FORA REGIONAL URBAN DESIGN GUIDE LINES

Regional Urban Design Guidelines

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

FORT ORD REUSE AUTHORITY

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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 consider 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 policy, and incorporate national urban design best practices.

Design Principles

The following 6 BRP Design Principles are included to guide former Fort Ord reuse:

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."

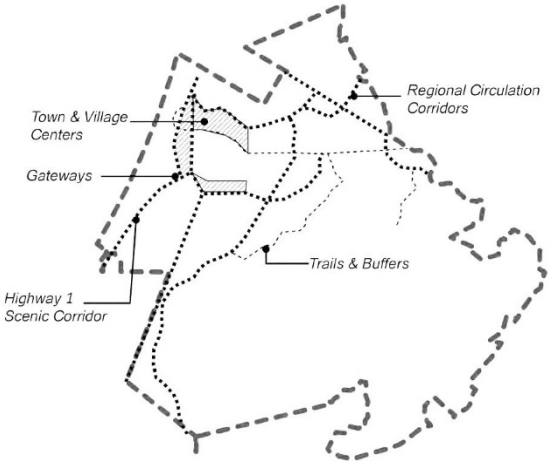

Figure 1. BRP Regional Urban Design Guideline Locations

"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, these RUDG 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.

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.

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 (Appendix 4).

Policy Application

These Regional Urban Design Guidelines, together with the Highway 1 Design Corridor Guidelines (2005) (collectively referred to as RUDG) , apply to Town & Village Centers, Gateways, Regional Circulation Corridors, Trails, and the Highway 1 Design Corridor on the former Fort Ord. They provide Base Reuse Plan (BRP) policy refinement to ensure that matters of visual importance are cohesive, attractive, functional and sustainable. The guidelines may be used to meet FORA's land use jurisdictions' individual community development objectives and 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*." (BRP p. 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 (i.e. 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 use* the RUDG to inform matters of visual importance.
2. Where a local agency submits a new or an amendment to an existing legislative land use document for a BRP consistency determination, FORA *shall use* the RUDG in determining consistency.
3. Where a local agency submits a project level/development entitlement for a 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, and Trails within the former Fort Ord. Board adopted Highway 1 Design Corridor Guidelines (2005) remain applicable as adopted.
6. In cases where these guidelines may conflict with or omit BRP requirements the BRP governs.

How to Use the Guidelines

*Visit **DesignFortOrd.org** for interactive planning support tool including dynamic, searchable maps and links to relevant jurisdictions and documents.*

Step 1: Locate

Locate a site, project, or area of interest in the Locations section (pages 79-85). The Locations section includes maps of Town & Village Centers, Gateways, Regional Circulation Corridors, Trails, and the Highway 1 Design Corridor, and their attendant lists of BRP designated Locations, local jurisdiction Opportunity sites, and Relevant Guidelines.

BRP designated Town & Village Centers, Gateways, Regional Circulation Corridors, Trails, and the Highway 1 Design Corridor are Locations where the RUDG are required for BRP consistency. Opportunity sites were identified during the public process and are Locations where the RUDG are encouraged – but not required for BRP consistency.

Step 2: Evaluate

Each Guideline includes Objectives, Measures, and Design References. Objectives describe the general BRP design direction and are implemented through the Measures. Measures help implement Objectives. Design References are examples and resources to help with planning.

- If a site, project or area of interest is within a Town & Village Center, Gateway, Regional Circulation Corridor, Trail area, and/or the Highway 1 Design Corridor, use the Relevant Guidelines lists to inform project planning.
- If a site, project or area of interest is within multiple planning Locations, utilize the Relevant Guidelines list for each planning Location. For example, if your project is located within a Town & Village Center, along the Highway 1 Design Corridor, use both sets of Relevant Guidelines.

Step 3: Consistency

There may be multiple ways to implement the Objectives and Measures, the jurisdiction where your project is located will be primarily responsible for ensuring RUDG compliance subject to FORA review and approval. Use the Compliance Checklist (Appendix 1) as a tool to evaluate plan RUDG compliance. The jurisdiction where your project is located will prepare the formal checklist that is submitted to FORA for consistency evaluation.

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 jurisdiction legislative land use decision must be consistent with the BRP within the former Fort Ord area.

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

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. Cul de Sacs typically are designed 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 façade 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 linear park, corridor, pathway or trail that is created or set aside to provide non-vehicular transit, recreational, and other uses and may be aligned independently or with/along vehicular roadways.

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, general plan amendments, specific plans, specific plan amendments, zoning ordinances, zone district maps or amendments to zone district maps, and zoning changes.

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 where the RUDG are encouraged – but not required.

Parallel parking. Parking along the street line.

Park. An open space available for unstructured or structured recreation. Its landscape may consist of paths, trails, meadows, water bodies, woodland, ball fields, and open shelters.

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. Playgrounds are typically fenced and may include an open shelter. Playground equipment should be shaded.

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.

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.

Sample(s). Non-binding illustration(s) serving to explain design concepts.

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 provisions 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/façade, 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 passage way or designated route for pedestrian, bicycle, equestrian, and/or other non-vehicular use. The term includes paved, unpaved, urban, and rural routes.

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 regional function, connecting foot and non-motorized traffic to destinations outside of the former Fort Ord, or completing critical higher volume linkages within the former Fort Ord. In most cases these are located within the rights-of-way planned for major transportation arterials.

(Minor) Trails. Minor trails distribute and collect non-vehicular traffic to and from neighborhoods along lower-volume routes.

(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

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 and Mobility

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 and California legislation (AB 1358) 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, setback and height variety creates places with aesthetic and functional diversity. Buildings can be designed to serve a mix of uses such as residential, commercial, multi-use, or live-work. 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.

Complete Streets

Objectives

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

Measures

1. **Bicycles.** Provide bicycle facilities (*i.e. lanes, signs, & bike racks*) on every street.
2. **Configuration.** Refer to Sample Street Sections for possible 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 (≤15') fixtures on all streets within walkable areas. Intersection-scaled (25'-40') 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 Town & Village 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 Town & Village 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 (*pages 77-78)*
- Regional Circulation Corridors (*pages 81-82*)
- Trails (*pages 83-84*)

Design References

- Sample Street Sections *(pages 21-27)*
- BRP Roadway Design Diagrams (online DesignFortOrd.org)
- Transportation Agency for Monterey County (TAMC) Complete Streets Program (online DesignFortOrd.org)

Avenues

Regional Corridors: *2nd Avenue and California 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, on-street parking, some form of on- or off-street bicycle facilities, and sidewalks on both sides of the street. Avenues may have planted medians, side planting strips, and a more formal planting scheme. Target speeds for avenues are typically 30 mph or less.

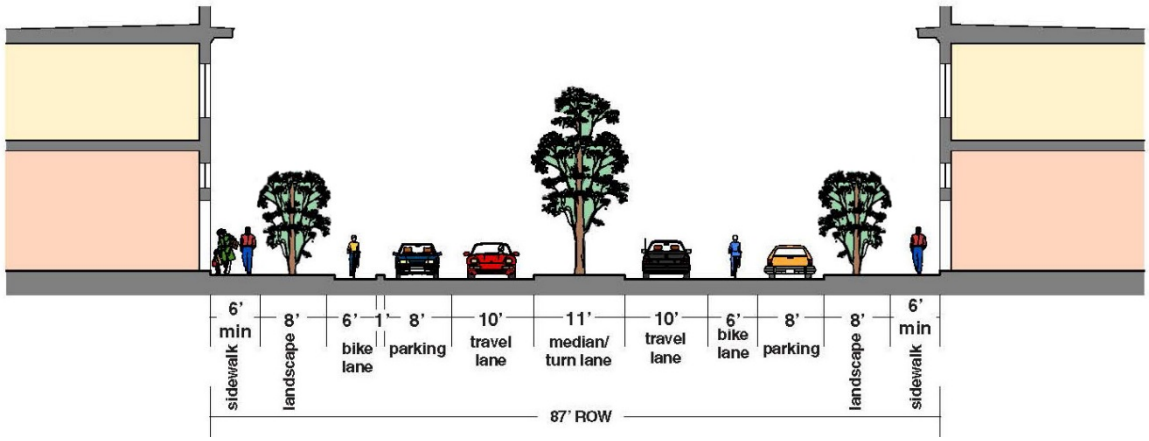


Figure 2. Avenue Sample 1: Protected Bike Lanes Street Section.

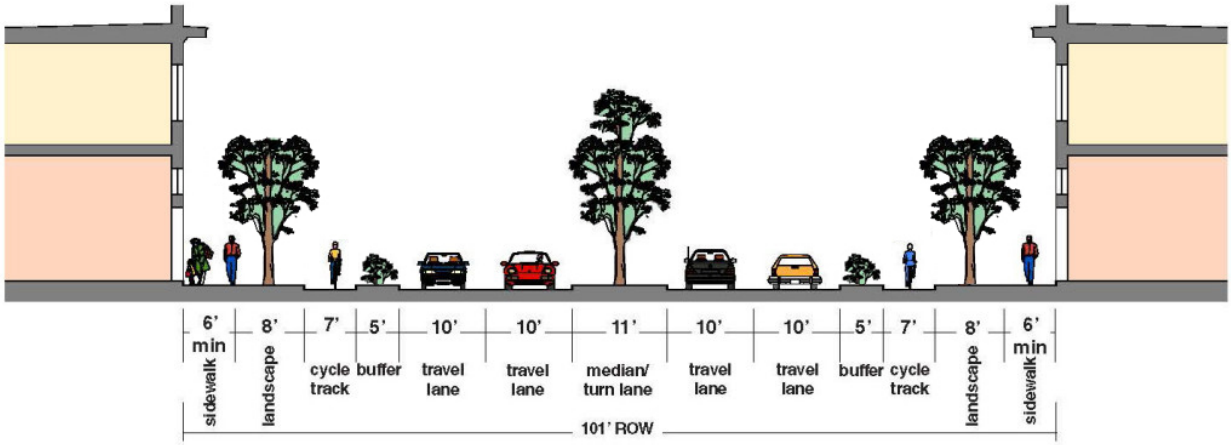


Figure 3. Avenue Sample 2: Protected Cycle Track and Multi-Lane Street Section.

Boulevards

Regional Corridor: *Lightfighter Drive, Gigling Road, General Jim Moore Boulevard, and Imjin Parkway*
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.

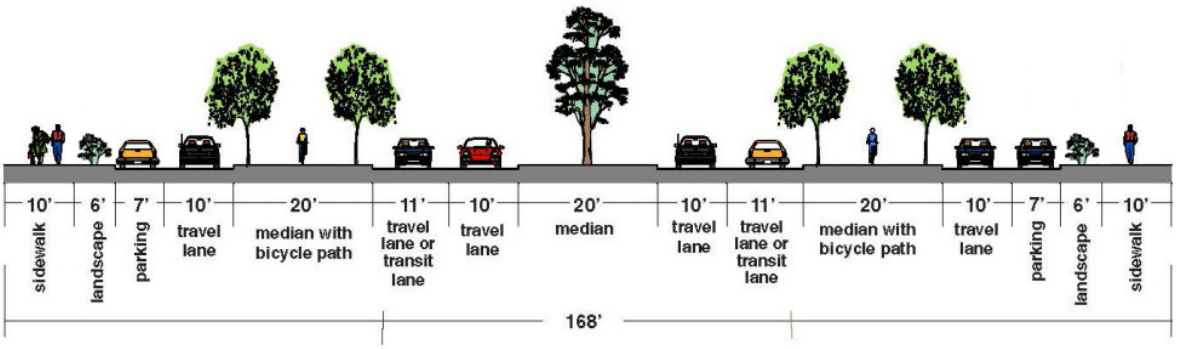


Figure 4a. Sample Boulevard Street Section with Separated Bike Path.

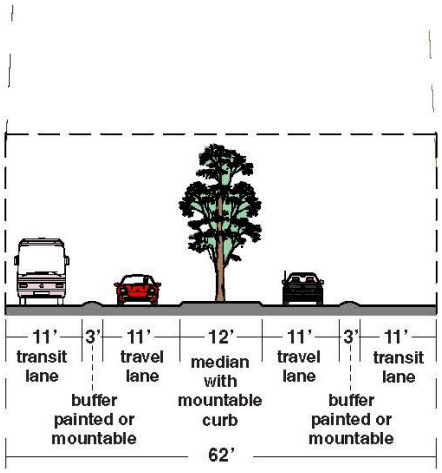


Figure 4b. Sample Boulevard Street Section – Transit Option.

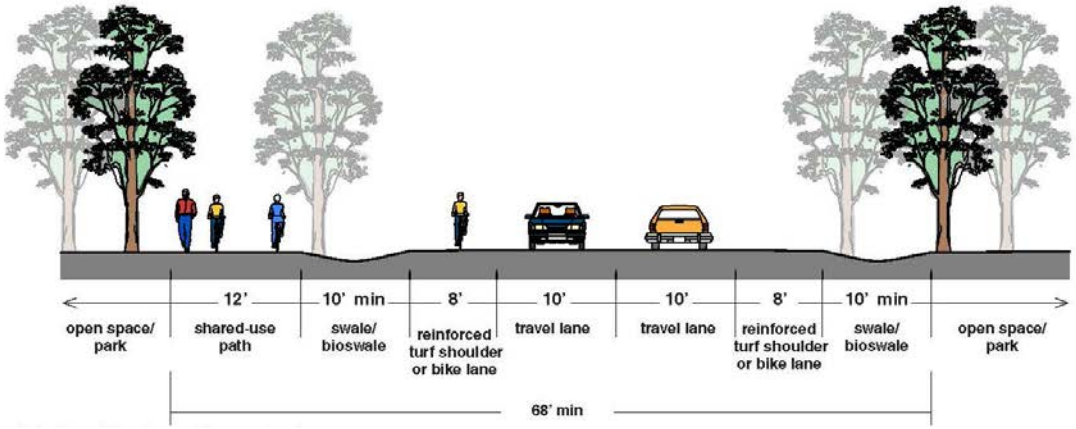


Figure 5. Sample Rural Boulevard Street Section with Separated Shared Use Path.

Parkways

Regional Corridors: *Blanco Road, Eastside Parkway, Eucalyptus Road, Imjin Parkway (part), Intergarrison Road, Reservation Road, South Boundary Road*

A parkway is a regional facility intended to carry traffic from point to point with little interruption in the way of driveways and intersections. Parkways can occur in rural contexts or on the edge of urban places. Parkways respect the natural environment, with a more informal landscape scheme in keeping with their rural setting. Parkways can have two or four travel lanes, with a target speed of between 30 and 45 mph. Bicycles and pedestrians are accommodated on a separated shared use path, but within the overall right-of-way. The configuration of a Parkway can change according to local context and in keeping with environmental restrictions. Vehicle travel lanes of 12 to 14 feet are to be avoided because they will encourage highway speeds and lead to potentially lethal outcomes.

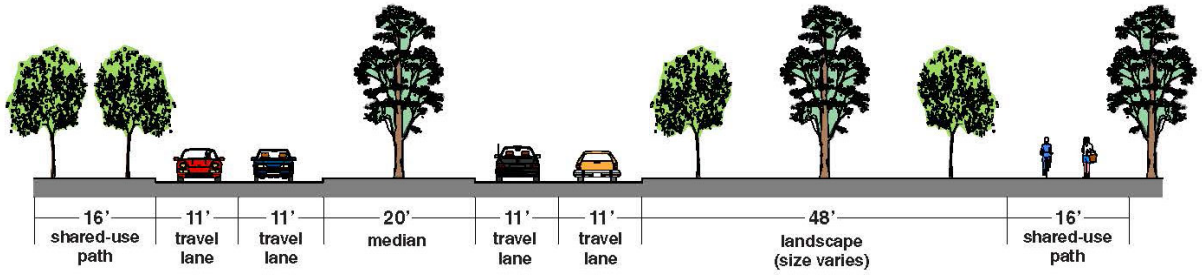


Figure 6. Parkway Street Section with Separated Shared Use Path.

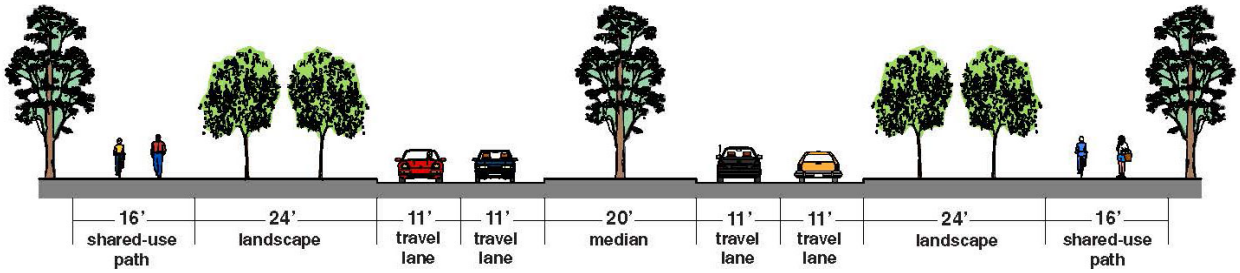


Figure 7a. Two-Sided Trail Parkway Street Section with Separated Shared Use Path.

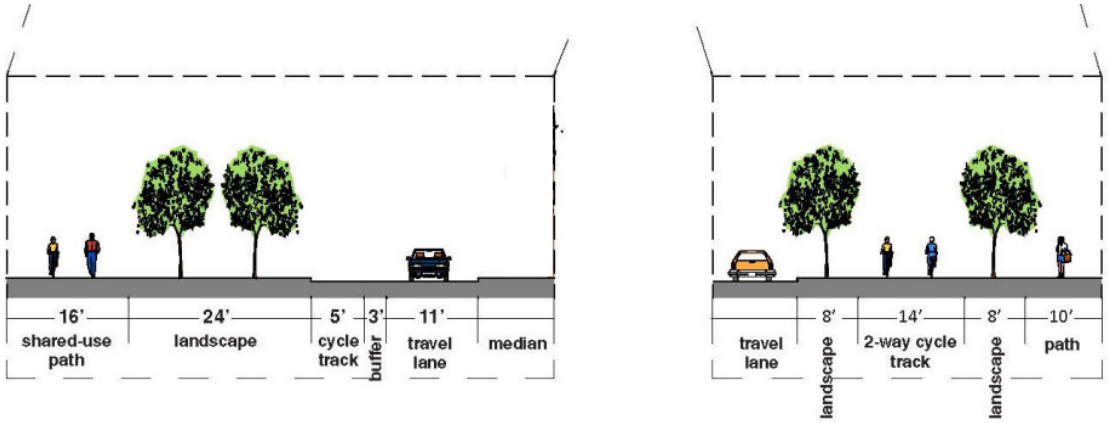


Figure 7b. Two-Sided Trail Parkway Street Section – Option 1: Two Lane Road with Cycle Track;
Figure 7c. Two-Sided Trail Parkway Street Section – Option 2: Walking and Cycle Facilities.

Table 1. BRP Roadway Design Standards, Figure 4.2-4, and RUDG Regional Circulation Corridors. Rows shaded in grey indicate remaining FORA Capital Improvements Program (CIP) projects.

Base Reuse Plan					RUDG
RUDG Regional Circulation Corridors	***Lanes***	***Urban/Rural***	***Type***	***Fig 4.2-4***	***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	Boulevard
Gigling Rd	4	Urban	Arterial	4-Lane Urban Arterial	Boulevard
Imjin Parkway *(Imjin Rd to Highway 1)*	4	Urban	Arterial	4-Lane Urban Arterial	Boulevard
Imjin Parkway *(Reservation Rd to Imjin Rd)*	2	Urban	Arterial	2-Lane Urban Arterial	Parkway
Inter-Garrison Rd *(7th 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	Parkway
South Boundary Rd	2	Rural	Arterial	2-Lane Rural Arterial	Parkway

Local Residential Streets

Local residential streets provide access to individual lots, accommodate pedestrians and serve as low speed bicycle and vehicle routes. Local residential 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.

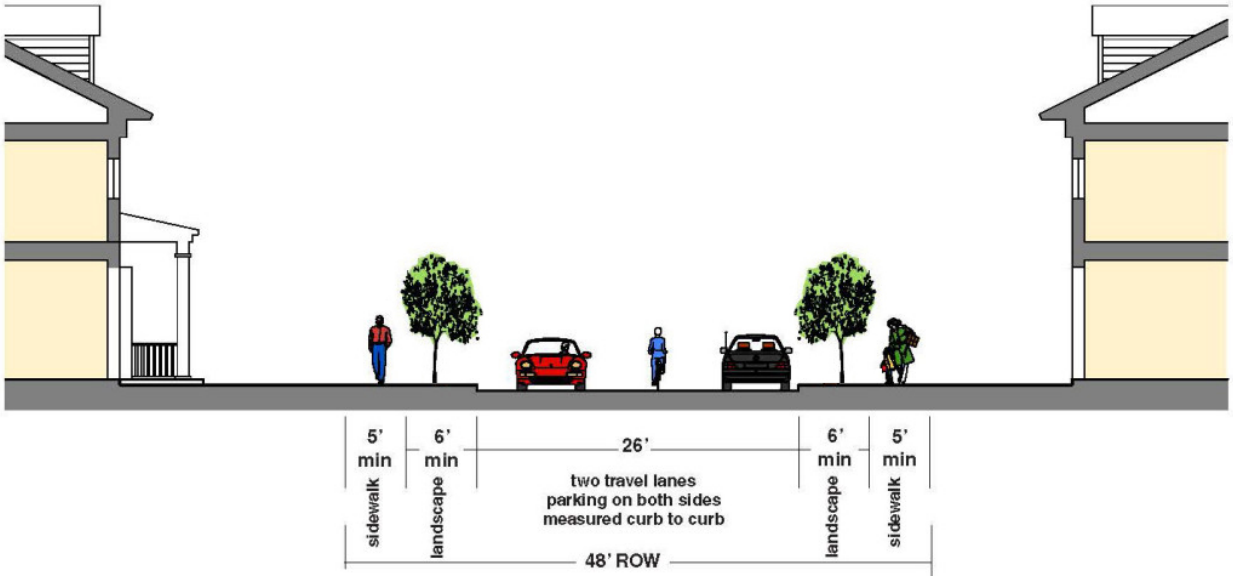


Figure 8. Sample Local Residential, Single Family Street Section.

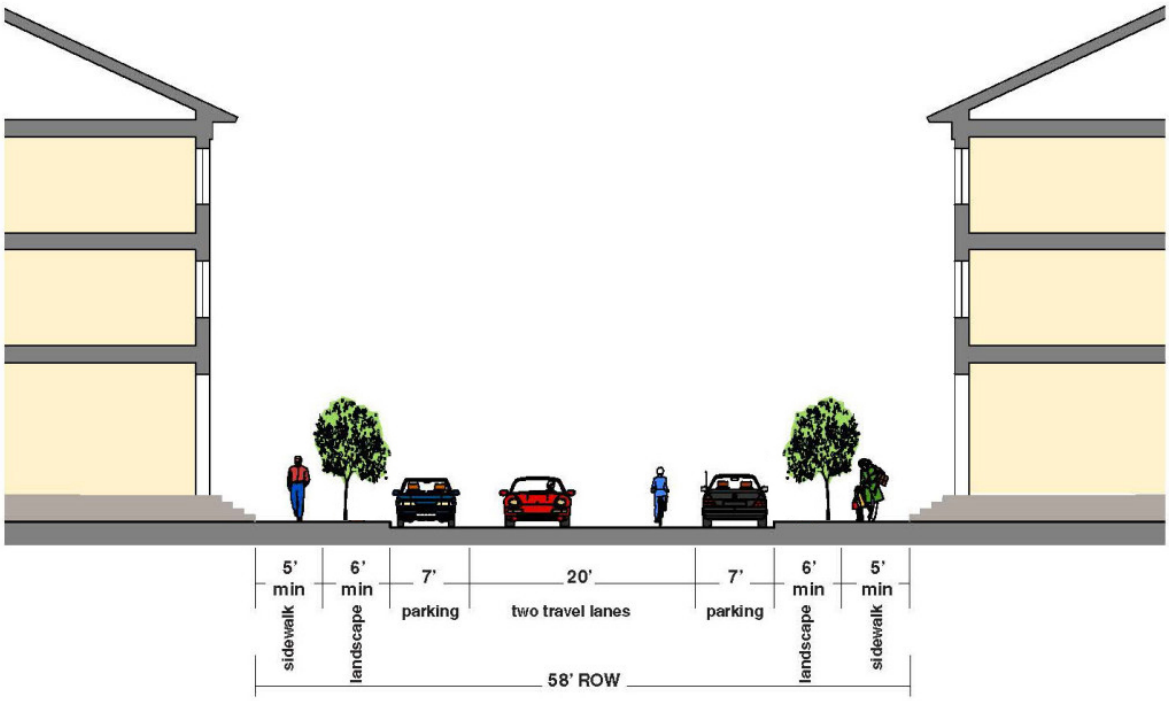


Figure 9. Sample Local Residential, Multi-Family Street Section.

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.

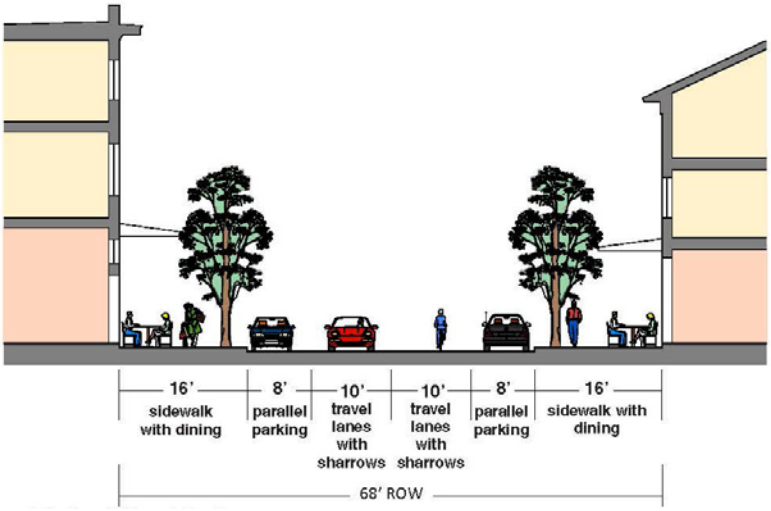


Figure 10. Sample Main Street Section 1.

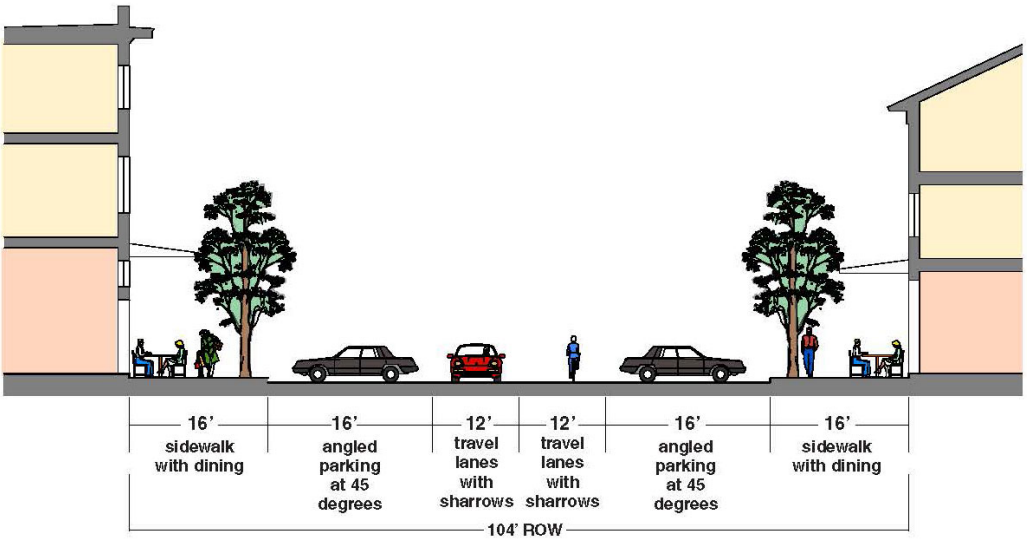


Figure 11. Sample Main Street Section 2.

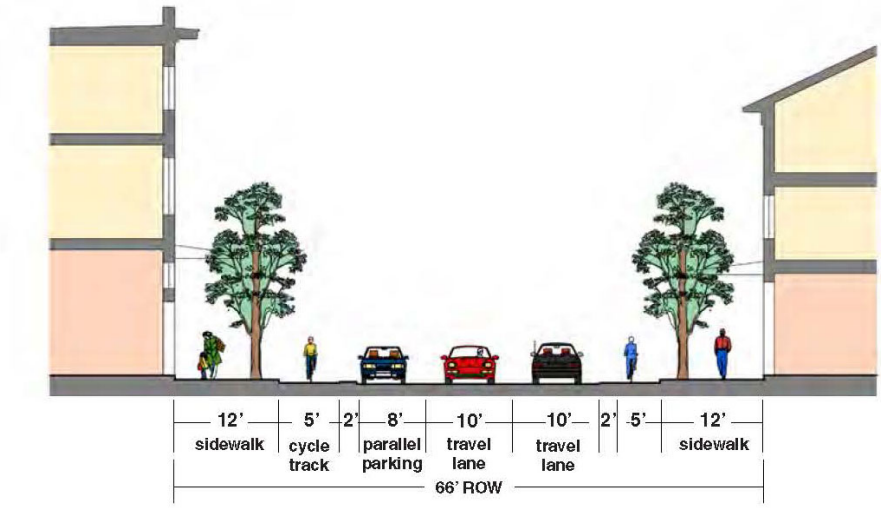


Figure 12. Sample Main Street Section 3 (when parking on only one side is possible).

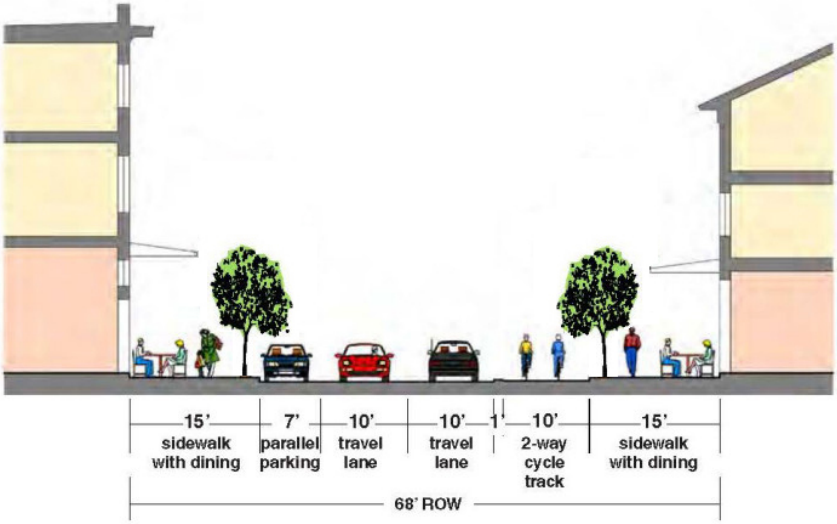


Figure 13. Sample Main Street Section 4.

Connectivity

Objectives

- Link new neighborhoods with the surrounding cities' development fabric (BRP p.62).
- Maintain the fine-grained development pattern of existing areas of the Main Garrison (BRP p.65).
- 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 Town & Village Centers no larger than 1,600 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 1,600 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**. Make 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.** Minimize dead ends and cul-de-sacs. *Use them only where topography, steep slopes (>15%), rights-of-way, and/or dedicated open space interfere.*
5. **Intersections.** Design projects to create 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. Loop trails whenever feasible.

Relevant Locations

- Town & Village Centers (*pages 77-78)*
- Regional Circulation Corridors (*pages 81-82*)
- Trails (*pages 83-84*)

Design References

- Sample Street Sections *(pages 21-27)*
- BRP Roadway Design Diagrams (online DesignFortOrd.org)

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 within 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

Major trails have a minimum width of 12 feet and be surfaced in asphalt, concrete, or other paving alternative with comparable performance; wood plank surface 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 visitor's center and the Intergarrison Trail at 8th Street through the Town Center Planning Area to the Monterey Road Trail.
- Crescent Avenue Trail: This trail connects Marina to the Intergarrison Trail and the CSUMB campus along Crescent Avenue and the Marina Village Community Park.
- Reservation Road Trail: This trail connects the East Garrison to the City of Marina. It is located entirely within the right-of-way of Reservation Road.

Equestrian Trails

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

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

Draft Trails Concept

The 2012 BRP Reassessment Report highlighted trails planning as an outstanding cross-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 concepts. The Fort Ord Recreation Trail and Greenway (FORTAG.org), a citizen-led trails plan, provided a updated alignment as a contemporary planning reference point, which maximized interconnectivity, safety, rider experience, and economic development potential. A planners working group with jurisdiction representatives was convened and completed the Draft Trails Concept, which was received by the FORA Board in March 2016. The Draft Trails Concept is shown as an Opportunity in the RUDG Trails Location map (p. 83). Planning, funding and implementation now sit with the Transportation Agency of Monterey County (TAMC), in partnership with local jurisdictions and interest groups.

Guidelines

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 and active transportation.*
2. **Context.** Transition trail character according to rural or urban contexts. *Consider the character of ground surfaces, vegetation, 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. **Protected.** Separate trail segments from the vehicle roadway to maximize safety, rider/walker confidence, and enhance rider/walker experience whenever feasible.
5. **Surface.** Surface trails with asphalt, concrete, or other paving alternative with comparable performance; wood plank surface permitted on causeways or boardwalks. Surface equestrian trails with dirt, sand, or other comparable alternatives.
6. **Trailheads.** Plan trailhead facilities for key access points to the Fort Ord National Monument, Fort Ord Dunes State Park and other recreation and natural resource assets whenever feasible.
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, hikers, bikers and other people with limited mobility where feasible. Reference existing State Park Accessibility Guidelines. Use coordinated multi-use signage when separation is infeasible.*

8. **Viewsheds.** Prioritize opportunities to access regionally valuable viewsheds, viewpoints, 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 including tread and physical elements such as trees/shrubs.

Relevant Locations

- Town & Village Centers (*pages 77-78)*
- Regional Circulation Corridors (*pages 81-82*)
- Trails (*pages 83-84*)

Design References

- Sample Trail Sections *(pages 34-35)*
- BRP Open Space Concept, Figure 3.6-3 (online DesignFortOrd.org)

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 pedestrians seeking a softer tread and 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.

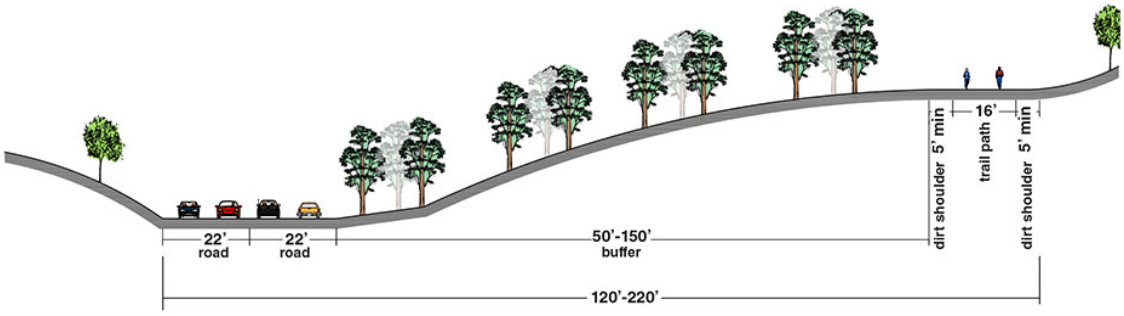


Figure 14. Sample Rural Corridor Trail Section

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 buildings line greenways it is important to create activation and "eyes" on the corridor with outdoor dining, benches, tables, and storefronts. Such activation enhances visibility and safety for trail users.

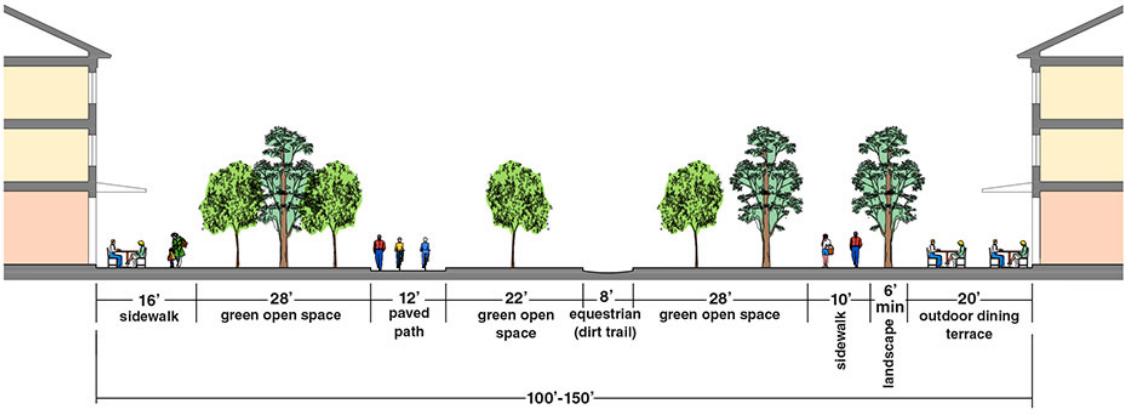


Figure 15. Sample Greenway Corridor Trail Section

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.

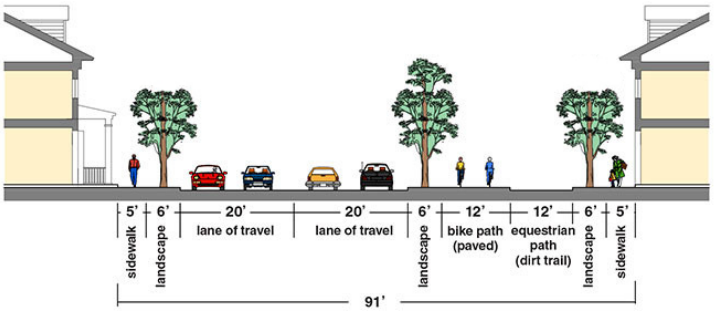


Figure 16. Sample Urban Corridor Trail Section

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.** Work with transit agency to identify location and provide transit amenities which may include but is not limited to shelter, seating, real-time and/or static route information, bicycle racks, electric vehicle charging stations, and lighting at transit hubs. Reserve space for transit shelters and any required improvements.
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) approval, 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 (*pages 77-78)*
- Regional Circulation Corridors (*pages 81-82*)
- Trails (*pages 83-84*)

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. (Highway 1 Design Corridor Guidelines (HDGC) 2005)
- Prohibit the use of billboards in the Highway 1 Corridor (HDGC 2005).
- Preserve landscape character of the Highway 1 Design Corridor as a buffer between the Highway 1 right-of-way and development (HGDC 2005).
- 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 (HGDC 2005).

Measures (from HGDC 2005)

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 (≥ 6" trunk diameter and in reasonable condition) preserved within 25-feet of Caltrans right-of-way and at gateways.

Relevant Locations

- Town & Village Centers (*pages 77-78)*
- Gateways (*pages 79-80*)
- Regional Circulation Corridors (*pages 81-82*)
- Trails (*pages 83-84*)
- Highway 1 Design Corridor (*pages 85-86*)

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. Maintain the natural features of the land and protect viewsheds of dunes/ocean whenever feasible. 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 (*pages 77-78)*
- Regional Circulation Corridors (*pages 81-82*)

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.
2. **Mixed-use Neighborhood Center.** Design or locate project such that 50% of its dwelling units are within a ¼ mile walk distance of a minimum of four diverse uses. For projects with no dwellings, 50% of dwelling units within ¼ mile of the project boundary must be within a ¼ mile walk distance of four diverse uses, including at least one food retail store. *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.*
3. **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

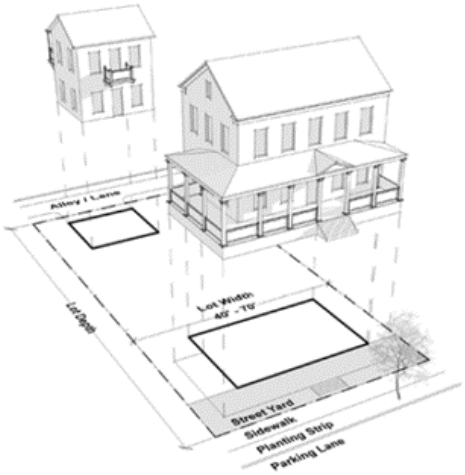
- Town & Village Centers (*pages 77-78)*
- Regional Circulation Corridors (*pages 82-83*)

Design Reference

- Sample Building Types *(pages 40-44)*

Sample Building Types

Figure 17a. Sample Single Family House.

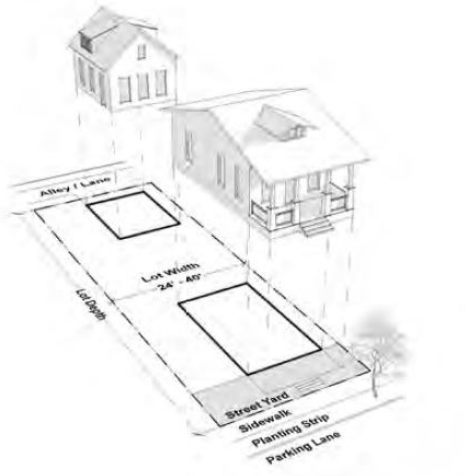


- Detached building which occupies a single building lot and is typically used for residential
- Height: 1 – 2.5 stories
- Front Setback: 10’ – 20’
- Side & Rear Setback: Variable
- Lot Frontage Width: 50’ – 80’

Figure 17b. Sample 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.

Figure 18. Sample 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.

Figure 19. Sample 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.

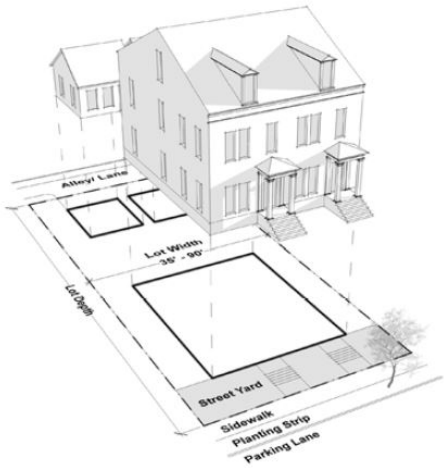


Figure 20. Sample Apartment House.

- 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.

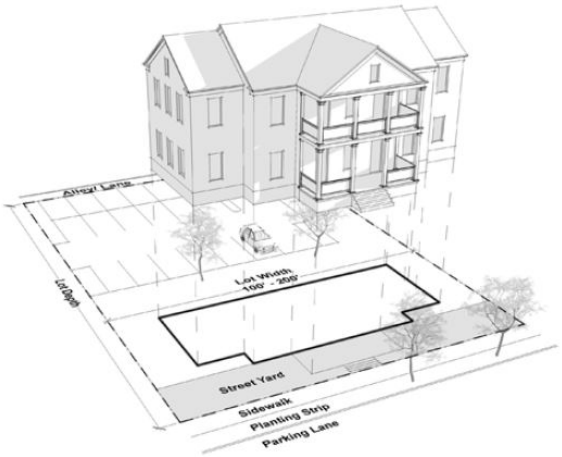


Figure 21. Courtyard Apartment Building.

- 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’

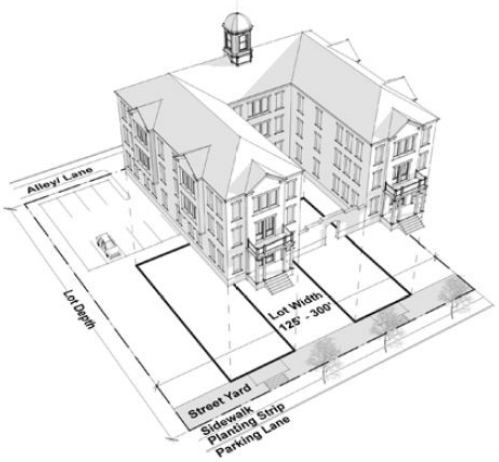
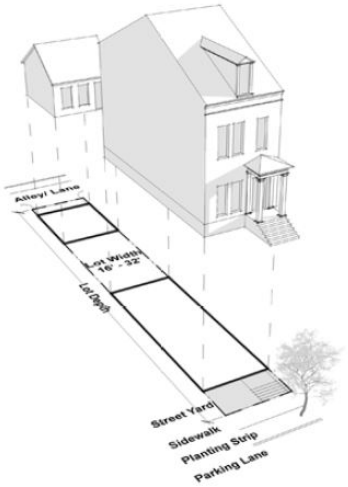
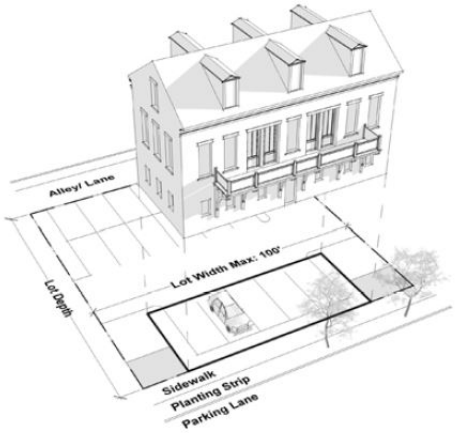


Figure 22. Sample Rowhouse.



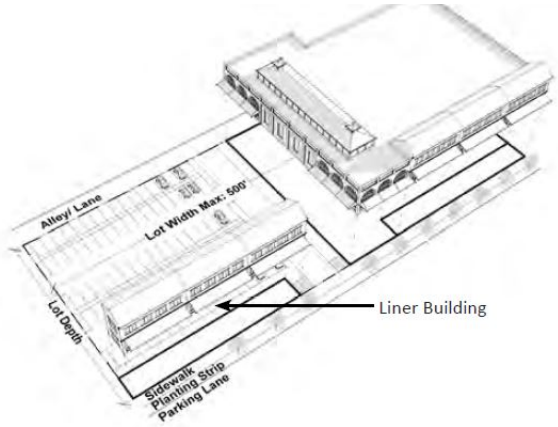
- Also known as a Townhouse. Single-family attached residences which each occupy a single lot.
- Height: 2 – 3.5 stories
- Front Setback: 0’ – 5’
- Side & Rear Setback: 0’
- Lot Frontage Width: 16’ – 32’
- Required Features: Stoop or Front Porch.

Figure 23. Sample 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.

Figure 24. Sample Large-Footprint Building.

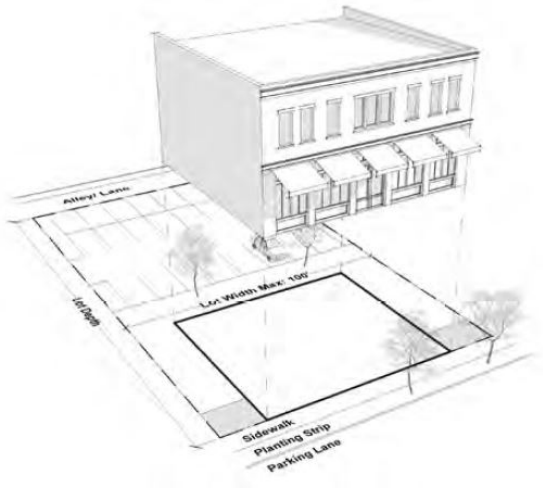


- A commercial building over 10,000 square foot footprint.
- Height: 1 – 2 stories
- Front Setback: 25’ and up
- Side & Rear Setback: 25’ and up
- Lot Frontage Width: 100’ – 500’
- Typical Use: Street-level retail, industrial, office and/or lobby space, upper level offices.
- Shopfronts along the sidewalk 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).

Figure 25. Sample Corner/Convenience Store.

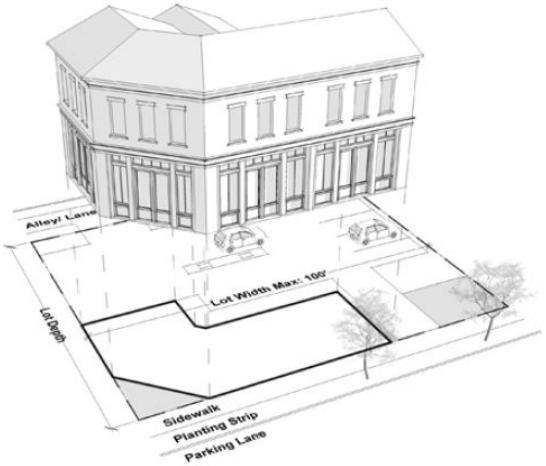
- A building type that features shopfronts along the sidewalk at the street level with residential spaces potentially in the upper floors. Design this building to fit in character and scale with a single-family residential neighborhood.
- Height: 1 – 2.5 stories
- Front Setback: 0' – 5'
- Side & Rear 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.

Figure 26. Sample 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.

Figure 27. Sample Small Market / Fueling Station.



- A building primarily devoted to the sale of vehicular fuel 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.
- 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.
- 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. **Functions.** Use plant species that thrive in low-water conditions and serve a variety of functions, including shade, soil conservation, and aesthetic improvements. Schedule new plantings during winter, and include 1-year growing season maintenance obligation.
2. **Natives.** Use native vegetation (Fort Ord natives preferred) whenever possible and fill in gaps between trees to maintain the natural character of the Fort Ord Monument. Consider 80% native plant composition along roadway Right-of-Way (ROW) for new development.
3. **Palettes.** Consistent with FORA-RUDG plant list recommendations (pages 46-64) and best management practices (p. 65).
4. **Soils.** Preserve native Coastal topsoil during site grading or obtain horticultural soils test for amendment recommendations**.**
5. **Trees.** Incorporate and retain whenever possible. Use traditional street tree planting (25'-35' spacing) in Town & Village Centers. Randomly place or cluster tree plantings outside Town & Village Centers to reflect native patterns.

Relevant Locations

- Town & Village Centers (*pages 77-78)*
- Gateways (*pages 79-80*)
- Regional Circulation Corridors (*pages 81-82*)
- Trails (*pages 83-84*)

Design References

- Plant Lists *(pages 46-64)*
- Best Management Practices *(page 65)*

Background

The landscape character of the former Fort Ord roadway corridors within the footprint of the 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); and
- Consistent with preferred landscape character.

Plant Lists

Town & Village Centers

In the Town & Village 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

- *Arbutus* 'Marina' – Strawberry Tree
- *Geijera parviflora* – Australian Willow
- *Lyonothamnus floribunda* – Catalina Ironwood
- *Melaleuca quinquenervia* - Paperbark
- *Melaleuca linarifolia* - Flax Leaf Paperbark
- *Metrosideros excelsa* - New Zealand Christmas Tree

Planter Trees / Tree-Shrubs

- *Fremontodendron californicum* - California Flannel Bush
- *Heteromeles arbutifolia* - Toyon
- *Quercus agrifolia* (with wind screen protection) – Coastal Coast Live Oak
- *Rhamnus californica* - California Coffeeberry
- *Rhus integrifolia* - Lemonade Berry

Planter Shrubs

- *Arctostaphylos pumila*– Little Sandmat Manzanita
- *Baccharis pilularis* – Upright Coyote Bush
- *Ceanothus thrysiflorus* – Blue Blossom Ceanothus
- *Ceanothus thrysiflorus ssp. griseus* 'Yankee Point' – Carmel Ceanothus
- *Dietes grandiflora* - Fortnight Lily
- *Eriogonum latifolium* – Coast Buckwheat
- *Garrya elliptic* – Silk Tassel
- *Lavatera maritima* – Sea Mallow
- *Lupinus arboreus* –Bush Lupine
- *Lupinus chamissonis* – Chamisso Bush Lupine
- *Ribes malvaceum* – Chaparral Currant
- *Salvia* 'Allen Chickering' – Allen Chickering salvia
- *Salvia mellifera* – Black Sage
- *Sambucus mexicana* – Elderberry
- *Vaccinium ovatum* – Evergreen Huckleberry

Groundcovers

- *Achillea millefolium* - Common yarrow
- *Arctostaphylos hookeri* – Monterey Manzanita
- *Armeria maritima ssp. californica* – Sea Pink
- *Baccharis pilularis* 'Pigeon Point' - Dwarf Coyote Brush
- *Ceanothus griseus* var. *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.

Avenues (*2nd Ave and California Ave*)

Trees: Planting Strips at Town & Village Centers Only (8' wide minimum). See Town & Village Center Street Trees, plus:

- *Cupressus macrocarpa* – Monterey Cypress
- *Quercus agrifolia* (with wind screen protection) – Coastal Coast Live Oak

Trees: Medians (11' wide minimum)

- *Cupressus macrocarpa* – Monterey Cypress

Shrubs/Groundcover: Planting Strips

- *Achillea millefolium* – Common Yarrow
- *Arctostaphylos pumila*– Sandmat Manzanita
- *Arctostaphylos hookeri* - Monterey Manzinita
- *Ceanothus griseus* var. *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

Boulevards *(*Lightfighter Dr, Gigling Rd, General Jim Moore Boulevard, Imjin Parkway(part))

Trees: Parkway Planting Strip (8' wide minimum)

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

Trees: Medians (11' wide minimum)

- *Cupressus macrocarpa* – Monterey Cypress

Grasses/Perennials: Medians

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

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

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

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

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

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

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

Trees: Medians

- *None*

Shrubs: Understory /Roadway shoulders

- *Baccharis pilularis* – Upright Coyote Bush
- *Ceanothus thrysiflorus* – Blue Blossom Ceanothus
- *Fremontodendron californicum* - California Flannel Bush
- *Heteromeles arbutifolia* - Toyon
- *Rhamnus californica* - California Coffeeberry
- Rhus integrifolia - Lemonade Berry
- *Sambucus mexicana* - Elderberry

Grasses/Perennials (seeded): Medians

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

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

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

Town & Village Centers
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 & Village Centers
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 & Village Centers

Shrubs

Planter Shrubs

Arctostaphylos pumila
Sandmat Manzanita

Baccharis pilularis
Coyote Bush

Ceanothus thrysiflorus
Blue Blossom Ceanothus

Ceanothus thrysiflorus griseus 'Yankee Point' Carmel Ceanothus

Dietes grandiflora
Fortnight Lily

Garrya eliptica
Silk Tassel

Town Center

Shrubs

Planter Shrubs (continued)

Lavatera maritima
Sea Mallow

Lupinus arboreus
Yellow Bush Lupine

Lupinus chamissonis
Chamisso Bush Lupine

Ribes malvaceum
Chaparral Currant

Salvia 'Allen Chickering'
Allen Chickering Salvia

Salvia mellifera
Black Sage

Town & Village Centers

Shrubs

Planter Shrubs (continued)

Sambucus mexicana
Elderberry

Vaccinium ovatum
Evergreen Huckleberry

Groundcovers

Achillea millefolium
Common Yarrow

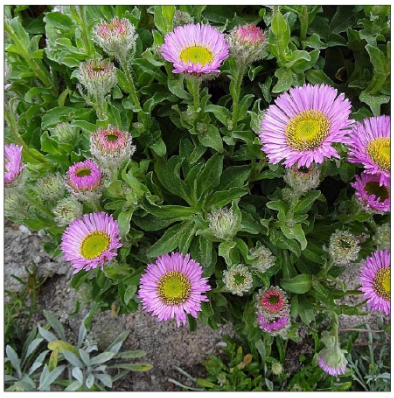
Arctostaphylos hookeri
Monterey Manzanita

Armeria maritima californica
Sea Pink

Baccharis pilularis 'Pidgeon Point'
Dwarf Coyote Brush

Ceanothus griseus 'horizontalis'
Carmel Creeper

Ericameria ericoides
Mock Heather

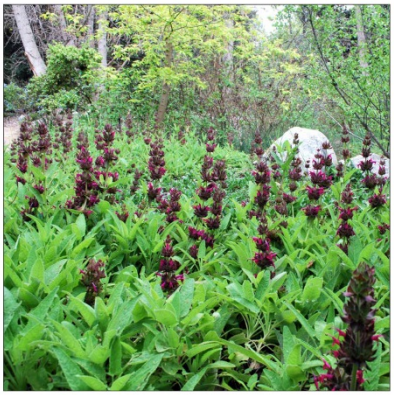


Erigeron glaucus
Seaside Daisy

Fragaria chiloensis
Coastal Strawberry

Iris douglasiana
Pacific Coast Iris

Polystichum munitum
Sword Fern



Salvia spathacea
Hummingbird Sage

Town & Village Centers
Grasses

Festuca idahoensis
Blue Bunch Grass

Juncus patens
California Gray Rush

Koeleria macrantha
June Grass

Leymus triticoides
Creeping Wild Rye

Leymus condensatus 'Canyon Prince'
Canyon Wild Rye

Muhlenbergia rigens
Deergrass

Cupressus macrocarpa
Monterey Cypress

*Quercus agrifolia**
Coastal Coast Live Oak

Avenues

Trees

Planting Strips at Town Centers Only
(8' wide minimum)

**with wind protection*

Cupressus macrocarpa
Monterey Cypress

*Quercus agrifolia**
Coastal Coast Live Oak

Medians
(11' wide minimum)

Achillea millefolium
Common Yarrow

Arctostaphylos pumila
Sandmat Manzanita

Shrubs – Groundcover

Planting Strips

Avenues

Shrubs – Groundcover

Planting Strips (continued)

Arctostaphylos hookeri
Monterey Manzanita

Ceanothus griseus 'horizontalis'
Carmel Creeper

Fragaria chiloensis
Coastal Strawberry

Grasses – Perennials

Medians

Eschscholzia californica
California Poppy

Leymus condensatus 'Canyon Prince'
Canyon Wild Rye

Leymus triticoides
Creeping Wild Rye

Avenues
Grasses – Perennials
Medians (continued)

Cupressus macrocarpa
Monterey Cypress

*Quercus agrifolia**
Coastal Coast Live Oak

Boulevards

Trees

Planting Strips
(8' wide minimum)

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

Cupressus macrocarpa
Monterey Cypress

*Quercus agrifolia**
Coastal Coast Live Oak

Medians
(11' wide minimum)

Eschscholzia californica
California Poppy

Leymus triticoides
Creeping Wild Rye

Grasses/Perennials

Medians

Bromus carinatus
California Brome

Eschscholzia californica
California Poppy

Boulevards

Grasses/Perennials (seeded)

Roadway Shoulder/Graded Slopes

*Quercus agrifolia**
Coastal Coast Live Oak

Parkway

Trees

Planting Strip Only
(8' wide minimum)

**1 & 5 gallon size with wind protection*

Baccharis pilularis
Coyote Bush

Ceanothus thrysiflorus
Blue Blossom Ceanothus

Shrubs

Understory/Roadway Shoulders

Fremontodendron californicum
California Flannel Bush

Garrya eliptica
Silk Tassel

Heteromeles arbutifolia
Toyon

Rhamnus californica
California Coffeeberry

Shrubs
Understory/Roadway Shoulders (continued)

Rhus integrifolia
Lemonade Berry

Sambucus mexicana
Elderberry

Eschscholzia californica
California Poppy

Leymus triticoides
Creeping Wild Rye

Figure Grasses/Perennials (seeded)
Medians

Bromus carinatus
California Brome

Eschscholzia californica
California Poppy

Grasses/Perennials (seeded)
Medians

Best Management Practices

The goal of these guidelines is to develop landscape continuity for regional roadway corridors based on the natural landscape character and complimentary to urban development. The following best management practices can provide consistency between public agencies for roadways and public lands within private development during planning and construction phases.

- 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.
- 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.
- Protection of tree/vegetation on private lands through grading design and retaining walls is recommended to enhance the character of roadway corridors.
- Native coastal topsoils are typically stripped and buried as fill material during the grading process in the construction phase. When feasible during grading, strip the 6" – 12" top layer of site soils and stockpile for reuse in medians, 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.
- Town & Village Centers have limited right-of-way 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.
- Where planting in the roadway right-of-way outside Town & Village Centers, use one and five gallon container sizes to allow nursery grown material to acclimate with site conditions. Provide wind screen for container plantings 1 gallon and larger.
- To encourage native plants utilization in new development projects, approval agencies should consider a percentage (80% native plants) along adjacent roadway right-of-way as a permit condition. Cities should support developers in exploring creative ways to integrate native plant design and establishment, and maintenance into roadway corridors.
- 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.
- Where container plants are used for installation, require an underground irrigation system, 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 Sample Street Light Configurations figure as a guide to selecting fixtures. Each lighting type can be used within Town & Village Centers, but use lighting with a greater brightness within the core of the Town & Village Center, where pedestrian activity is greatest. Variety in character establishes identity and uniqueness. However, within each neighborhood or corridor create 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. 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. **Light trespass**. Reduce sky glow in residential areas; at least 50% of the external luminaires have fixture-integrated lighting controls that use motion sensors to reduce light levels by at least 50% when no activity has been detected for 15 minutes. In shared areas, automatic controls turn off exterior lighting when sufficient daylight is available. Generally, downcast lighting.
5. **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.*
6. **Scale.** Use pedestrian-scaled fixtures (≤ 15’) on all streets within walkable areas. Intersection-scaled lighting (25’-40’) may be used in addition to pedestrian-scaled fixtures as necessary on major thoroughfares.

Relevant Locations

- Town & Village Centers (*pages 77-78)*
- Gateways (*pages 79-80*)
- Regional Circulation Corridors (*pages 81-82*)
- Trails (*pages 83-84*)

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 8th Street Bridge serves as a major gateway to 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. Coordinate or create cohesive** gateway landscape and development plans among relevant jurisdictions and agencies.
3. **Design Elements.** Mark gateways by design elements such as: signage, landscaping, statues, sculpture, 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 through former Fort Ord lands.

Relevant Locations

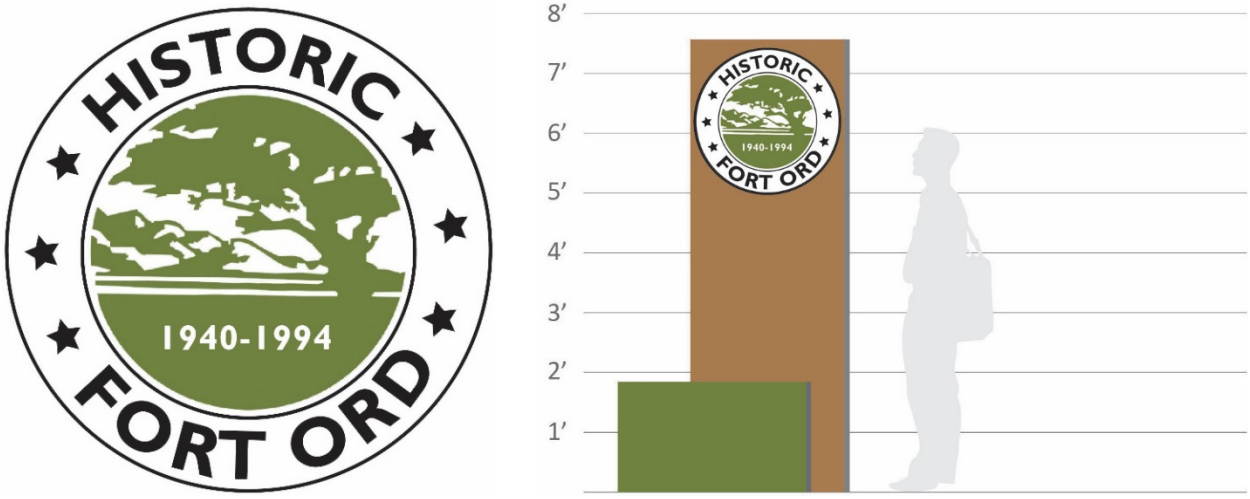
- Town & Village Centers (*pages 77-78)*
- Gateways (*pages 79-80*)
- Regional Circulation Corridors (*pages 81-82*)
- Trails (*pages 83-84*)

Design Reference

- Sample Gateway Features (*pages 68-70*)

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.



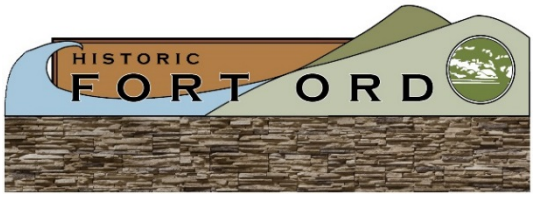
Figures 28-30. Sample circular medallion style and color palette.

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 a large portion of 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.

Figures 31-33. Military insignia and color palette.

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.



Figures 34-36. Sample gateway monument signs and color palette.

The rolling coastal hills of the historic Fort Ord and current National Monument offer a unifying design element for gateway signage. In addition, California State University, Monterey Bay is a central asset to Fort Ord recovery and future university villages. Existing campus signage provides another brand aesthetic which could be a starting point broad regional signage design.

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 (*pages 77-78)*
- Gateways (*pages 79-80*)
- Regional Circulation Corridors (*pages 81-82*)
- Trails (*pages 83-84*)

Design References

- Monterey County Bike & Pedestrian Wayfinding Sign Design Guidelines (online DesignFortOrd.org)
- California Manual on Uniform Traffic Control Devices (online DesignFortOrd.org)

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 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 ¼ mile walking distance of every home. Locate new and existing development within ¼ mile of a small public plaza or playground at least 1/6 acre in area, and within ½ mile of a green, square, or park. For projects larger than 7 acres, locate and/or design the project such that the median size of the civic or passive-use spaces within and/or contiguous to the project is at least ½ acre.

Relevant Locations

- Town & Village Centers (*pages 77-78)*
- Trails (*pages 83-84*)

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 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 1600 linear feet with a maximum uninterrupted block face no greater than 450 feet along any single stretch.*
2. **Building Types.** Design or locate the project such that 50% of its dwelling units are within a ¼ mile walk distance of a minimum of four diverse building types. For projects with no dwellings, 50% of dwelling units within ¼ mile of the project boundary must be within a ¼ mile walk distance of the number of diverse building types, including at least one food retail store.
3. **Building height to street width ratio.** At least 15% of existing and new street frontage achieve a minimum building height to street ratio of 1:3 (1 foot of building height for every 3 feet of street width, measured façade to façade).
4. **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.*
5. **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.*
6. **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. For new nonresidential buildings and multiunit residential buildings, either do not build new off-street surface parking lots, or locate all new off-street parking lots at the side, rear, or under buildings, leaving building frontages facing streets free of surface parking lots.*

Use no more than 20% of the total development footprint area for all new off-street surface parking facilities, with no individual surface parking lot larger than 2 acres.

7. **(Bicycle) Parking.** Provide bicycle parking and storage capacity to new buildings as follows: (a) multi-unit residential - one enclosed storage space per occupant for 30% of planned occupancy; (b) retail - one secure enclosed bicycle storage space per new retail worker for 10% of planned occupancy; and (c) nonresidential other than retail - at least one secure, enclosed bicycle storage space per new occupant for 10% of planned occupancy.

8. **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 prompt pedestrians to linger.*

9. **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.*

10. **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.*

11. **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.*

12. **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 Town & Village 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 (*pages 77-78)*
- Gateways (*pages 79-80*)
- Regional Circulation Corridors (*pages 81-82*)
- Trails (*pages 83-84*)

Locations

Figure 37. FORA Land Use Jurisdictions.

June 10, 2016

FORA Jurisdictions

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

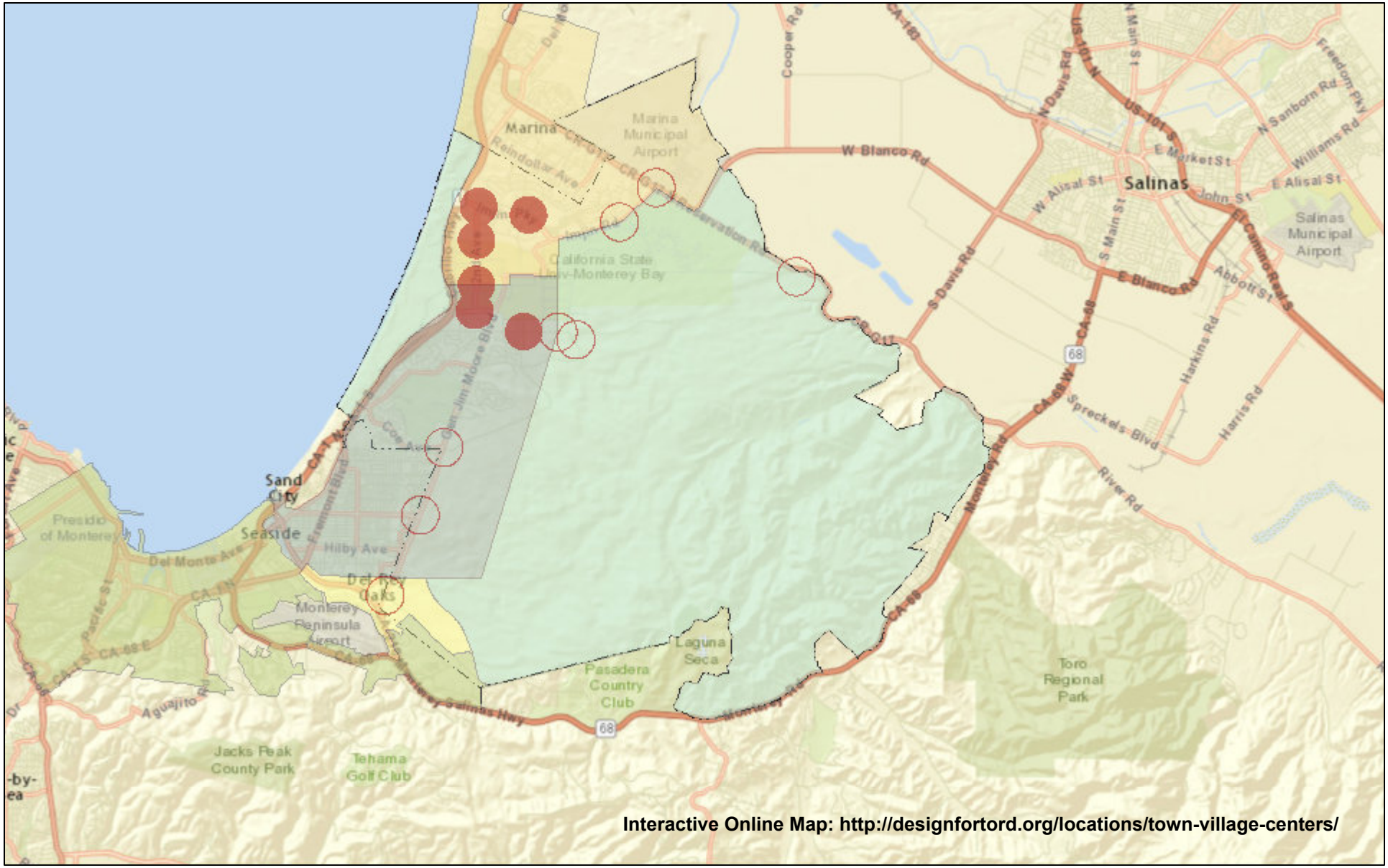
1:144,448

0 1.25 2.5 5 mi

0 2 4 8 km

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

Figure 38. Town & Village Centers.



June 10, 2016

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

Centers

- Center
- Opportunity

FORA Jurisdictions

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

Town & Village Center Locations, Opportunities and Relevant Guidelines

BRP Designated Locations:

*Town & Village Centers where the RUDG are required for BRP consistency. Centers designated (as indicated on Town & Village Centers map) by **solid** circles indicating a ¼-mile walk distance radius from intersection center point.*

- 2nd Ave and Imjin Parkway
- 2nd Ave and 8th St
- 2nd Ave and Divarty St
- 2nd Ave and Lightfighter Dr
- Gigling Rd and Parker Flats Cutoff Rd
- California St. and Imjin Parkway

Opportunity Sites:

*Town & Village Centers where the RUDG are encouraged but not required for BRP consistency. Centers designated (as indicated on Town & Village Centers map) by **hollow** circles indicating a ¼-mile walk distance radius from intersection center point.*

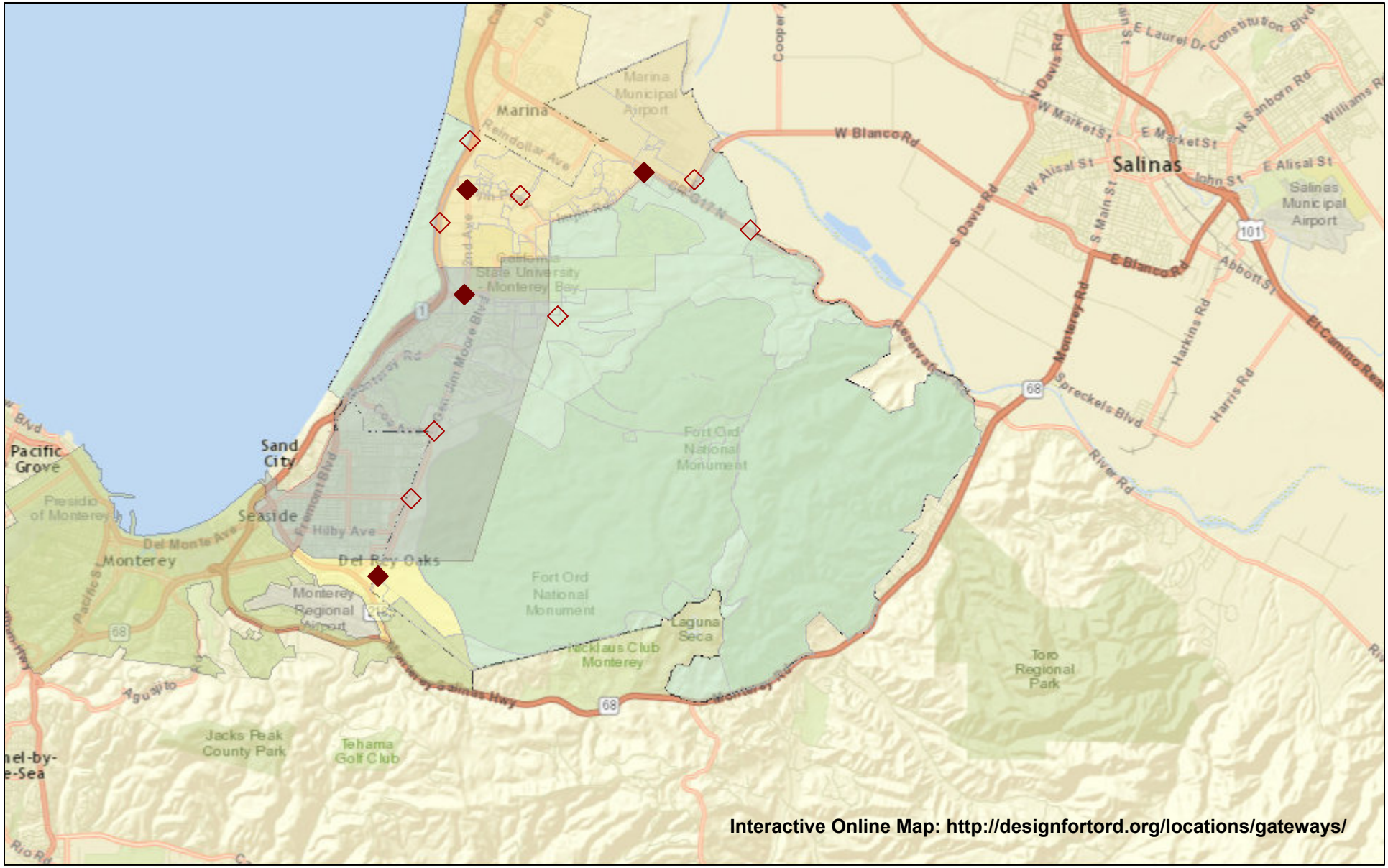
- Abrams Dr and Imjin Parkway
- Imjin Parkway and Reservation Rd
- Gigling Rd and 7th Ave
- Gen Jim Moore Blvd & Eucalyptus Rd
- Gen Jim Moore Blvd & Broadway Ave
- Gen Jim Moore Blvd & South Boundary Rd
- East Garrison Town Center

Relevant Guidelines:

These guidelines may apply to projects and plan areas depending on site specific conditions. Use the compliance checklist to evaluate consistency.

- Complete Streets
- Connectivity
- Trails
- Transit Facilities
- Highway 1 Design Corridor
- Orientation
- Types, Setbacks & Height
- Landscape Palettes
- Lighting
- Gateways
- Wayfinding
- Public Spaces
- Centers

Figure 39. Gateways.



June 10, 2016

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0 1.25 2.5 5 mi

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

Gateways

- Gateway
- Opportunity

FORA Jurisdictions

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

Gateway Locations, Opportunities and Relevant Guidelines

BRP Designated Locations:
*Gateways where the RUDG are required for BRP consistency. Gateways designated by **solid** squares on Gateways map, indicating an approximate location for gateway signage.*

- Imjin Parkway & Hwy 1
- Lightfighter Dr & Hwy 1
- Imjin Parkway at Reservation Rd
- Gen Jim Moore Blvd at South Boundary Rd

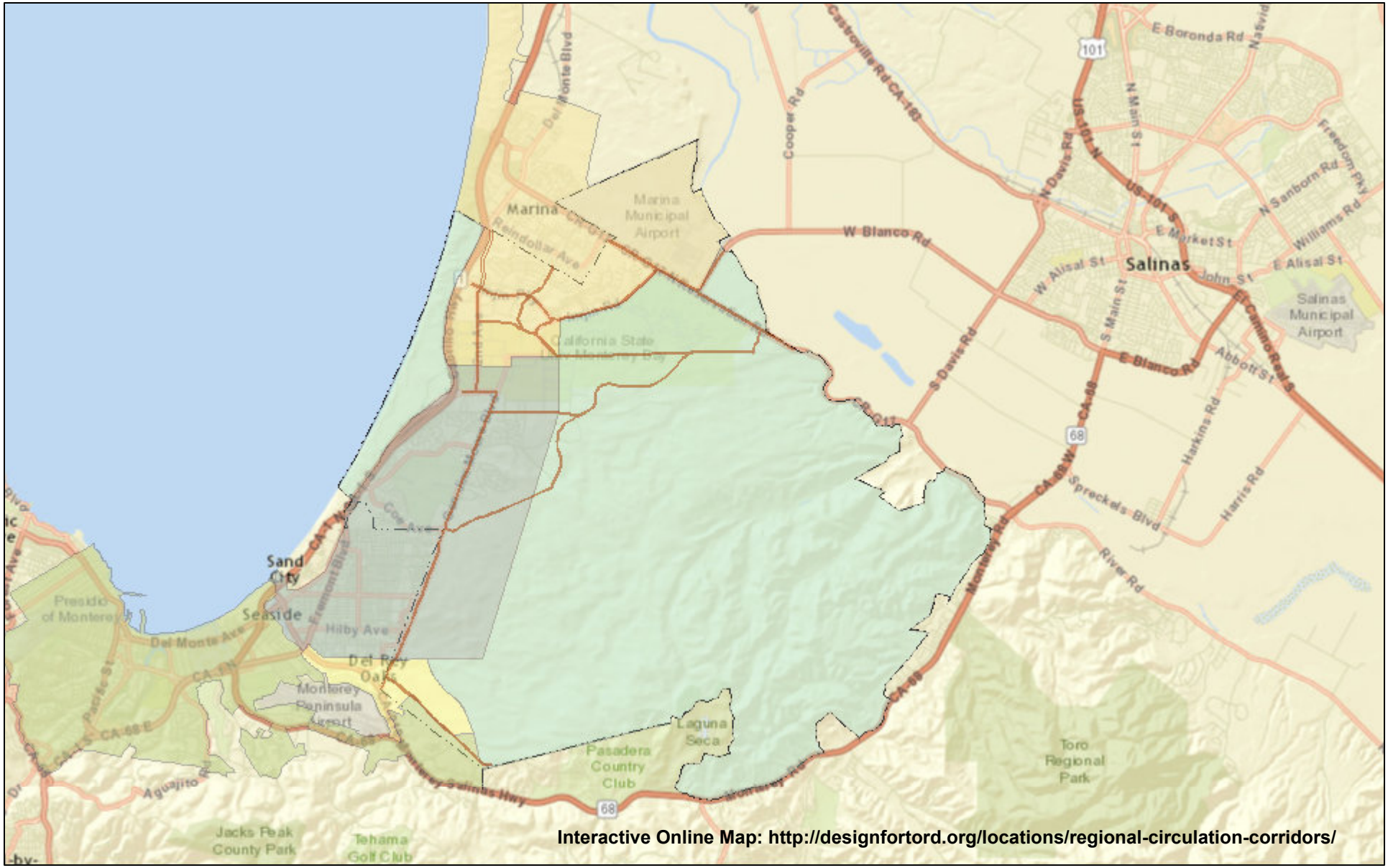
Opportunity Sites:
*Gateways where the RUDG are encouraged but not required for BRP consistency. Gateways designated by **hollow** squares on the Gateways map.*

- 8th Street Bridge
- California Ave at Imjin Parkway
- Reservation Rd at Inter-garrison Rd
- Blanco Rd and Research Dr
- Gigling Rd at 8th Ave
- Gen Jim Moore Blvd at Eucalyptus Rd
- Gen Jim Moore Blvd at Broadway Ave

Relevant Guidelines:
These guidelines may apply to projects and plan areas depending on site specific conditions. Use the compliance checklist to evaluate consistency.

- Highway 1 Design Corridor
- Landscape Palettes
- Lighting
- Gateways
- Wayfinding
- Centers

Figure 40. Regional Circulation Corridors.



June 10, 2016

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0 2 4 8 km

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

Corridors

- Regional Corridor
- Opportunity

FORA Jurisdictions

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

Regional Circulation Corridor Locations, Opportunities and Relevant Guidelines

BRP Designated Locations:
*Regional Circulation Corridors where the RUDG are required for BRP consistency. Regional Circulation Corridors designated by **solid** fill along corridors on Corridors map, indicating a 100'-buffer on either side of road center-line.*

- 2nd Ave
- Blanco Rd
- California Ave
- Eastside Parkway
- Eucalyptus Rd
- Gen Jim Moore Blvd
- Gigling Rd
- Imjin Parkway
- Inter-Garrison Rd
- Lightfighter Dr
- Reservation Rd
- South Boundary Rd

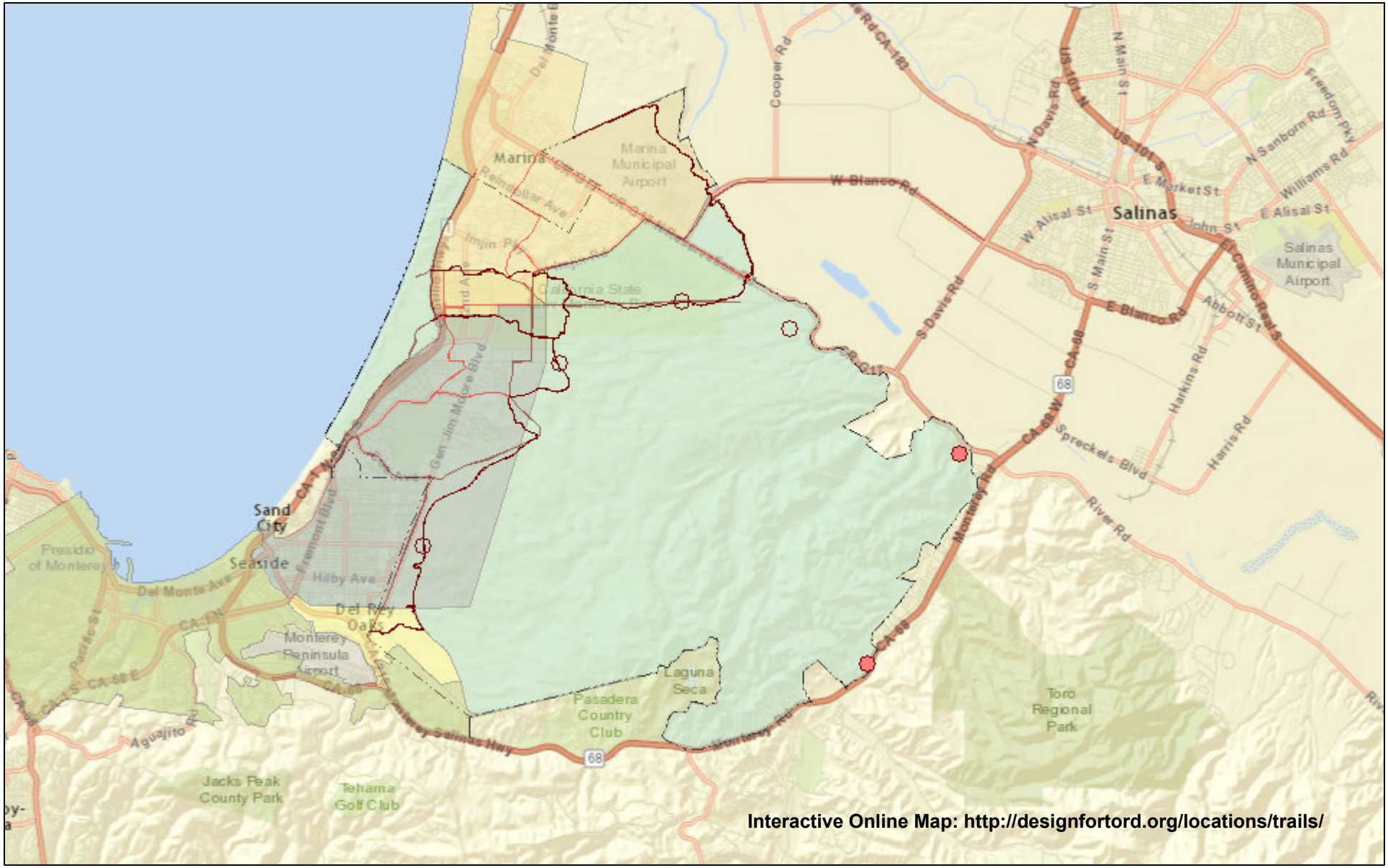
Opportunity Sites:
*Regional Circulation Corridors where the RUDG are encouraged but not required for BRP consistency. Regional Circulation Corridors designated by **hollow** fill along corridors on Corridors map.*

- Del Monte Extension

Relevant Guidelines:
These guidelines may apply to projects and plan areas depending on site specific conditions. Use the compliance checklist to evaluate consistency.

- Complete Streets
- Connectivity
- Trails
- Transit Facilities
- Highway 1 Design Corridor
- Orientation
- Types, Setbacks & Height
- Landscape Palettes
- Lighting
- Gateways
- Wayfinding
- Centers

Figure 41. Trails



June 10, 2016

1:144,448

0 1.25 2.5 5 mi

0 2 4 8 km

BRP Trails
- Major Trail
- Minor Trail

Trailheads
- Trailhead
- Opportunity

Trails Concept
- Opportunity

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

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

Trail Locations, Opportunities and Relevant Guidelines

BRP Designated Locations:
*Trails where the RUDG are required for BRP consistency. Trails designated by **solid** fill along BRP designated routes.*

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

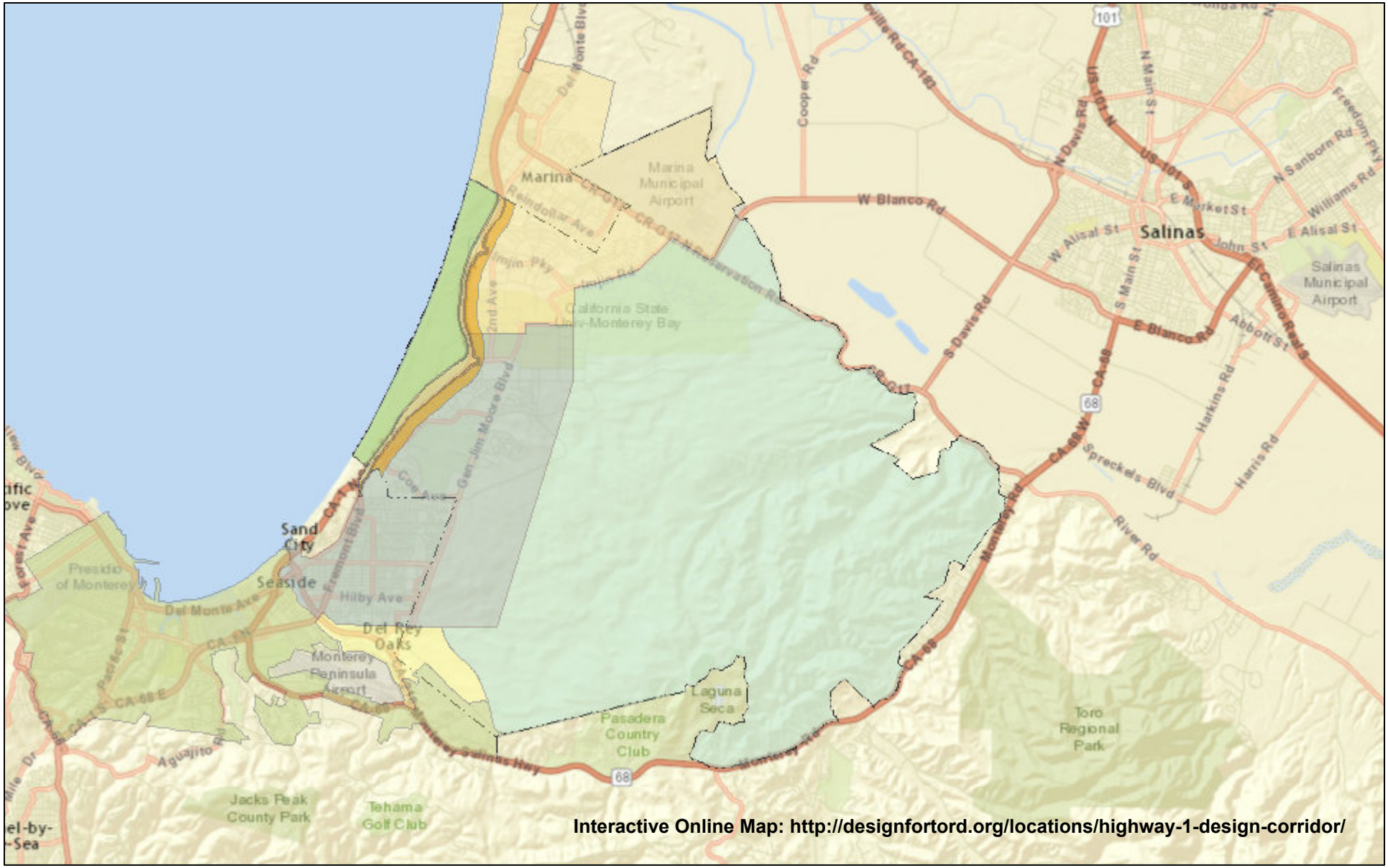
Opportunity Sites:
*Trails where the RUDG are encouraged but not required for BRP consistency. Trails designated by **hollow** fill along the route of the FORA Draft Trails Concept.*

- Draft Trails Concept

Relevant Guidelines:
These guidelines may apply to projects and plan areas depending on site specific conditions. Use the compliance checklist to evaluate consistency.

- Complete Streets
- Connectivity
- Trails
- Transit Facilities
- Highway 1 Design Corridor
- Landscape Palettes
- Lighting
- Gateways
- Wayfinding
- Public Spaces
- Centers

Figure 42. Highway 1 Design Corridor.



June 10, 2016

1:144,448

0 1.25 2.5 5 mi

0 2 4 8 km

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

Hwy 1 Design Corridor Setbacks

- 100' Gateway Signage Setback
- 100' Building Setback
- 25' Landscape Setback

- Cal Trans ROW

Hwy 1 Design Corridor

- Hwy 1 Design Corridor
- West Highway 1

FORA Jurisdictions

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

Highway 1 Design Corridor Locations and Relevant Guidelines

Highway 1 Design Corridor Guidelines (2005) Designated Locations:

The Highway 1 Design Corridor Guidelines (2005) designated a series of setbacks within which different design guidelines apply as indicated on the Highway 1 Design Corridor map.

- 1000' Design Corridor
- 25' Landscape Setback
- 100' Building Setback
- 100' Gateway Setback

Relevant Guidelines:

These guidelines may apply to projects and plan areas depending on site specific conditions. Use the compliance checklist to evaluate consistency.

- Complete Streets
- Connectivity
- Trails
- Transit Facilities
- Highway 1 Design Corridor
- Orientation
- Types, Setbacks & Height
- Landscape Palettes
- Lighting
- Gateways
- Wayfinding
- Public Spaces
- Centers