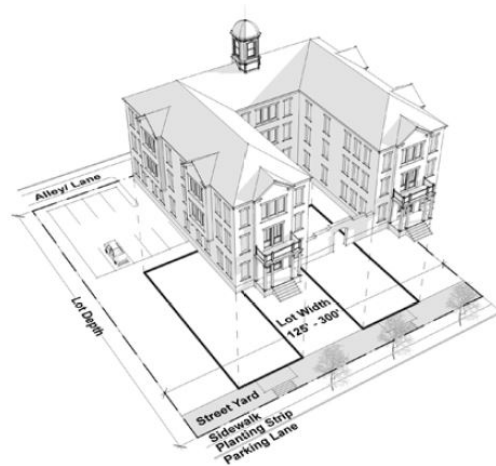
### *Apartment House*

- 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.



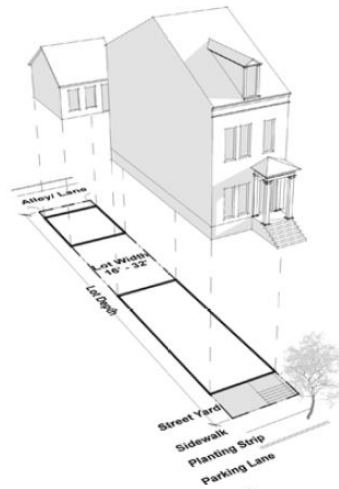
### *Courtyard Apartment Building*

- 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'



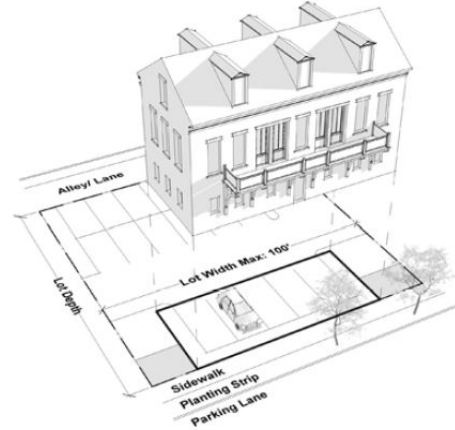
### Rowhouse

- 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.



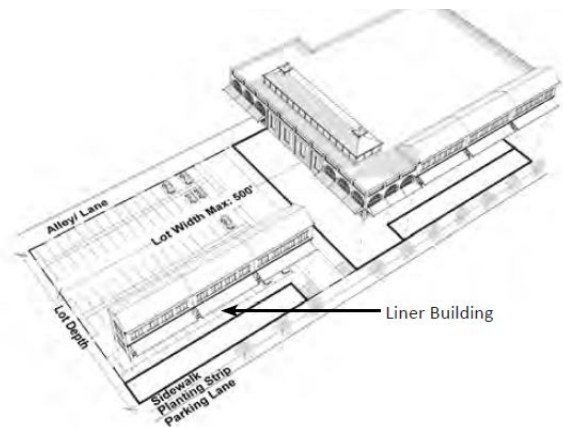
### Park-Under Building

- 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.



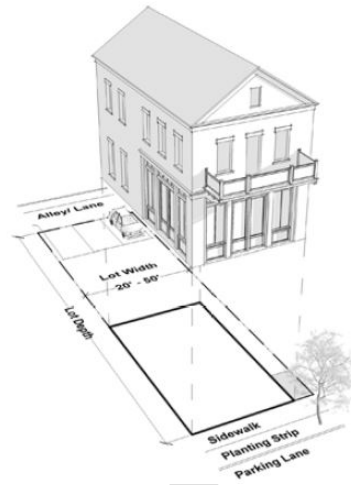
### Large-Footprint Building

- 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 Use: Street-level retail, industrial, office and/or lobby space, upper level offices.
- Shopfronts along the sidewalk over at least 50% of the building street frontage.
- Sidewalks adjacent to shopfronts may be covered by awnings, arcades, or marquees.
- Mask blank walls and parking lots from the street by Liner 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).



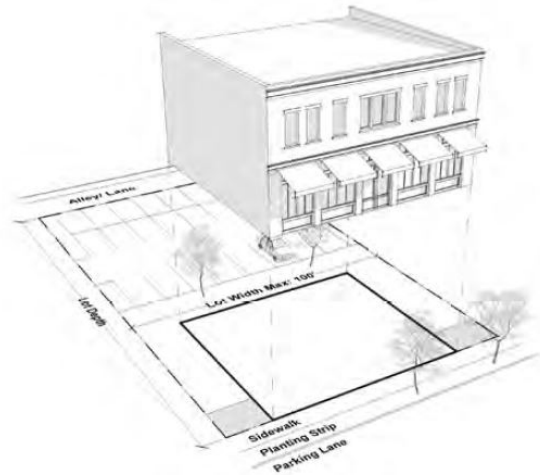
### *Corner/Convenience Store*

- A building type that features shopfronts along the sidewalk at the street level with residential spaces potentially in the upper floors. Design this building 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: Street-level retail or office, upper level office or residential.
- Required Features: Arcade or Awnings.
- Locate parking in the rear of the building, out of view from adjacent streets.



### *Mixed-Use Building*

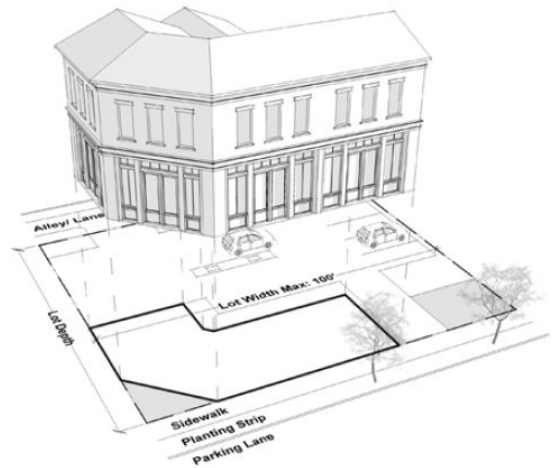
- A building type that is mixed-use in nature and features shopfronts along the sidewalk at the street level, with office or residential spaces in the upper floors.
- Height: 2 – 5 stories
- Front Setback: 0' – 5'
- Side Setback: 5'
- Rear Setback: Sufficient to allow parking
- Lot Frontage Width: 40' – 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.





*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.





## 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*

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

### *Relevant Locations*

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

## Background

The landscape character of the former Fort Ord roadway corridors within the footprint of the Regional Urban Design Guidelines (RUDG) is comprised of remnant military infrastructure. These corridors have been excavated, trenched, graded and paved, leaving strands of native soil and limited vegetation. Erosion control grasses, mixed vegetation, and cypress trees were imported to stabilize the disrupted landscape that remained between roads, parking lots and buildings. Roadways reaching out of the original base development area are more intact with a mosaic of oak woodlands and maritime chaparral.

The proposed corridors envisioned by the RUDG for the Urban Town Centers depict limited areas for planting that will be surrounded by buildings, parking lots, roadways, sidewalks and bike trails. The buildings of these new neighborhoods will provide the dominant features of the landscape, incorporating planting that complements the urban, and at times, rural setting of this newly developing community. Outside the new Town Centers, the public roadway corridors will contain linear segments of ground level planting and can include trees. A unifying visual character along these roadways will connect varying neighborhoods within the former base lands.

Embedded within the design guidelines is a theme of a vibrant community with a local “fort ord” landscape character that is unique to this central California coast region.

These Landscape Palette guidelines provide a series of plant lists that acknowledge the different geographic proximity to Monterey Bay for plants and, the new landscape settings along the regional roadway corridors that will be created by anticipated urban development. Plant selection acknowledges a desire to strengthen the visual quality of the public landscape using a predominate mix of California natives and, integrating more local native plants in the urban landscape.

The criteria for plant recommendations are based on

- Plant suitability to area climate (wind and salt tolerant)
- Plant appropriateness to built conditions (building/sidewalk/parkway strip/ medians)
- Plant establishment and long term maintenance (private vs public)
- Consistent with preferred landscape character

## Plant Lists

### Town Centers

In the Town Centers, public spaces will be created which include shrub planting and street trees associated with new development. Planting design in these areas will be integral to the identity of each mixed use development proposal, with design review approval by the local land use jurisdictions. If approved, these guidelines strongly recommend, not only the use of the plant list but also that the long term maintenance remain the responsibility of the private sector developer.

### Street Trees

- |  |  |
|--|--|
| • <i>Arbutus ‘Marina’</i> – Strawberry Tree          | • <i>Melaleuca linarifolia</i> - Flax Leaf Paperbark       |
| • <i>Geijera parviflora</i> – Australian Willow      | • <i>Metrosideros excelsa</i> - New Zealand Christmas Tree |
| • <i>Lyonothamnus floribunda</i> – Catalina Ironwood |  |
| • <i>Melaleuca quinquenervia</i> - Paperbark         |  |

### Planter Trees / Tree-Shrubs

- *Fremontodendron californicum* - California Flannel Bush
- *Heteromeles arbutifolia* - Toyon
- *Quercus agrifolia* (in protected areas) – Coastal Coast Live Oak
- *Rhamnus californica* - California Coffeeberry
- *Rhus integrifolia* - Lemonade Berry

### Planter Shrubs

- *Arctostaphylos edmundsii* – Little Sur manzanita
- *Baccharis pilularis* – Dwarf Coyote Bush
- *Ceanothus thrysiflorus* – Blue Blossom Ceanothus
- *Ceanothus thrysiflorus griseus* ‘Yankee Point’ – Carmel Ceanothus
- *Dietes grandiflora* - Fortnight Lily
- *Eriogonum latifolium* – Coast Buckwheat
- *Lavatera maritima* – Sea Mallow
- *Lupinus arboreus* – Yellow Bush Lupine
- *Lupinus excubitus* – Coastal Bush Lupine
- *Salvia* ‘Allen Chickering’ – Allen Chickering salvia
- *Salvia mellifera* – Black Sage
- *Vaccinium ovatum* – Evergreen Huckleberry

### Groundcovers

- *Achillea millefolium* - Common yarrow
- *Arctostaphylos hookeri* – Monterey manzanita
- *Armeria maritima californica* – Sea Pink
- *Baccharis pilularis* ‘Pidgeon Point’ - Dwarf Coyote Brush
- *Ceanothus griseus* ‘horizontalis’ – Carmel Creeper
- *Ericameria ericoides* – Mock Heather
- *Erigeron glaucus* – Seaside Daisy
- *Fragaria chiloensis* – Coastal Strawberry
- *Iris douglasiana* – Pacific Coast iris
- *Polystichum munitum* – Sword Fern
- *Salvia spathacea* – Hummingbird Sage

### Grasses

- *Festuca idahoensis* – Blue Bunch grass
- *Juncus patens* – California Gray Rush
- *Koeleria marantha* – June Grass
- *Leymus triticoides* – Creeping Wild Rye
- *Leymus condensatus* ‘Canyon Prince’ – Canyon Wild Rye
- *Muhlenbergia rigens* – Deergrass

## 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* (8' wide minimum). See Town Center Trees, plus:

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

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

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

**Trees:** Median (12' wide minimum)

- *Cupressus macrocarpa* – Monterey Cypress

**Shrubs:** Parkway Planting Strips

- *Achillea millifolium* – Common Yarrow
- *Arctostaphylos edmundsii* – Little Sur 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 (12' 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
- *Escholscholia 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

- |   |  |
|---|--|
| • <i>Baccharis pilularis</i> – Coyote Bush                      | • <i>Rhamnus californica</i> - California Coffeeberry          |
| • <i>Ceanothus thrysiflorus</i> – Blue Blossom Ceanothus        | • <i>Rhus integrifolia</i> - Lemonade Berry                    |
| • <i>Fremontodendron californicum</i> - California Flannel Bush | • <i>Sambucus nigra ssp caerulea</i> - Mexican Blue Elderberry |
| • <i>Heteromeles arbutifolia</i> - Toyon                        |  |

**Grasses/Perennials (seeded):** Medians

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

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

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



## Town Center

### STREET TREES



*Arbutus 'Marina'*  
Strawberry Tree



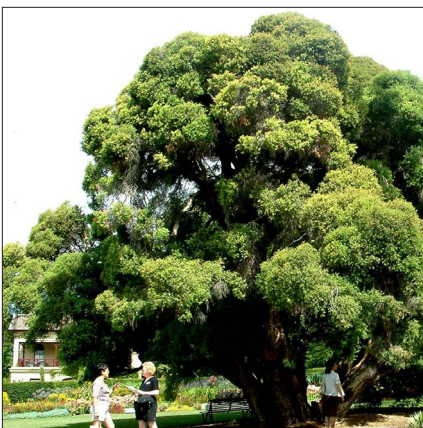
*Geijera parviflora*  
Australian Willow



*Lyonothamnus floribundus*  
Catalina Ironwood



*Melaleuca quinquenervia*  
Paperbark



*Melaleuca linariifolia*  
Flax Leaf Paperbark



*Metrosideros excelsa*  
New Zealand Christmas Tree



# Town Center

## TREES

Planter Trees/Tree-Shrubs



*Fremontodendron californicum*  
California Flannel Bush



*Heteromeles arbutifolia*  
Toyon



*Quercus agrifolia*  
Coastal Coast Live Oak



*Rhamnus californica*  
California Coffeeberry



*Rhus integrifolia*  
Lemonade Berry



## Town Center

### SHRUBS Planter Shrubs



*Arctostaphylos edmundsii*  
Little Sur Manzanita



*Baccharis pilularis*  
Coyote Bush



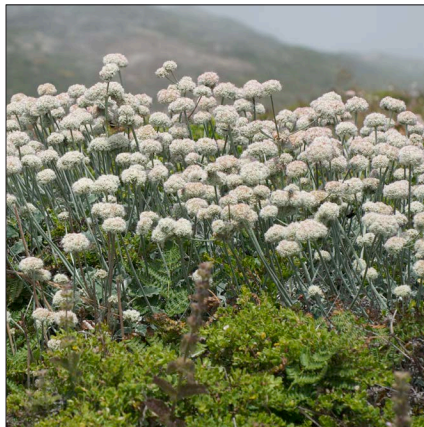
*Ceanothus thrysiflorus*  
Blue Blossom Ceanothus



*Ceanothus thrysiflorus griseus* 'Yankee Point'  
Carmel Ceanothus



*Dietes grandiflora*  
Fortnight Lily



*Eriogonum latifolium*  
Coast Buckweat

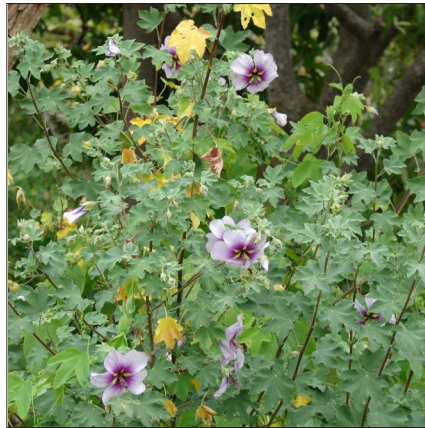


# Town Center

## SHRUBS

### Planter Shrubs

*continued*



*Lavatera maritima*  
Sea Mallow



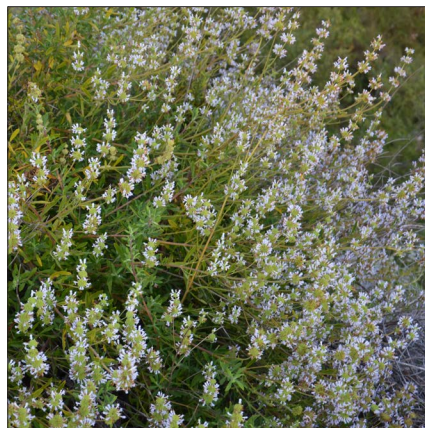
*Lupinus arboreus*  
Yellow Bush Lupine



*Lupinus excubitus*  
Coastal Bush Lupine



*Salvia 'Allen Chickering'*  
Allen Chickering Salvia



*Salvia mellifera*  
Black Sage



*Vaccinium ovatum*  
Evergreen Huckleberry



## Town Center

### GROUNDCOVERS



*Achillea millefolium*  
Common Yarrow



*Arctostaphylos hookeri*  
Monterey Manzanita



*Armeria maritima californica*  
Sea Pink



*Baccharis pilularis* 'Pidgeon Point'  
Dwarf Coyote Brush



*Ceanothus griseus* 'horizontalis'  
Carmel Creeper



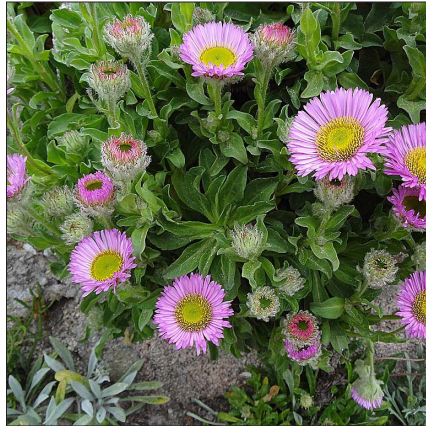
*Ericameria ericoides*  
Mock Heather



# Town Center

## GROUNDCOVER

*continued*



*Erigeron glaucus*  
Seaside Daisy



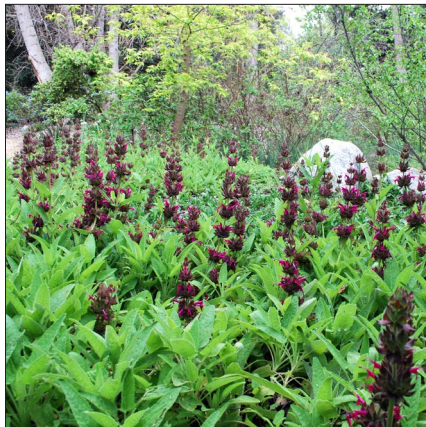
*Fragaria chiloensis*  
Coastal Strawberry



*Iris douglasiana*  
Pacific Coast Iris



*Polystichum munitum*  
Sword Fern



*Salvia spathacea*  
Hummingbird Sage



# Town Center

## GRASSES



*Festuca idahoensis*  
Blue Bunch Grass



*Juncus patens*  
California Gray Rush



*Koeleria marantha*  
June Grass



*Leymus triticoides*  
Creeping Wild Rye



*Leymus condensatus* 'Canyon Prince'  
Canyon Wild Rye



*Muhlenbergia rigens*  
Deergrass



## Avenue | 4 Lane Urban Arterial

### TREES

Parkway Planting Strips at Village Centers Only

and

Parkway Planting Strips  
(8' wide minimum)

*\* In Protected Areas*



*Cupressus macrocarpa*  
Monterey Cypress



*Quercus agrifolia*\*  
Coastal Coast Live Oak

### TREES

Medians  
(12' wide minimum)



*Cupressus macrocarpa*  
Monterey Cypress

### SHRUBS – GROUNDCOVER

Parkway Planting Strips



*Achillea millefolium*  
Common Yarrow



*Arctostaphylos edmundsii*  
Little Sur Manzanita



## Avenue | 4 Lane Urban Arterial

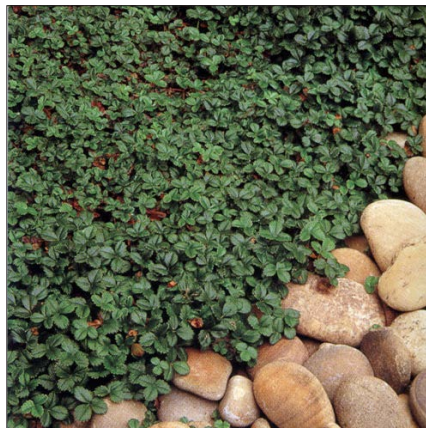
### SHRUBS – GROUNDCOVER Parkway Planting Strips *continued*



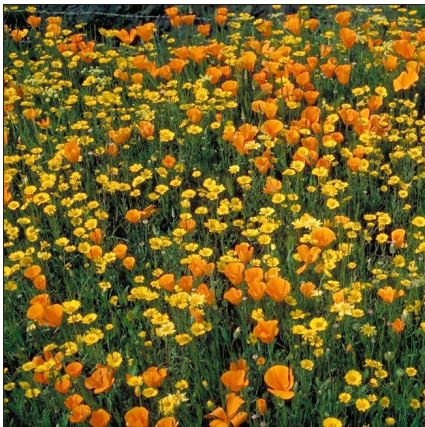
*Arctostaphylos hookeri*  
Monterey Manzanita



*Ceanothus griseus 'horizontalis'*  
Carmel Creeper



*Fragaria chiloensis*  
Coastal Strawberry



*Eschscholzia californica*  
California Poppy



*Leymus condensatus 'Canyon Prince'*  
Canyon Wild Rye

### GRASSES – PERENNIALS Median

## Avenue | 4 Lane Urban Arterial

### GRASSES – PERENNIALS

Median  
*continued*



*Leymus triticoides*  
Creeping Wild Rye



## Boulevard | 4 Lane Urban Arterial

### TREES

Parkway Planting Strips  
(8' wide minimum)



*Cupressus macrocarpa*  
Monterey Cypress



*Quercus agrifolia*\*  
Coastal Coast Live Oak

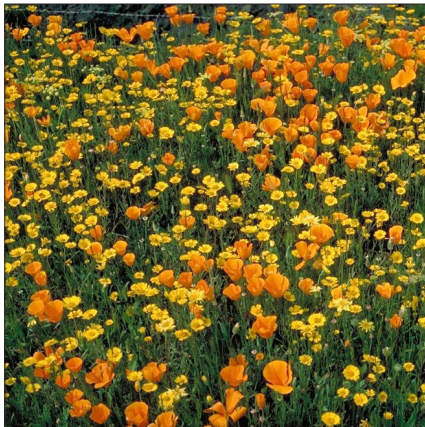
\* 1 and 5 gallon size with wind protection, except Lightfighter Drive

### TREES

Medians  
(12' wide minimum)



*Cupressus macrocarpa*  
Monterey Cypress



*Eschscholzia californica*  
California Poppy



*Leymus triticoides*  
Creeping Wild Rye

### GRASSES/PERENNIALS

Medians



## Boulevard | 4 Lane Urban Arterial

### GRASSES – PERENNIALS (SEEDED)

Roadway Shoulder/Graded Slopes



*Bromus carinatus*  
California Brome



*Eschscholzia californica*  
California Poppy

## Parkway or Rural Blvd | 2 or 4 Lane Arterial

### TREES

Parkway Planting Strip Only  
(8' wide minimum)



*Quercus agrifolia*\*  
Coastal Coast Live Oak

\* 1 and 5 gallon size with wind  
protection

### SHRUBS

Understory/Roadway Shoulders



*Baccharis pilularis*  
Coyote Bush



*Ceanothus thrysiflorus*  
Blue Blossom Ceanothus



*Fremontodendron californicum*  
California Flannel Bush



*Heteromeles arbutifolia*  
Toyon



## Parkway or Rural Blvd | 2 or 4 Lane Arterial

### SHRUBS

Understory/Roadway Shoulders  
*continued*



*Rhamnus californica*  
California Coffeeberry



*Rhus integrifolia*  
Lemonade Berry

### GRASSES – PERENNIALS (SEEDED)

Medians



*Eschscholzia californica*  
California Poppy



*Leymus triticoides*  
Creeping Wild Rye

### GRASSES – PERENNIALS (SEEDED)

Roadway Shoulder/Graded Slopes



*Bromus carinatus*  
California Brome



*Eschscholzia californica*  
California Poppy

## **Supplemental Landscape Recommendations**

Regulatory authority for design in the public lands will vary between City and County jurisdictions. A goal of these guidelines is to develop landscape continuity for these regional roadway corridors based on the natural landscape character and complimentary to urban development. The following supplemental recommendations can provide consistency between public agencies for roadways and public lands within private development during planning and construction phases.

1. Seek to maximize preservation of native vegetation on public and private lands along the roadway corridors. Grading of roadway, parking, and building pads will level the topography to achieve a project development program. To preserve the visual landscape identity along the public roadways, a minimum width (50' wide) of existing coast live oak or chaparral vegetation should be preserved. (Planning and Public Works )
2. To preserve roadway vegetation, incorporate low retaining walls at select locations, maximize cut slopes where necessary, incorporate grade separations in the median, or grade separation of trails and sidewalks to reduce the extent of tree/vegetation removal for roadway grading. (Planning and Public Works )
3. Likewise, protection of tree/vegetation on private lands through grading design and retaining walls, is also recommended to enhance the character of roadway corridors. (Planning and Public Works )
4. Native coastal topsoils are typically stripped and buried as fill material during the grading process in the construction phase. Where possible, strip the 6" – 12" top layer of site soils and stockpile for reuse in medians, parkway planting strips and earth shoulders of roadway projects. This will retain natural soil nutrients and drainage quality more suitable for native plant establishment. Where native topsoils are not stockpiled for reuse, obtain a horticultural soils test for soil amendment recommendations suitable for proposed planting design.
5. Town and Village Centers have limited ROW planting areas with buildings located at the back of sidewalk. Traditional street tree planting at 25' – 35' spacing is appropriate. In most all other locations, trees should be planted at random spacing and where possible in groves/clusters. Tree mitigation planting on roadways should be small container sizes. Tree planting should only be allowed in medians 8' wide or greater, at random spacing clustered in groves.
6. Where planting in the roadway right of way, use small container sizes to allow nursery grown material to acclimate with site conditions. Provide wind screen for container planting > 1 gallon.
7. To encourage that native plants are utilized in new development projects, approval agencies should consider a percentage (80%) of adjacent roadway right of way with native plants as a permit condition. Cities should support developers in exploring creative ways to integrate native plant design and establishment, and maintenance into roadway corridors.
8. As part of the roadway right of way construction where installation of native grasses, shrubs and trees are proposed, require installation be scheduled for the winter season with a one year growing season maintenance obligation.
9. Where container plants are used for installation, an underground irrigation system should be required, with a 1 year / 80% survival rate permit condition. If not, a 3 year establishment agreement with an 80% survival rate should be a permit condition.

## Lighting

### Objectives

- Provide appropriate illumination to meet community orientation and safety needs to compliment architectural aesthetics and the surrounding coastal environment.
- Maximize community sustainability by using energy efficient fixtures and programming.

### Measures

1. **Consistency.** Consistent illumination scheme used within blocks, neighborhoods and corridors. *Use the Street Light Configurations figure as a guide to selecting fixtures. Each lighting type can be used within Centers, but use lighting with a greater brightness within the core of the Center, where pedestrian activity is greatest. Variety in character establishes identity and uniqueness. However, consistency within each neighborhood or corridor creates a unifying scheme of illumination that is appropriate to the scale of the street and the level of nighttime activity. Lamp styles are not to be mixed along any one particular block of a street.*
2. **Coordination.** 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. *Align street lights between street trees. Light fixtures may be downcast or low cut-off fixtures to prevent glare and light pollution. Use pole lighting in parks to preserve neighborhood/residential character and provide minimum lighting for orientation and wayfinding.*
3. **Energy.** Energy-efficient lamps are recommended for all public realm lighting in order to conserve energy and reduce long-term costs.
4. **Safety.** Light the following street elements to increase safety and highlight identity of an area:
  - a. *Transit Stops:* People feel more secure when transit stops are well-lit. Lighting also draws attention to and encourages use of such amenities.
  - b. *Edges:* Light the edges of a parking lot or plaza define and identify the space.
  - c. *Focal Points:* Lighted sculptures, fountains, and towers in a neighborhood, especially those visible to pedestrians and vehicles, are forms of wayfinding.
5. **Scale.** Use pedestrian-scaled fixtures ( $\leq 15'$ ) on all streets within walkable areas. Intersection-scaled lighting may be used in addition to pedestrian-scaled lights as necessary on major thoroughfares.

### Relevant Locations

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



## Gateways

### Objectives

- 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).
- Assure that the 8th Street Bridge serves as a major gateway to the Fort Ord Dunes State Park (BRP p. 154).
- Coordinate development plans to provide for integrated, well-designed gateway design concepts to the former Fort Ord and CSUMB (BRP p 165).

### Measures

1. **Character.** Create welcoming gateways and establish the aesthetic character of the community. Leverage the academic reuse of the former Fort Ord. Ensure gateways acknowledge military history while focusing on the emerging educational community.
2. **Coordination.** Gateway landscape and development plans are coordinated among relevant jurisdictions and agencies.
3. **Design Elements.** Mark gateways by design elements such as; signage, landscaping, statues, sculptures, architectural features, roadway surface materials, lighting, viewpoints, 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.*
4. **Edges.** Use gateways to mark edges, boundaries and transitions onto the former Fort Ord and from one community/jurisdictions to the next. *Gateways that identify edges serve a wayfinding purpose and help orient visitors.*
5. **Entryways.** Place entryways at key points of transitions to and thru former Fort Ord lands.

### Relevant Locations

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

### Design Reference

- Sample Gateway Features

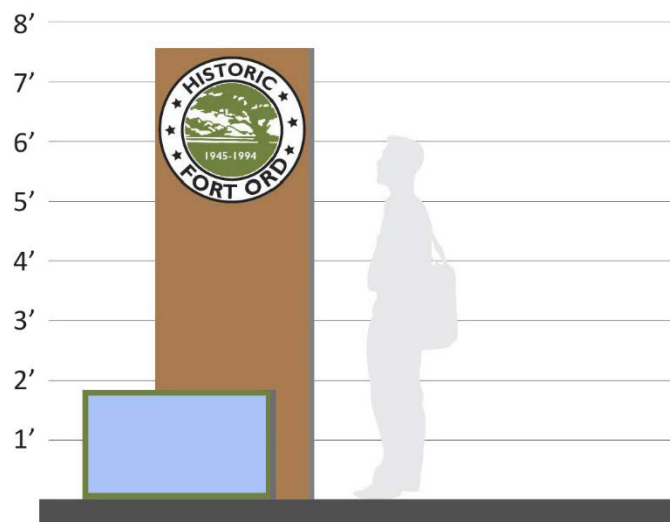
### Sample Gateway Features

The proposals on these pages are presented for consideration only and symbols, shapes, color palettes, and mounting techniques may all be considered independently.

#### ***Option 1. Circular medallion style - use of FORA oak tree logo provides continuity post-FORA.***

The opening and closing dates remind us of the dual benefits the American people have enjoyed from this site: the history of training troops for the Pacific theater of World War II, and the civic act of returning the site to the public as a national preserve.

The six stars around the border represent the six municipalities which now make up Historic Fort Ord. Colors are meant to reflect the natural landscape as well as the military aesthetic.



**Option 2. Military insignia – private first class**

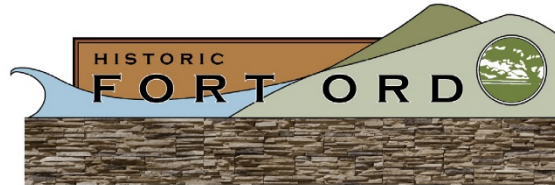
The shape of the military insignia badge is easily recognizable to any serviceman, and is used to emphasize the history of the site. The shape of a Private First Class badge reminds us of the many new recruits who were trained here. The text across the bottom reads “Continuing to Serve the Monterey Bay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



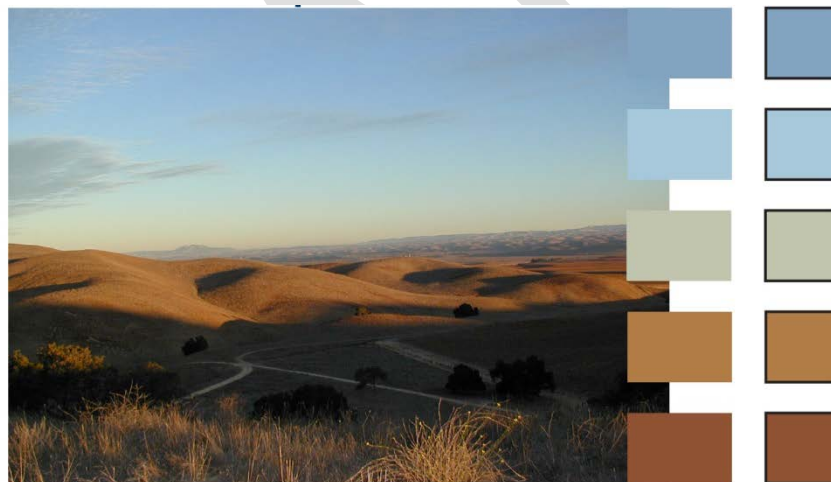


The former Fort Ord lands have always had as a backdrop the profile of hills which are now the National Monument. The hills could be the unifying design element used by the gateway signage.

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.



## Wayfinding

### *Objectives*

- Provide design guidelines to address architectural qualities, building massing and orientation, parking, fencing, lighting, and signage (BRP p. 154).
- Establish regional wayfinding signage that supports for unique jurisdiction and community identities.
- Encourage connectivity to communities and regional destinations, such as parks, trails, educational institutions, employment centers, transit, park and ride lots, and tourist destinations.
- Create safer pedestrian and bicyclists facilities by using wayfinding signage to make bicycle and pedestrian routes more visible.

### *Measures*

1. **Connections.** Ensure signage provides guidance for seamless connections to town & village centers, public open spaces, and educational institutions, locations of interest, transit facilities, and trails.
2. **Coordinated.** Coordinate wayfinding sign design to incorporate regional wayfinding standards and allow for unique jurisdiction and community identity.
3. **Consistent.** Ensure wayfinding signage is consistent with Monterey County Bicycle and Pedestrian Wayfinding Signage Design standards
4. **Legible.** Ensure wayfinding signage is clear and readable to the intended audience (i.e. pedestrians, cyclists, equestrians and motorists).
5. **Safety.** Ensure signage is safely placed in accordance with the California Manual on Uniform Traffic Control Devices standards.

### *Relevant Locations*

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

### *Design References*

- [Monterey County Bike & Pedestrian Wayfinding Sign Design Guidelines](#)
- [California Manual on Uniform Traffic Control Devices](#)

## Public Spaces

### Objectives

- Establish an open space system to preserve and enhance the natural environment and revitalize the former Fort Ord by adding a wide range of accessible recreational experiences for residents and visitors (BRP p. 17).
- Ensure that open space connections link major former Fort Ord recreation and open space amenities and adjacent regional resources (BRP p. 71).
- Provide a generous pattern of open space and recreation resources through public facilities and publicly accessible private development (BRP p. 71).
- Use spaces between buildings to establish outdoor public uses.
- Coordinate public space development through specific plans or other planned development mechanisms to achieve integrated design between public and private spaces.

### Measures

1. **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.
2. **Context.** Adapt open space to land use 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 public spaces, including community gardens and play fields to be more open – occasionally shaped by buildings or formal plantings.*
3. **Coordination.** Design outdoor public spaces using a coordinated palette. Design elements include landscaping, hardscaping, lighting, signage, furnishings, and accessory structures.
4. **Placement.** 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 public space to existing neighborhoods as they evolve. Ensure outdoor public spaces are visible, abutting trails, transit and surface streets, and marking important intersections, views, or civic amenities.*
5. **Proximity.** Design projects so that public spaces are 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.

### Relevant Locations

- [Town & Village Centers](#)
- [Trails](#)

## Centers

### Objectives

- Former Fort Ord centers will feature concentrated activity and be located in the vicinity of the CSUMB campus, within the jurisdictions of Marina and Seaside, and capitalize on the inherent campus vitality (BRP p. 63).
- Centers should complement university amenities, such as performance and athletic facilities with cafes and restaurants, shops and other student and local-serving uses (BRP p. 64).
- Maintain the fine-grained development pattern of the existing areas of the Main Garrison (BRP p. 65).
- Locate the highest retail, office and housing density on the former Fort Ord in town and village centers with a pedestrian orientation and ready access to transit opportunities (BRP p. 65).
- Encourage a scale and pattern of development which is appropriate to a village environment and friendly to the pedestrian and cyclists (BRP p. 65).

### Measures

1. **Blocks.** Form blocks to establish logical sites for development. *The maximum average block perimeter to achieve an integrated network is 1,600 feet with a maximum uninterrupted block face no greater than 500 feet apart along any single stretch.*
2. **Building Types.** Provide a mix of building types in Centers to encourage a diversity of uses and alleviate traffic congestion. *Well-designed centers have a mix of types that enable residents to live, work, socialize, exercise, shop, and satisfy daily needs within walking distance.*
3. **Civic Buildings.** 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. *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 landmarks memorably. Embed schools, recreational facilities, and places of worship within communities or within walking distance of the community edge.*
4. **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.*
5. **Parking.** Share on-site parking between uses with different peak hours in order to minimize excessive parking. *Provide on-street parking to allow easy vehicular access to storefronts and act as a buffer from roadway traffic.*
6. **Pedestrian Comfort.** Use street lighting and trees as vertical elements to define the public realm and make the pedestrian feel safer and more comfortable. *Add benches, trash and recycling bins, and planters to transform streets into places and to prompt the pedestrian to linger next to the retail shops.*

7. **Public Spaces.** Include at least one outdoor public space within Centers that acts as a well-defined outdoor room. *Edges are characterized by landscaping, density, and use patterns changes. Situate public spaces requiring a great deal of acreage such as schools and play fields where they can be shared.*
8. **Sidewalks.** Provide space along sidewalks for a variety of activity zones. *Maintain a minimum clear walkway of 5' along sidewalks. Support different zones of walkers, such as window shoppers, people leisurely strolling, and people walking briskly. Providing space on the sidewalk for restaurant dining is encouraged to activate the public space. Extending sidewalk dining into the on-street parking zone, also known as a "parklet," quickly and affordably optimizes retail opportunities.*
9. **Storefronts.** 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. Provide at least one entrance for each 50' of linear shopfront frontage. Shade shopfronts from above with an appurtenance like an awning or arcade.*
10. **Transportation.** 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. *Design streets in Centers to be walkable first while also serving cars and emergency vehicles. Design street networks to allow pedestrians, cyclists, and motorists to move safely and comfortably through neighborhoods. 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.*

#### Relevant Locations

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

# Locations

DRAFT




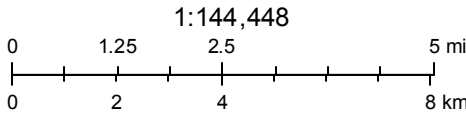
# FORA Land Use Jurisdictions



May 5, 2016

**FORA Jurisdictions**

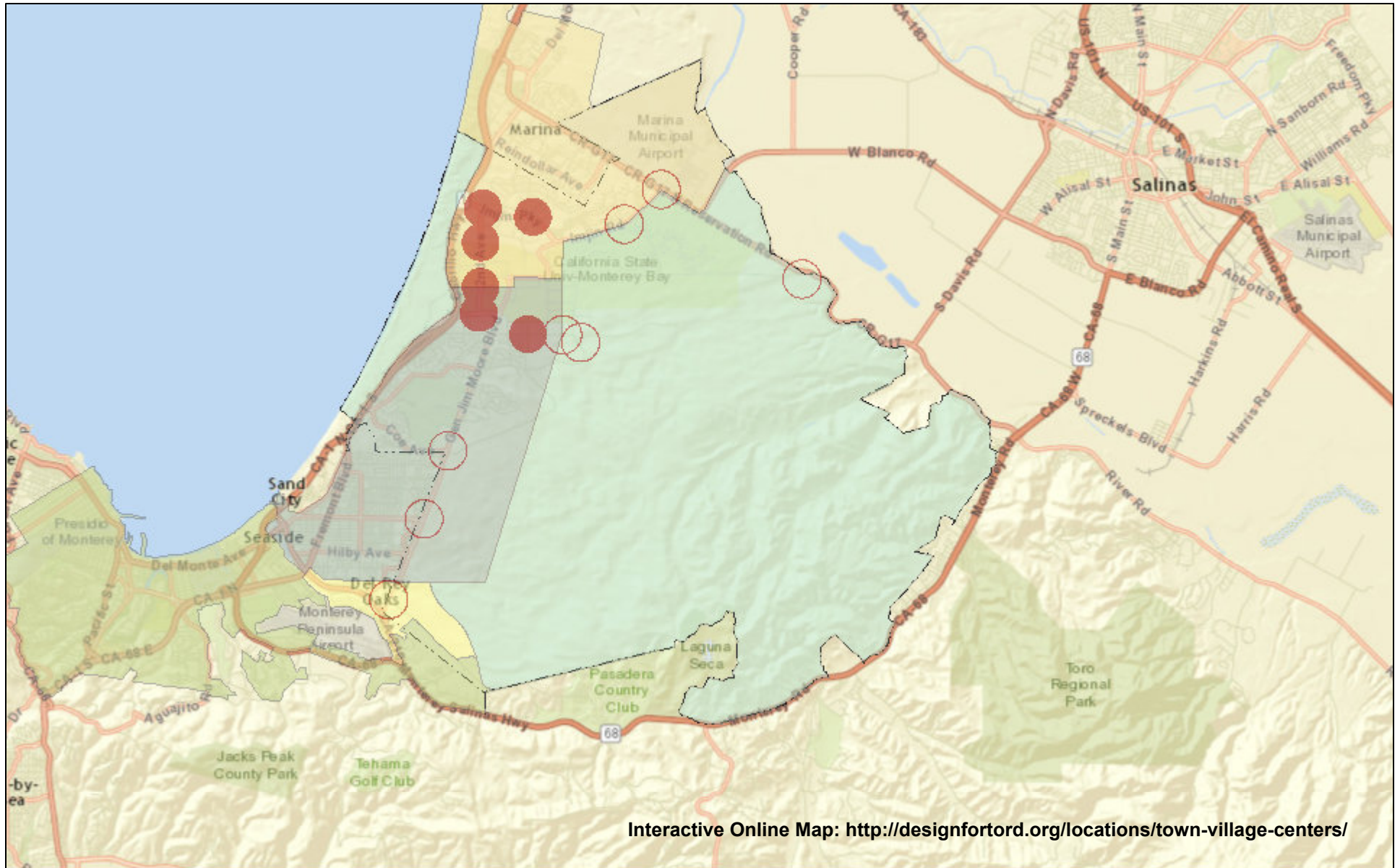
	MONTEREY		MONTEREY COUNTY
	DEL REY OAKS		SEASIDE
	MARINA		



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and



# Town & Village Centers



May 5, 2016

## Centers

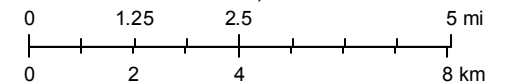
- Center
- Opportunity

## FORA-Jurisdictions

- DEL REY OAKS
- MARINA

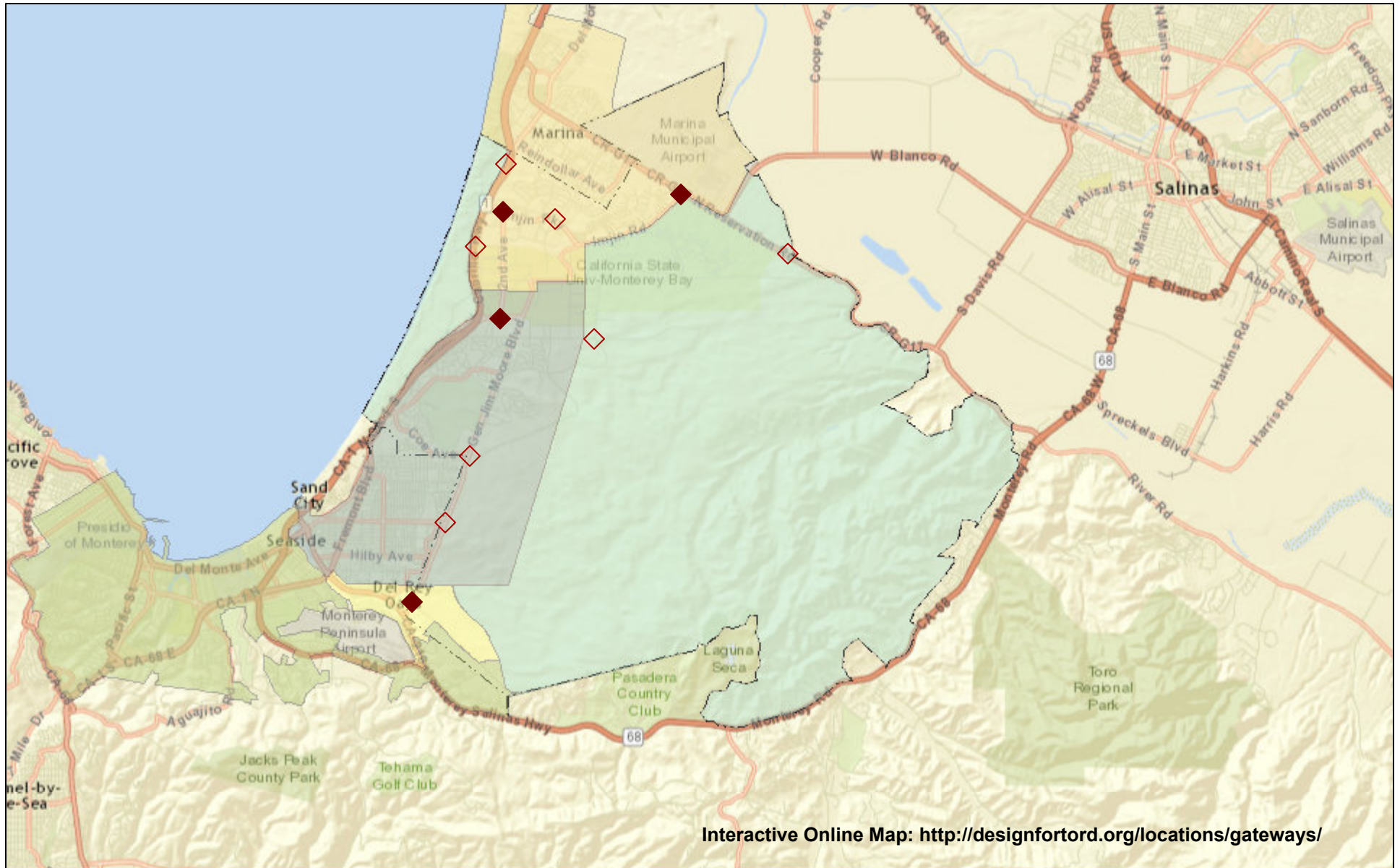
- MONTEREY
- MONTEREY COUNTY
- SEASIDE

1:144,448



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand),

# Gateways



Interactive Online Map: <http://designfortord.org/locations/gateways/>

May 5, 2016

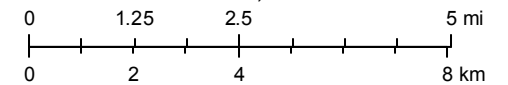
## Gateways

- ◆ Gateway
- ◇ Opportunity

## FORA-Jurisdictions

- DEL REY OAKS
- MARINA
- MONTEREY
- MONTEREY COUNTY
- SEASIDE

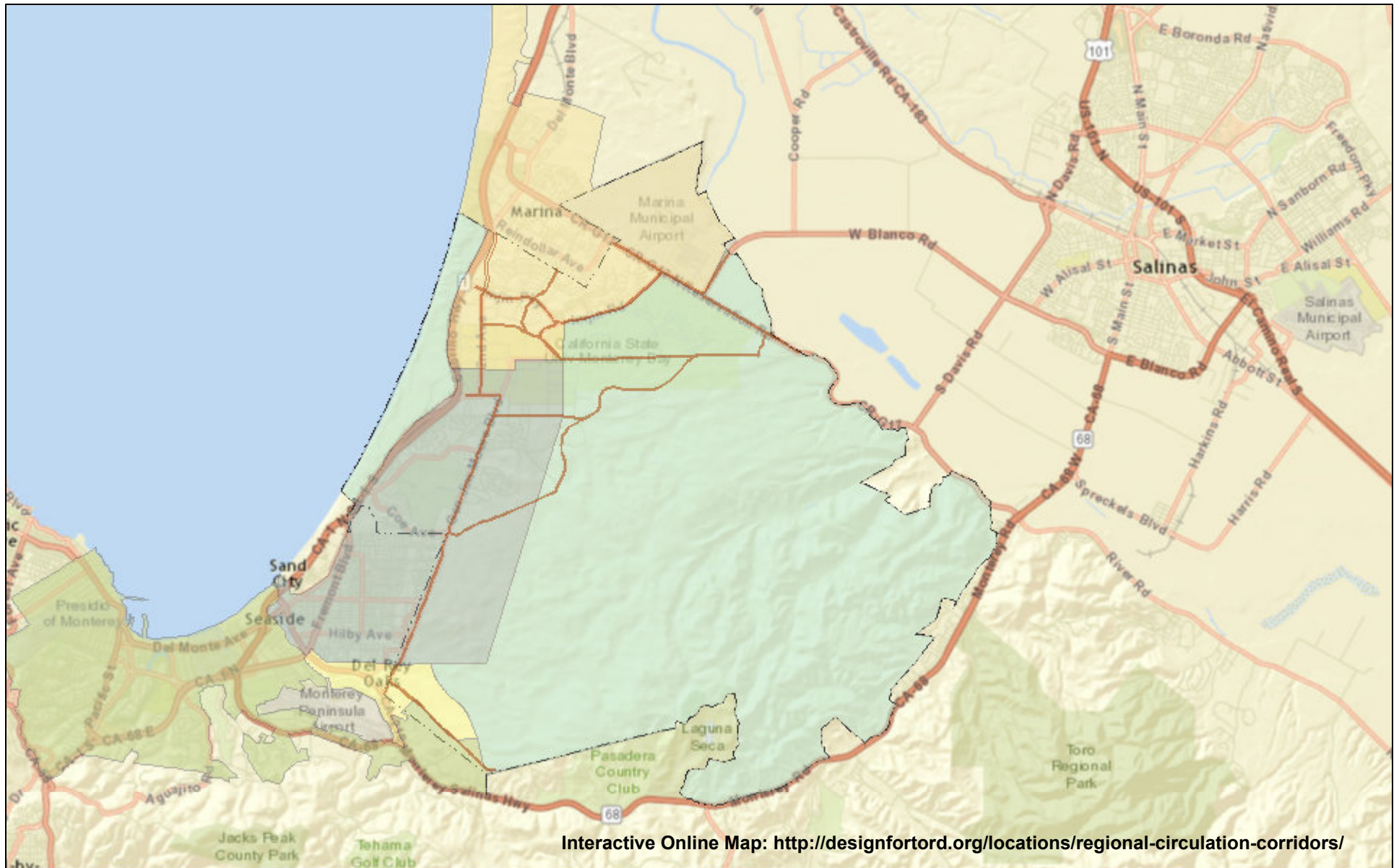
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Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand),



# Regional Circulation Corridors



May 5, 2016

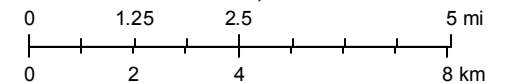
## Corridors

- Regional Corridor
- Opportunity

## FORA-Jurisdictions

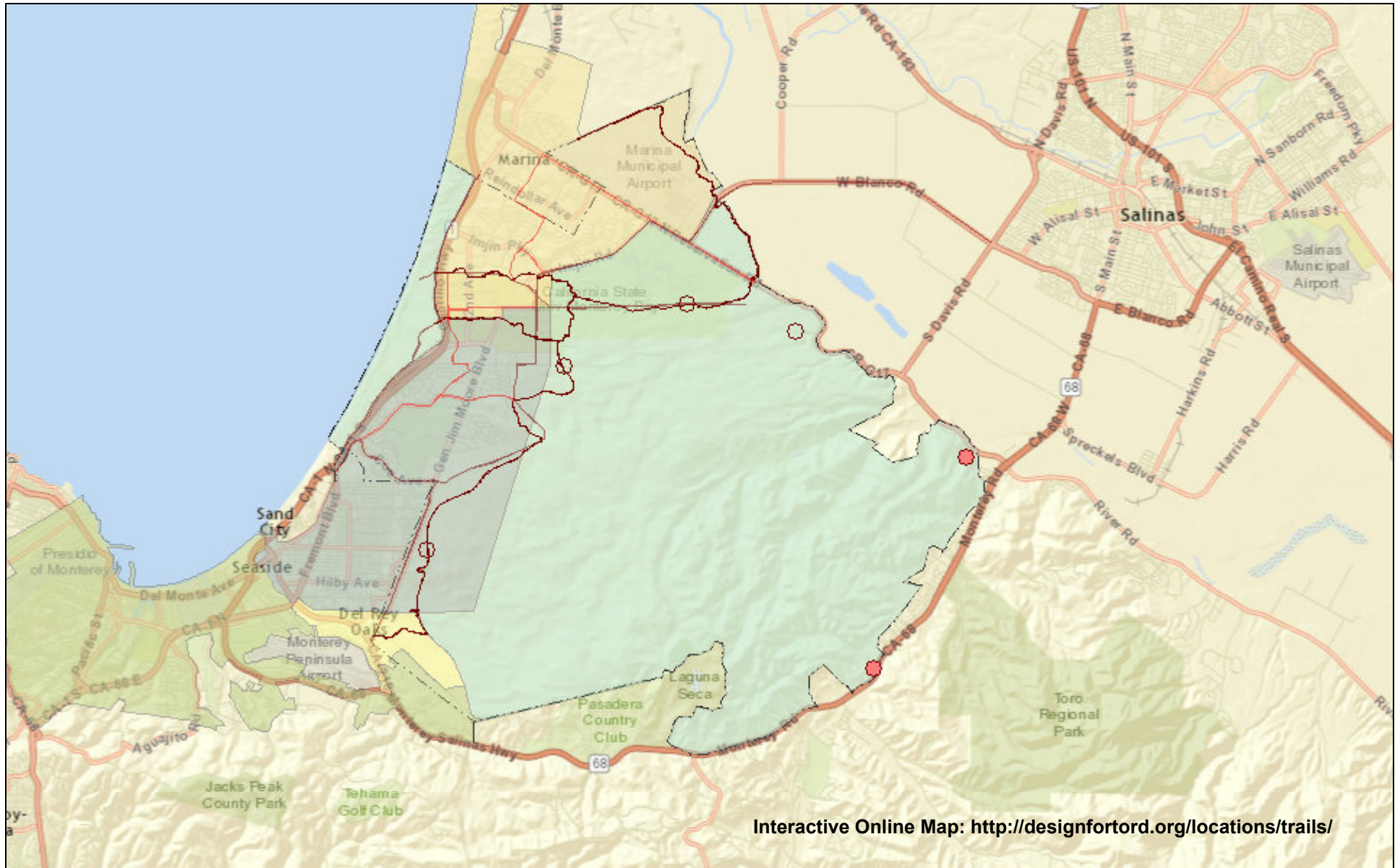
- DEL REY OAKS
- MARINA
- MONTEREY
- MONTEREY COUNTY
- SEASIDE

1:144,448



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand),

# Trails

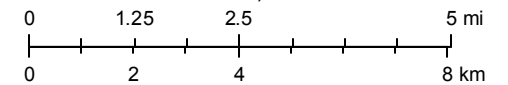


Interactive Online Map: <http://designfortord.org/locations/trails/>

May 5, 2016

BRP_Trails	Trailheads	Trails Concept	
Major Trail	Trailhead	Opportunity	MARINA
Minor Trail	Opportunity	FORA-Jurisdictions	MONTEREY
			MONTEREY COUNTY
			SEASIDE
			DEL REY OAKS

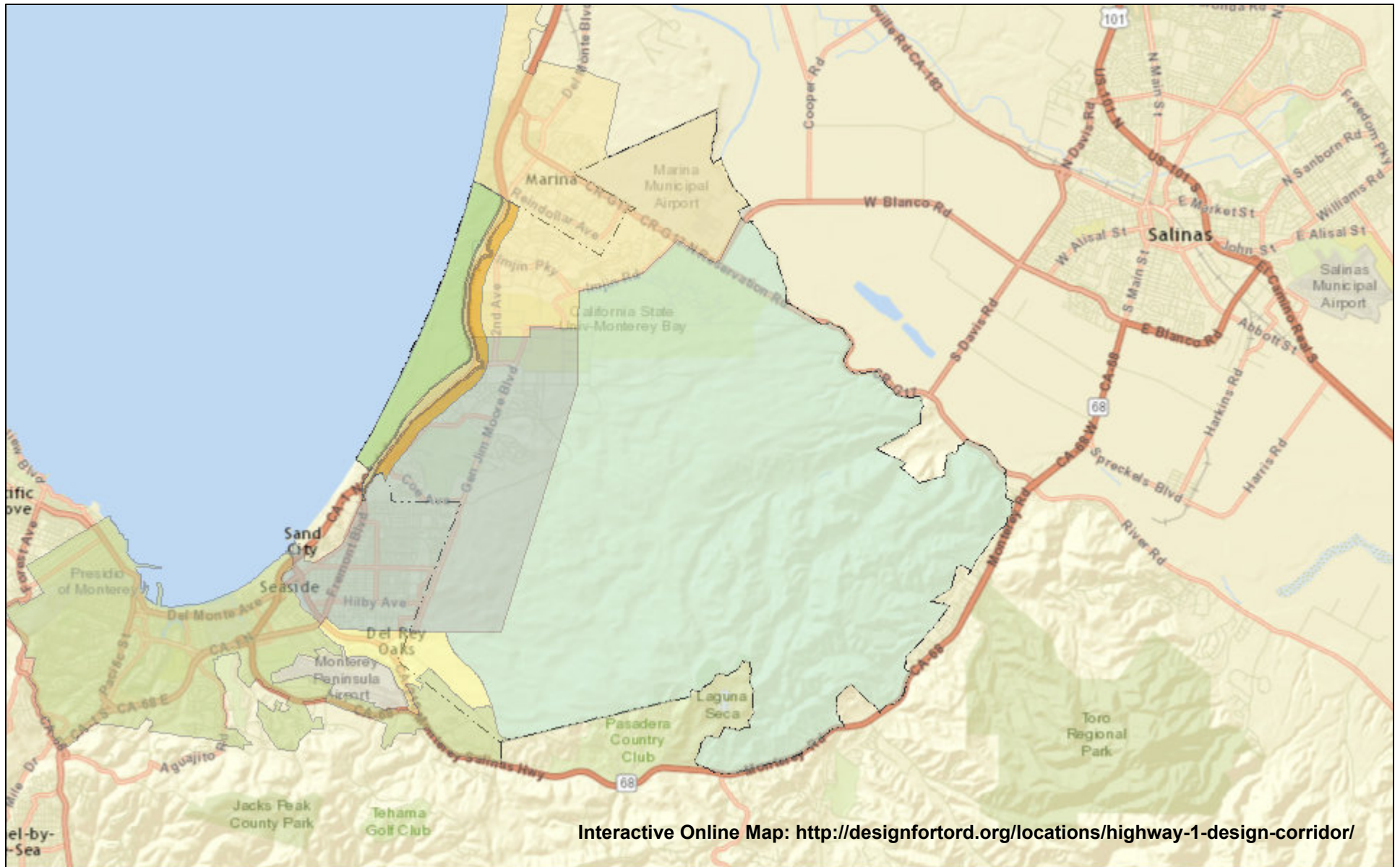
1:144,448



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand),

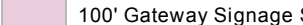



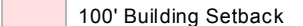


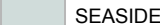
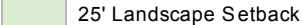
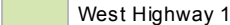



# Highway 1 Design Corridor

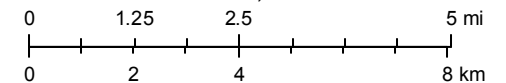


Interactive Online Map: <http://designfortord.org/locations/highway-1-design-corridor/>

May 5, 2016

Hwy 1 Design Corridor Setbacks		FORA Jurisdictions	
 100' Gateway Signage Setback	 Cal Trans ROW	 DEL REY OAKS	 MONTEREY COUNTY
 100' Building Setback	 Hwy 1 Design Corridor	 MARINA	 SEASIDE
 25' Landscape Setback	 West Highway 1	 MONTEREY	

1:144,448



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand),