FORT ORD REUSE AUTHORITY

REGIONAL URBAN DESIGN GUIDELINES

D R A F T

Summary of Comments on FORA_RUDG_Administrative_Draft_102815__FORTAGComments.pdf

Page: 1

Number: 1   Author: Fred Watson   Subject: Sticky Note   Date: 11/10/2015 1:48:46 PM

This PDF contains specific comments from FORTAG proponents expressing FORTAG's perspective on the document.The comments are attached to call-outs and highlights.

The first specific comment is on Page 2.3.

A general comment is that it would be good to include a page that specifically identifies and summarizes FORTAG as an example of how the reuse plan's "regional and local hiker/biker" trails (FORP Fig 3.6-3) could be laid out on the contemporary landscape (in a non-committal way if necessary).

DRAFT

FORT ORD

REGIONAL URBAN DESIGN GUIDELINES

A collaboration between:

FORA Regional Urban Design Guidelines Taskforce

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1

Introduction & Policy Application

Building the Vision

Base Reuse Plan

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

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

- Base Reuse Plan, p. 56

Design Principles

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

- ***Design Principle 1***. Create a unique identity for the community around the educational institutions.
- ***Design Principle 2***. Reinforce the natural landscape setting consistent with Peninsula character.
- ***Design Principle 3***. Establish a mixed-use development pattern with villages as focal points.
- ***Design Principle 4***. Establish diverse neighborhoods as the building blocks of the community.
- ***Design Principle 5***. Encourage sustainable practices and environmental conservation.
- ***Design Principle 6***. Adopt regional urban design guidelines.

-Base Reuse Plan, p. 56-61

Figure 1.1: A proud residential street.

Design Guidelines

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

"Community form should be well defined and discernible."

-Base Reuse Plan, p. 62, Community Form

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

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

-Base Reuse Plan, p. 65

Base Reuse Plan Policy Framework

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.

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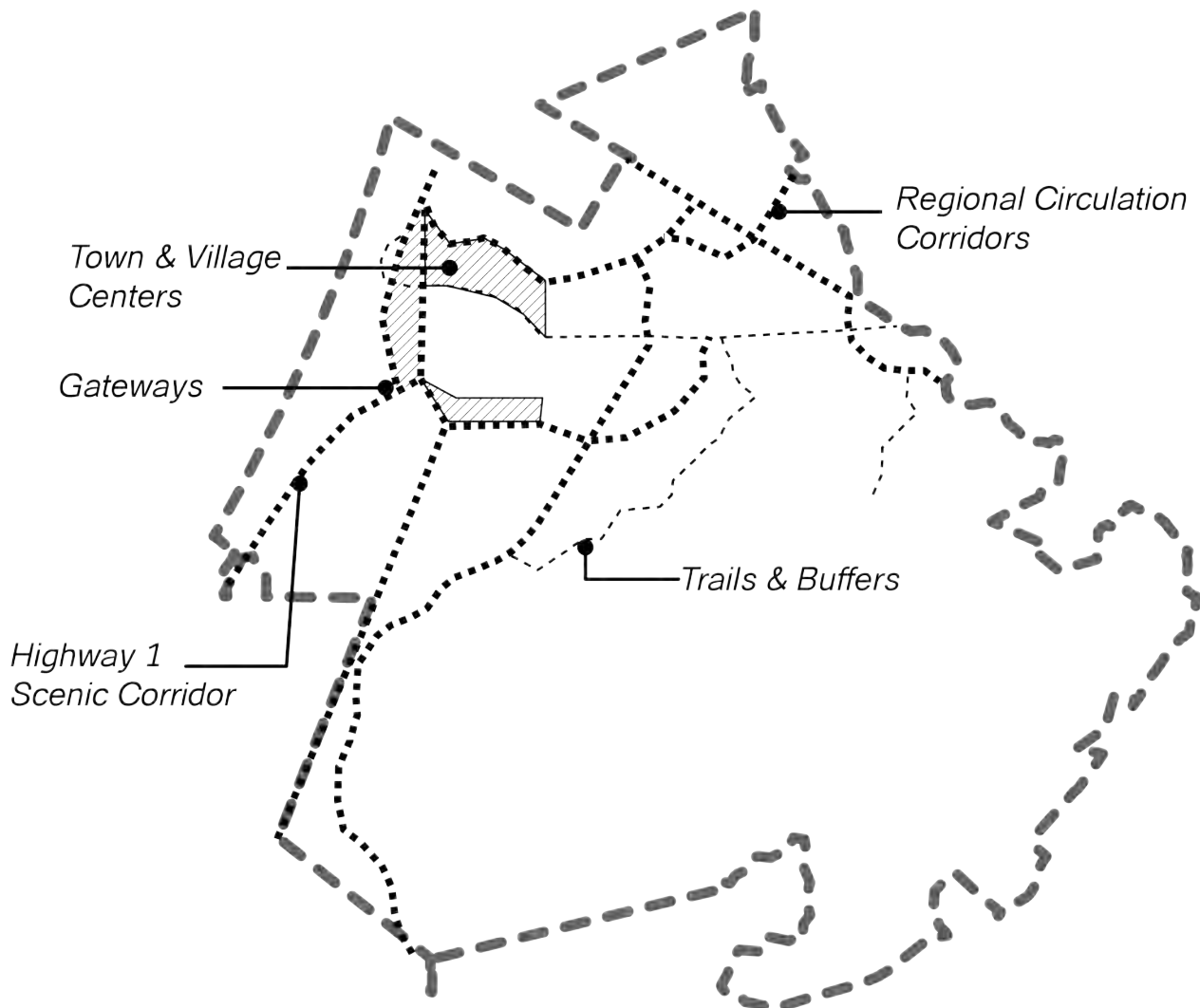
-Base Reuse Plan, p. 61

Figure 1.2: Focus areas in the Base Reuse Plan.

Policy Application

These Regional Urban Design Guidelines (RUDG) are required Base Reuse Plan (BRP) policy refinements to insure that former development across Fort Ord lands be cohesive, attractive, functional and sustainable. The Guidelines but must also meet FORA's land use jurisdictions individual community development objectives.

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

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

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

1. Where a local agency has existing legislative land use documents determined consistent with the BRP by the FORA Board, the local agency may apply Fort Ord Regional Urban Design Guidelines (the result would be a design related recommendation).
2. Where the local agency submits an amendment to a legislative land use document for a FORA BRP consistency determination, FORA shall apply the Design Guidelines in determining consistency (the result would be a design related measure).
3. Where a local agency submits a project level/development entitlement for a FORA BRP consistency determination, the project is subject to the local agency's legislative land use documents in effect at the time the project was approved by the local agency.

References

- **Legal**: Authority Counsel Memorandum, April 2, 2015
- **Definitions**: Master Resolution Chapter 8, Section 1.01.050
- **Consistency Determination Criteria**: Master Resolution, Chapter 8, Section 8.01.020
- **Vision**: Base Reuse Plan, Page 56-61

Economic Benefits

Build-out of the Base Reuse Plan

- Base Reuse Plan population and employment growth assumptions have proven overly optimistic.

- Base Reuse Plan build-out of 5700 additional housing units will take an additional 20 - 30 (thru 2035-2045) years based on current market absorption rates.

- While economic development initiatives on and around the former Fort Ord are gradually adding jobs, no single project will replace the army's regional economic generator role.

- FORA's ability to complete necessary redevelopment improvements has been constrained by a weaker than projected regional real estate market.

- Phased and targeted public investment would create a supportive redevelopment environment.

- Improved neighborhood cohesiveness and connectivity among emerging neighborhoods and activity centers within and adjacent to Fort Ord would support redevelopment success.

Housing Market Findings

- Seaside and Marina existing housing stock is relatively affordable, predominantly single-family, and serves as an important source of Peninsula service worker housing.

- Seaside and Marina have not historically attracted many second homebuyers.

- The first two major residential projects to commence development in Monterey County since the recession are both located on Fort Ord.

- Despite new construction at East Garrison and The Dunes, absorption of new, market-rate housing units in the Peninsula has been slower than AMBAG household growth projections.

- Slow development and absorption of new market-rate units reflects slow regional population growth, lingering effects of the recession, a mismatch between the incomes of Monterey County residents and prices needed to support new development, and challenges associated with former Fort Oord construction.

- To some extent, slow absorption rates may also indicate a mismatch between demand and the supply of new units that have entered the market to date.
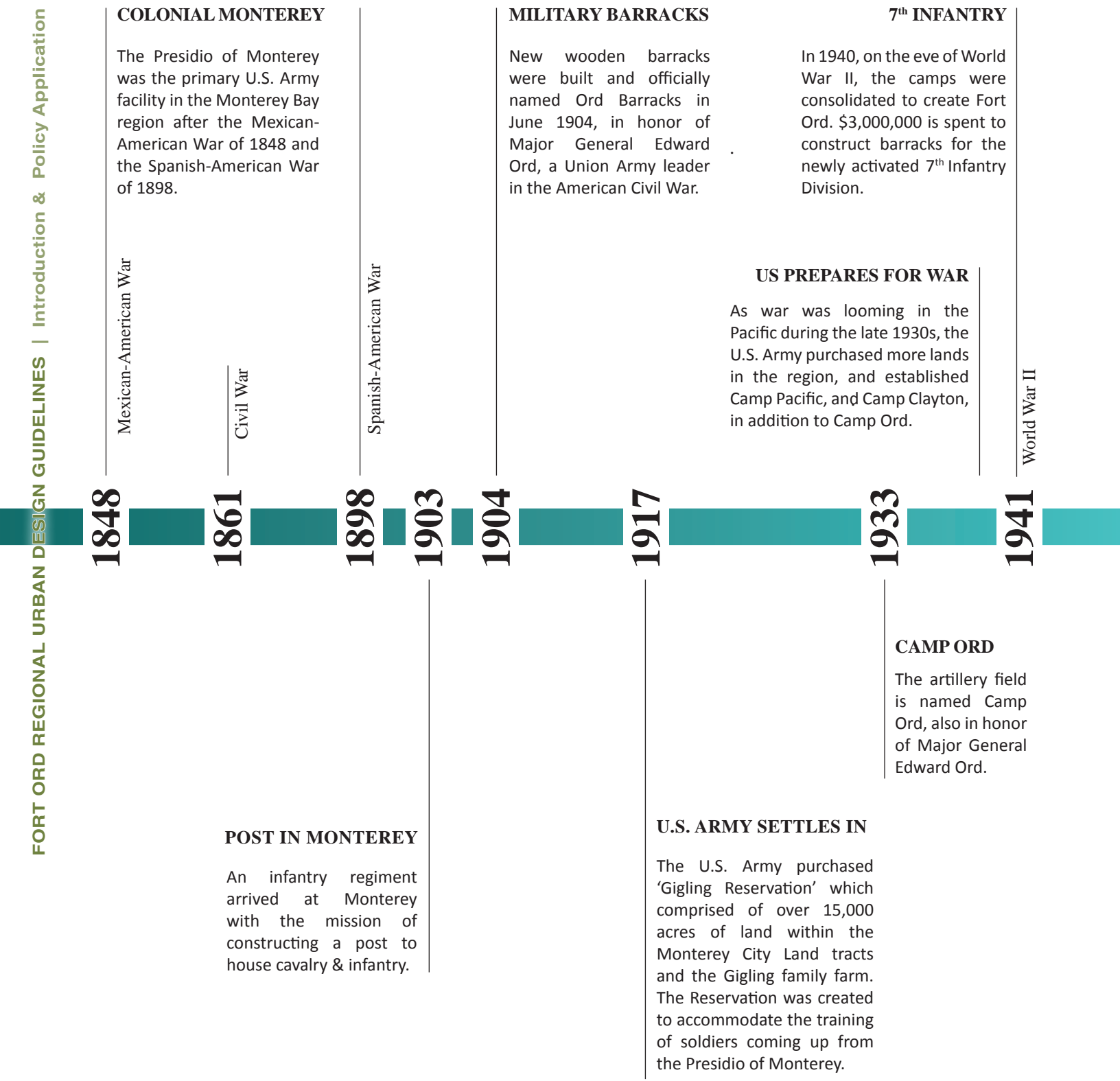
- In the near-term, single-family homes are expected to account for most new development; market-rate multi-family development will only become economically viable when unit values increase significantly.

- Absorbing the housing development anticipated in the BRP will likely require attracting segments of the housing market not currently active in the North Peninsula, e.g. retirees and second homebuyers.

- Attracting and retaining members of the Millennial generation will also be critical to the long-term economic revitalization of the North and West Peninsula area.

Commercial Real Estate Market Findings

- Monterey County's commercial real estate markets have generally been flat over the last five years, and the slow pace of development is expected to continue in the foreseeable future.

- The existing supply of office space in the market in and around Fort Ord is likely to accommodate most of the increased demand associated with knowledge-based employment growth for the coming decade.

- While vacancy rates for industrial space have declined in recent years, rents remain too low to support new, speculative industrial development.

- Some hotel development may occur on Fort Ord in the near term, reflecting local and regional growth in the tourism industry.

- Additional large-scale, regional-serving retail projects are unlikely to be feasible in the near- to mid-term.

- However, it may be possible to attract a small grocery store, restaurants, or other convenience-oriented shops serving the area near CSUMB, East Garrison, and The Dunes.
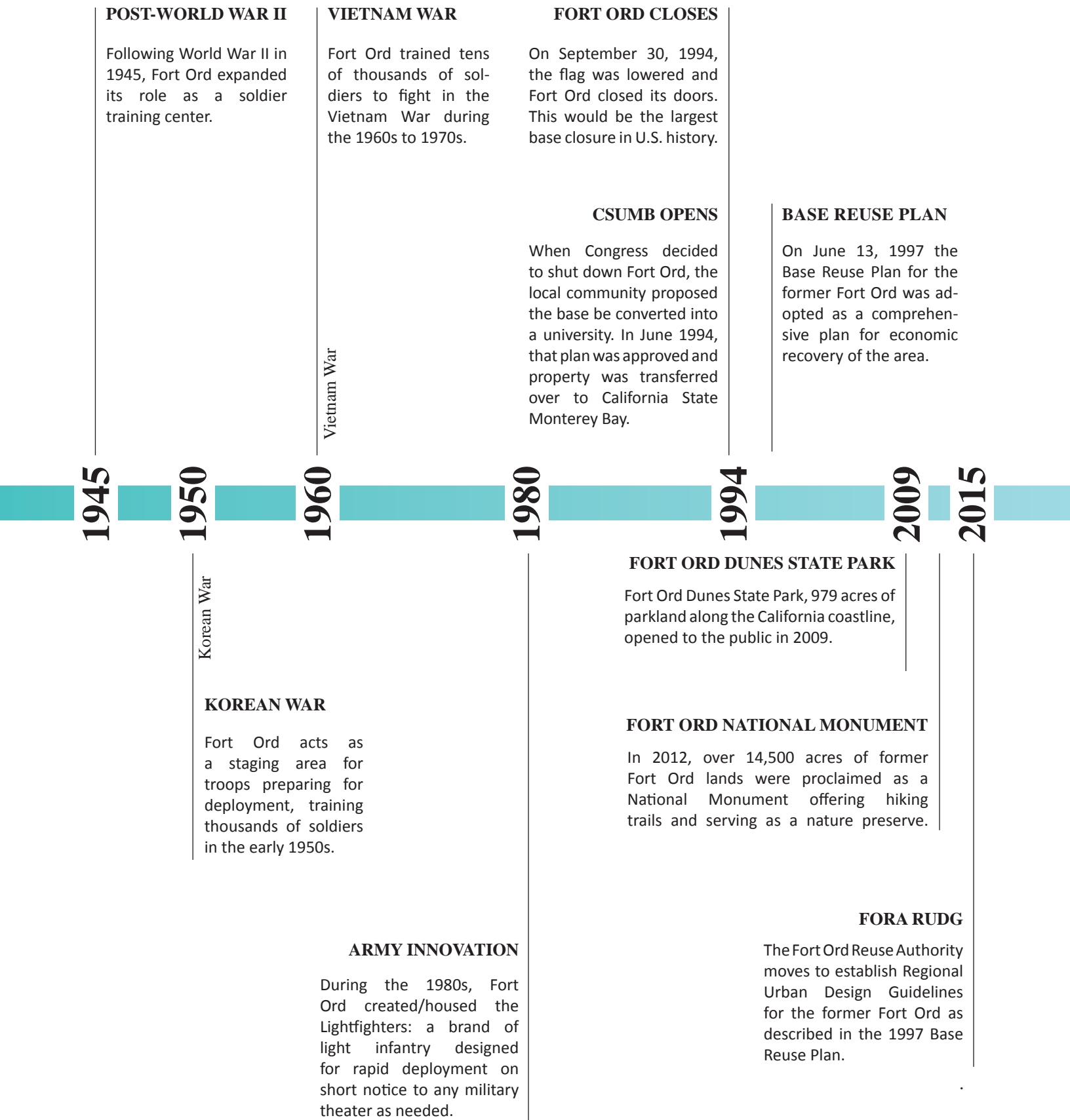
Historic Timeline

COLONIAL MONTEREY

The Presidio of Monterey was the primary U.S. Army facility in the Monterey Bay region after the Mexican-American War of 1848 and the Spanish-American War of 1898.

MILITARY BARRACKS

New wooden barracks were built and officially named Ord Barracks in June 1904, in honor of Major General Edward Ord, a Union Army leader in the American Civil War.

7th INFANTRY

In 1940, on the eve of World War II, the camps were consolidated to create Fort Ord. $3,000,000 is spent to construct barracks for the newly activated 7th Infantry Division.

US PREPARES FOR WAR

As war was looming in the Pacific during the late 1930s, the U.S. Army purchased more lands in the region, and established Camp Pacific, and Camp Clayton, in addition to Camp Ord.

Mexican-American War

Civil War

Spanish-American War

World War II

1848 **1861** **1898** **1903** **1904** **1917** **1933** **1941**

CAMP ORD

The artillery field is named Camp Ord, also in honor of Major General Edward Ord.

POST IN MONTEREY

An infantry regiment arrived at Monterey with the mission of constructing a post to house cavalry & infantry.

U.S. ARMY SETTLES IN

The U.S. Army purchased 'Gigling Reservation' which comprised of over 15,000 acres of land within the Monterey City Land tracts and the Gigling family farm. The Reservation was created to accommodate the training of soldiers coming up from the Presidio of Monterey.

1.6

FORT ORD HISTORIC TIMELINE

The Design Guidelines begin a new chapter in the long story of Fort Ord. The guidelines build from a discussion that has taken place over many years and adds specificity to Base Reuse Plan goals.

POST-WORLD WAR II

Following World War II in 1945, Fort Ord expanded its role as a soldier training center.

VIETNAM WAR

Fort Ord trained tens of thousands of soldiers to fight in the Vietnam War during the 1960s to 1970s.

FORT ORD CLOSES

On September 30, 1994, the flag was lowered and Fort Ord closed its doors. This would be the largest base closure in U.S. history.

CSUMB OPENS

When Congress decided to shut down Fort Ord, the local community proposed the base be converted into a university. In June 1994, that plan was approved and property was transferred over to California State Monterey Bay.

BASE REUSE PLAN

On June 13, 1997 the Base Reuse Plan for the former Fort Ord was adopted as a comprehensive plan for economic recovery of the area.

Vietnam War

1945 1950 1960 1980 1994 2009 2015

Korean War

FORT ORD DUNES STATE PARK

Fort Ord Dunes State Park, 979 acres of parkland along the California coastline, opened to the public in 2009.

KOREAN WAR

Fort Ord acts as a staging area for troops preparing for deployment, training thousands of soldiers in the early 1950s.

FORT ORD NATIONAL MONUMENT

In 2012, over 14,500 acres of former Fort Ord lands were proclaimed as a National Monument offering hiking trails and serving as a nature preserve.

ARMY INNOVATION

During the 1980s, Fort Ord created/housed the Lightfighters: a brand of light infantry designed for rapid deployment on short notice to any military theater as needed.

FORA RUDG

The Fort Ord Reuse Authority moves to establish Regional Urban Design Guidelines for the former Fort Ord as described in the 1997 Base Reuse Plan.

1.7

FORA Jurisdictions

Figure 1.3: Former Fort Ord municipalities

Once the transfer of former FORA Fort Ord lands are complete the parcels that were formally Fort Ord will be part of the adjoining jurisdictions.

Legend

City of Seaside		County of Monterey		Sand City	
City of Marina		Fort Ord Dunes State Park		City of Monterey	
City of Del Rey Oaks		Fort Ord National Monument		CSUMB	

2

RUDG Focus Areas

Focus Areas

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

Centers Overview Map
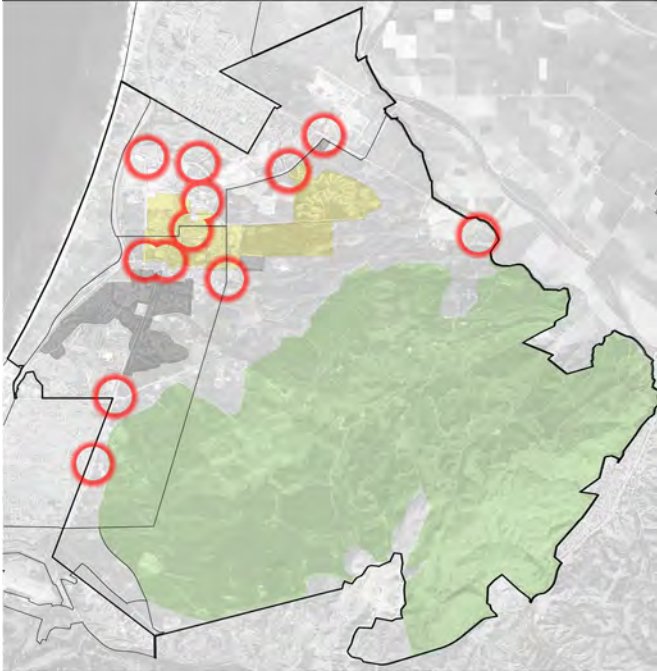
Figure 2.1: Small centers overview map

Gateways Overview Map
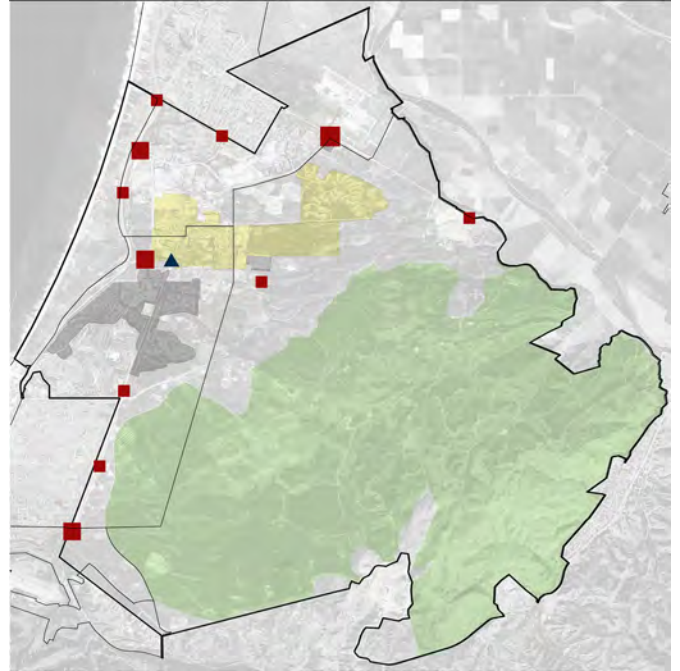
Figure 2.2: Small gateways overview map

Corridors Overview Map
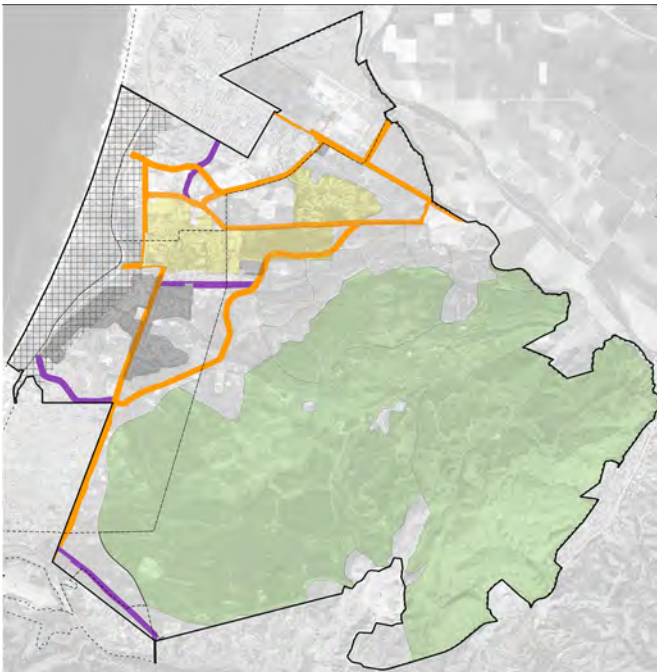
Figure 2.3: Small corridors overview map

Trailheads Overview Map
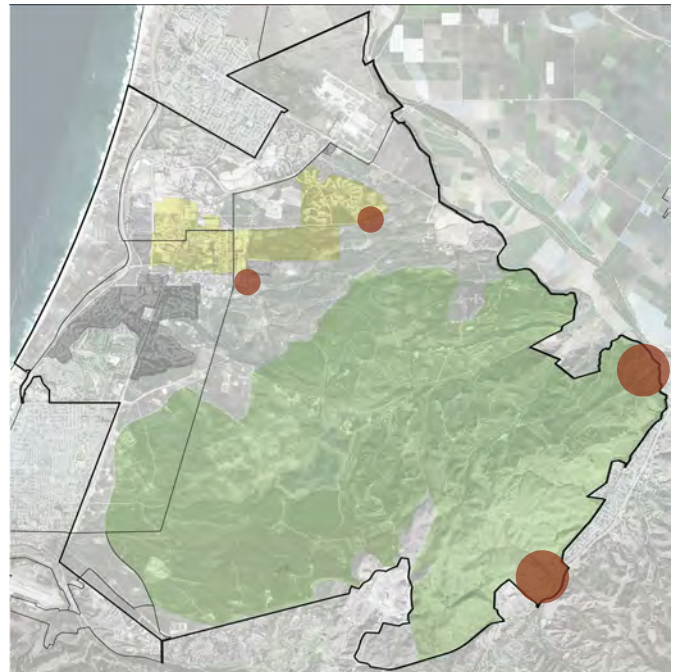
Figure 2.4: Small trailheads overview map
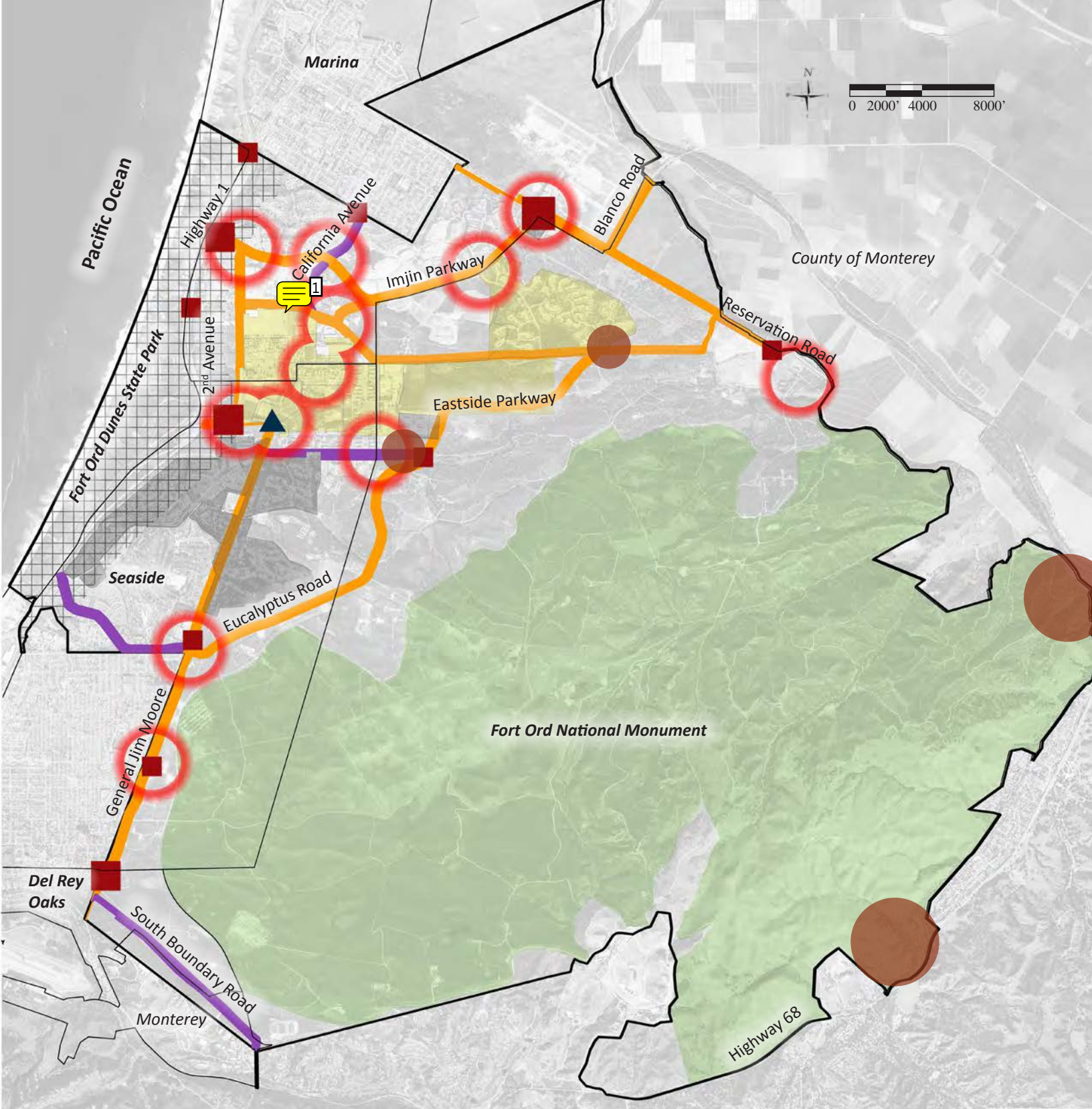
Figure 2.5: Combined center, gateway, corridor and trailhead overview map

Putting it all together...

Legend

○ Centers

■ Primary Gateways

■ Secondary Gateways

▲ CSUMB Signage

— Primary Corridors

— Secondary Corridors

● Formal Trailhead

● Informal Trailhead

▦ Highway 1 Guidelines Area

▨ BLM Natural Resource Management Area

▨ Military/DoD Area

▨ CSUMB Area

2.3

Number: 1　　　　Author: Fred Watson　　　Subject: Sticky Note　　　Date: 11/10/2015 1:55:58 PM
See longer note below - about corridors and cars.

Centers

What is an ideal center?

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

1. Identifiable Center and Edge.

A proper center has places where the public feels welcome and encouraged to congregate. Typically, at least one outdoor public environment exists at the center that spatially acts as the well-defined outdoor room in the center.

2. Walkable Size.

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

3. Mix of Land Uses and Housing Types.

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

Mixing uses is a powerful way to alleviate traffic congestion, as it reduces the number of car trips needed throughout the day. A mix of housing is better socially, allowing people with diverse lifestyles and incomes to live in the same neighborhood. Residents have the choice to move elsewhere within their community as there housing needs change over time, while families of modest means are no longer forced into segregated concentrations. In Addition, households with varied schedules and interests will activate the neighborhood at different times of day, adding both to the vibrancy and security of a place.
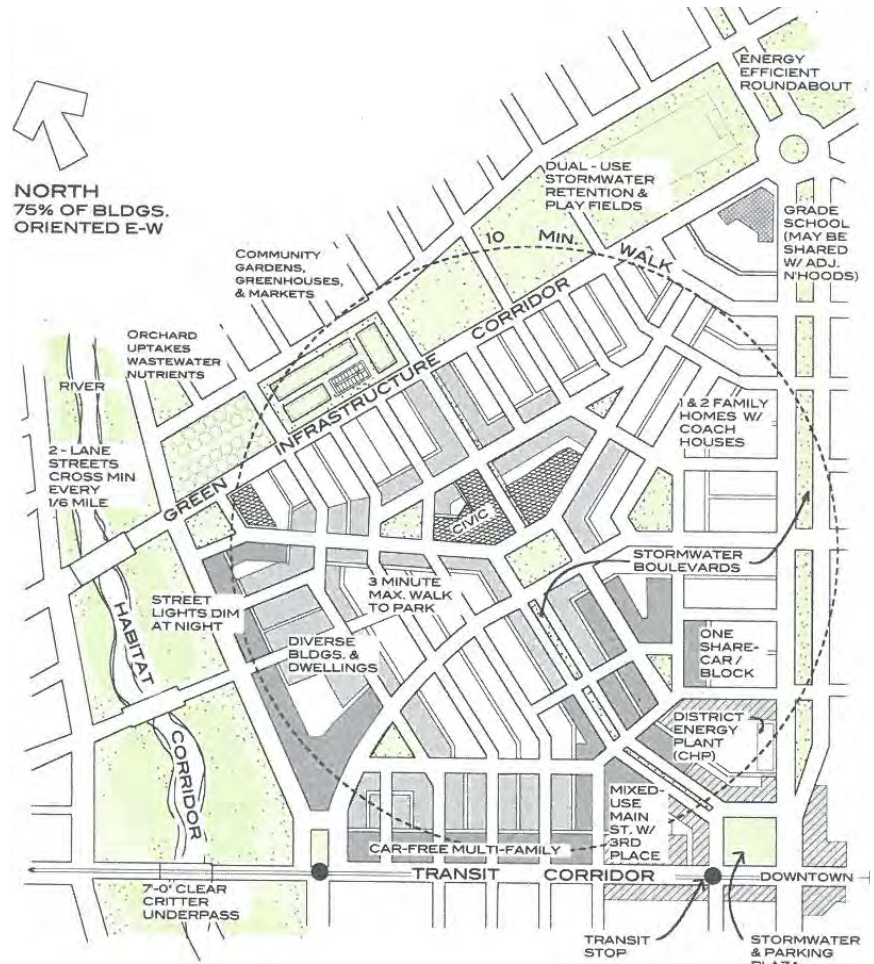
Figure 2.6: The Sustainable Neighborhood Diagram shows how the traditional neighborhood block, coupled with new infrastructure, added mix and density of housing, and new transit modes can serve our modern needs.

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

Opportunity Town & Village Center Sites

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

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

Note: These centers are shown on maps on the pages that follow.

*New centers could emerge over the course of time.

4. Integrated Network of Walkable Streets.

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

A street network forms blocks that set up logical sites for private development, provides routes for multiple modes of transportation, and provides non-motorized alternatives to those under the driving age, to those who do not have an automobile, as well as for senior citizens. Streets should be designed to be walkable first while also serving cars and emergency vehicles. Slow traffic speeds, coupled with features such as narrow curb-to-curb cross sections, street trees, on-street parking, buildings close to the street edge, and tight turning radii at the street corners, all work together to create highly walkable environments. An interconnected web of streets then allows for numerous driving patterns and the orderly management of traffic.

5. Special Sites are reserved for Civic Purposes.

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

Applicable Guidelines	Design Guidelines
Complete Streets	Page 3.4
Identifiable Centers	Page 3.50
Connectivity	Page 3.18
Building Orientation	Page 3.20
Scale of Public Space	Page 3.48
Primacy of Open Spaces	Page 3.28
Mix of Building Types	Page 3.22

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

Figure 2.7: Square at the corner of Abrego and Pearl streets.

2.5

Public Open Space

What are ideal public spaces?

Thoroughly integrate high-quality civic spaces should be into new development and introduce new spaces during redevelopment within centers. Plazas and squares are the most urban types of space; they are enclosed by surrounding buildings that form an outdoor room. Parks and greens are more open, bounded on at least one side by buildings, and framed by plantings. Other types of civic spaces, including community gardens and playfields, are more open and only occasionally shaped by buildings or formal plantings.

The edges of greens and small parks are critical to their success. The illustration below shows a typical neighborhood green that faces the backs of houses. This the park's interaction with surrounding properties and reduces natural surveillance.

In Option 1, on the next page, a new layer of development allows buildings to face the green to activate this space. One or more walkable tree-lined street would provide an active edge to what would now function as a true neighborhood green or park. Shade trees would also be added to adjacent streets, helping to define the edges.

In Option 2, building types are mixed and rowhouses are added to an otherwise sungle-family neighborhood to add socio-economic diversity, workforce housing and a greater amount of housing options. Ideally, corner stores or offices could be added to create a place where people can live, work, and recreate.
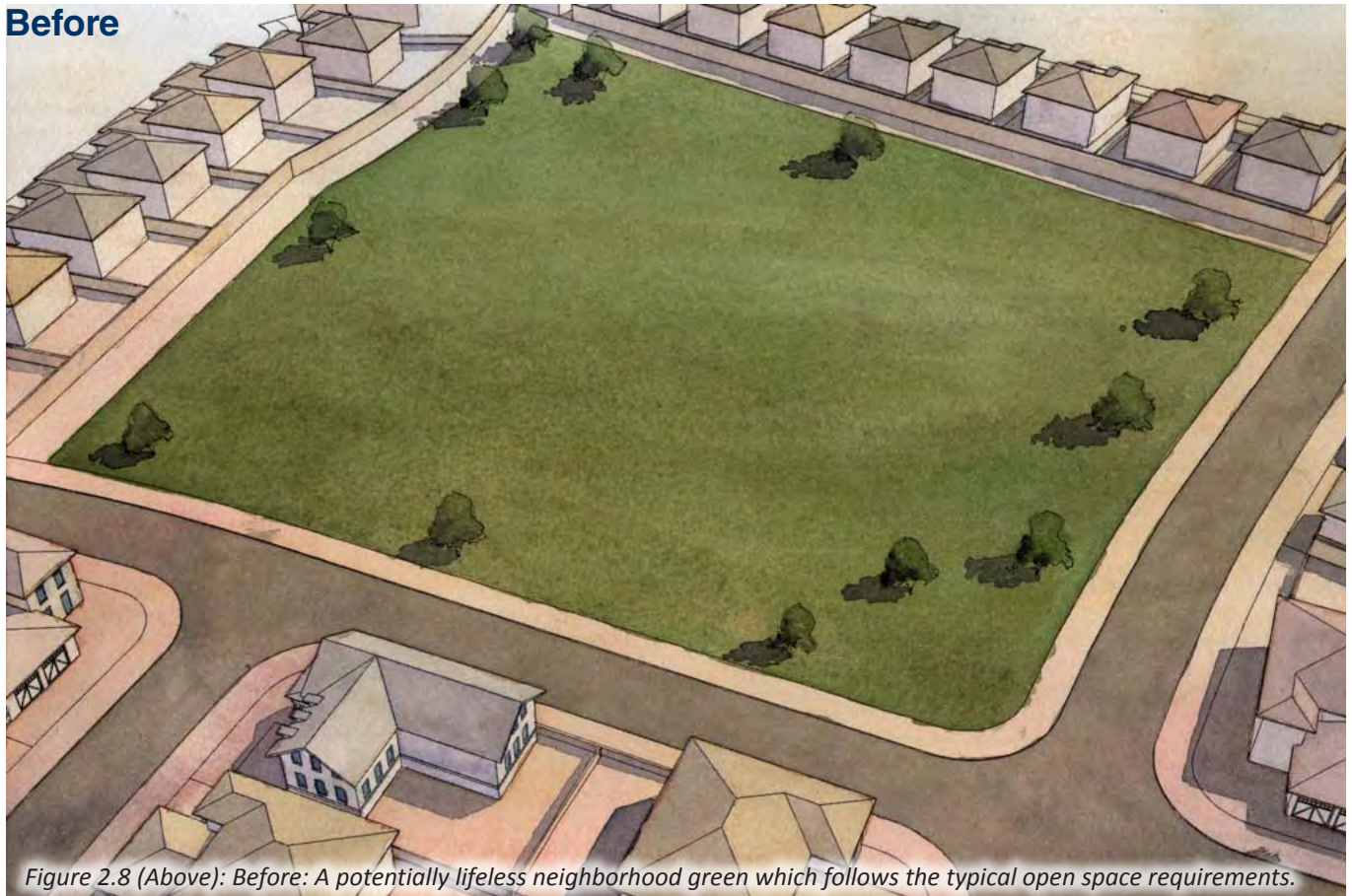
Before

Figure 2.8 (Above): Before: A potentially lifeless neighborhood green which follows the typical open space requirements.

After (Option 1)

Figure 2.9: Option 1: The makings of a lively neighborhood green, featuring public amenities and a range of housing types.

After (Option 2)
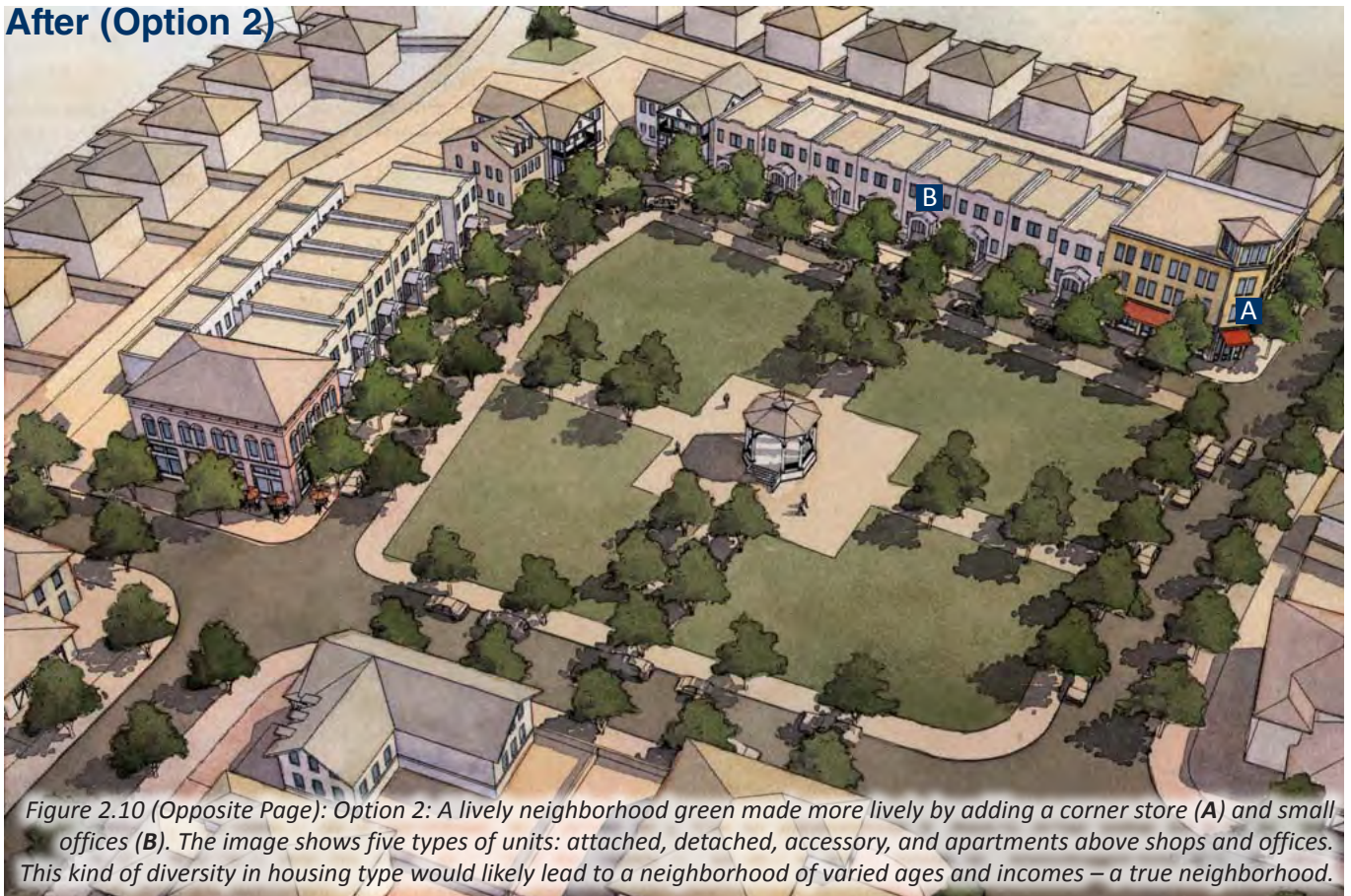
Figure 2.10 (Opposite Page): Option 2: A lively neighborhood green made more lively by adding a corner store (**A**) and small offices (**B**). The image shows five types of units: attached, detached, accessory, and apartments above shops and offices. This kind of diversity in housing type would likely lead to a neighborhood of varied ages and incomes – a true neighborhood.

2.7

Centers are the main points of interest in settlements. Centers act as gathering spaces for residents and visitors. Centers should include a variety of uses, including commercial, retail, and residential, aligned with effectively designed public spaces and amenities. The Centers Overview map and the Focus Area Maps, below, suggest a number of sites that could be developed as Centers.

Figure 2.11: Centers overview Map
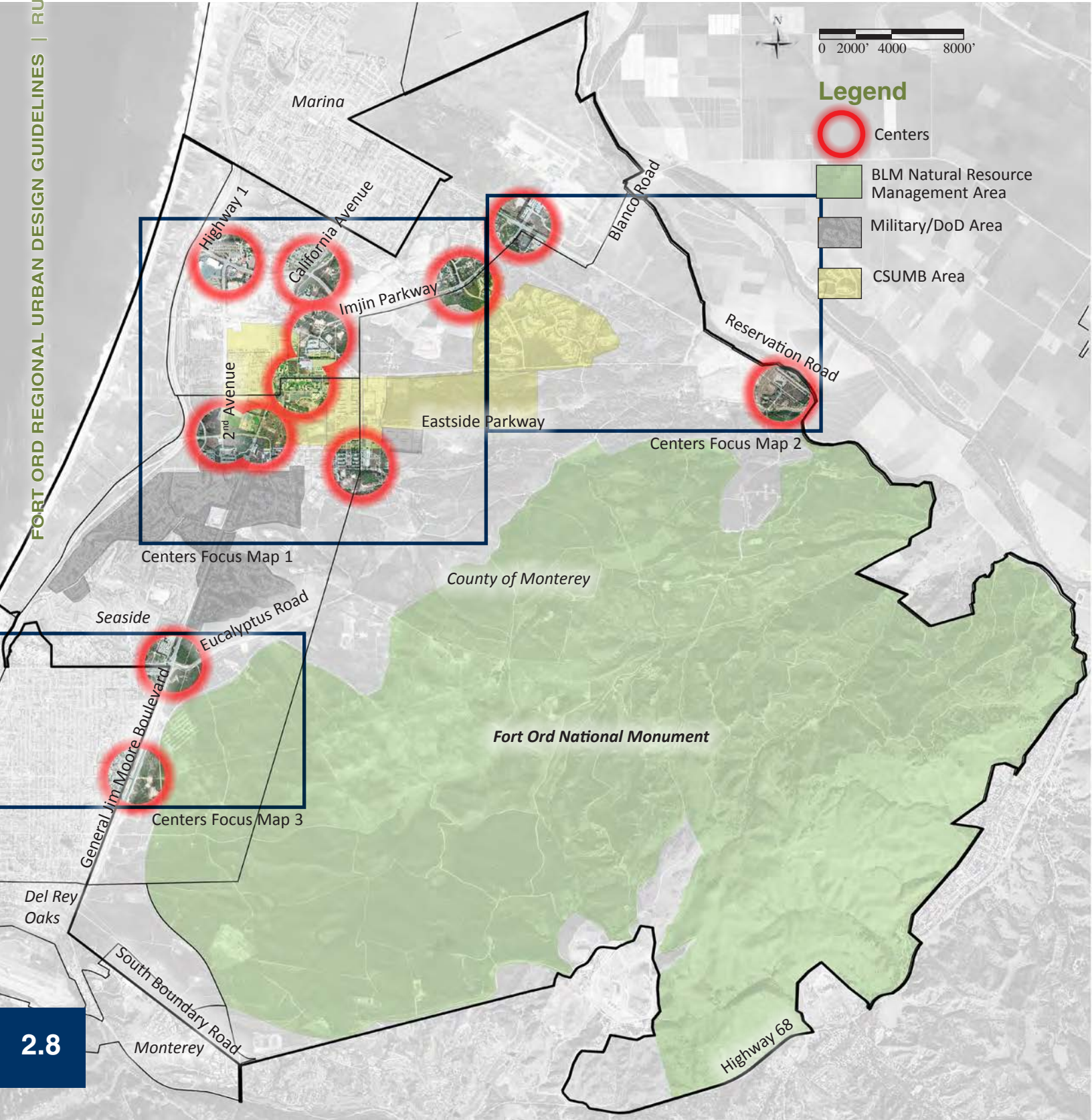
> *"The major centers will be located in the vicinity of the CSUMB campus, capitalizing on the inherent high level of activity and vitality of the campus."*
>
> -Base Reuse Plan, p. 63, Town and Village Centers
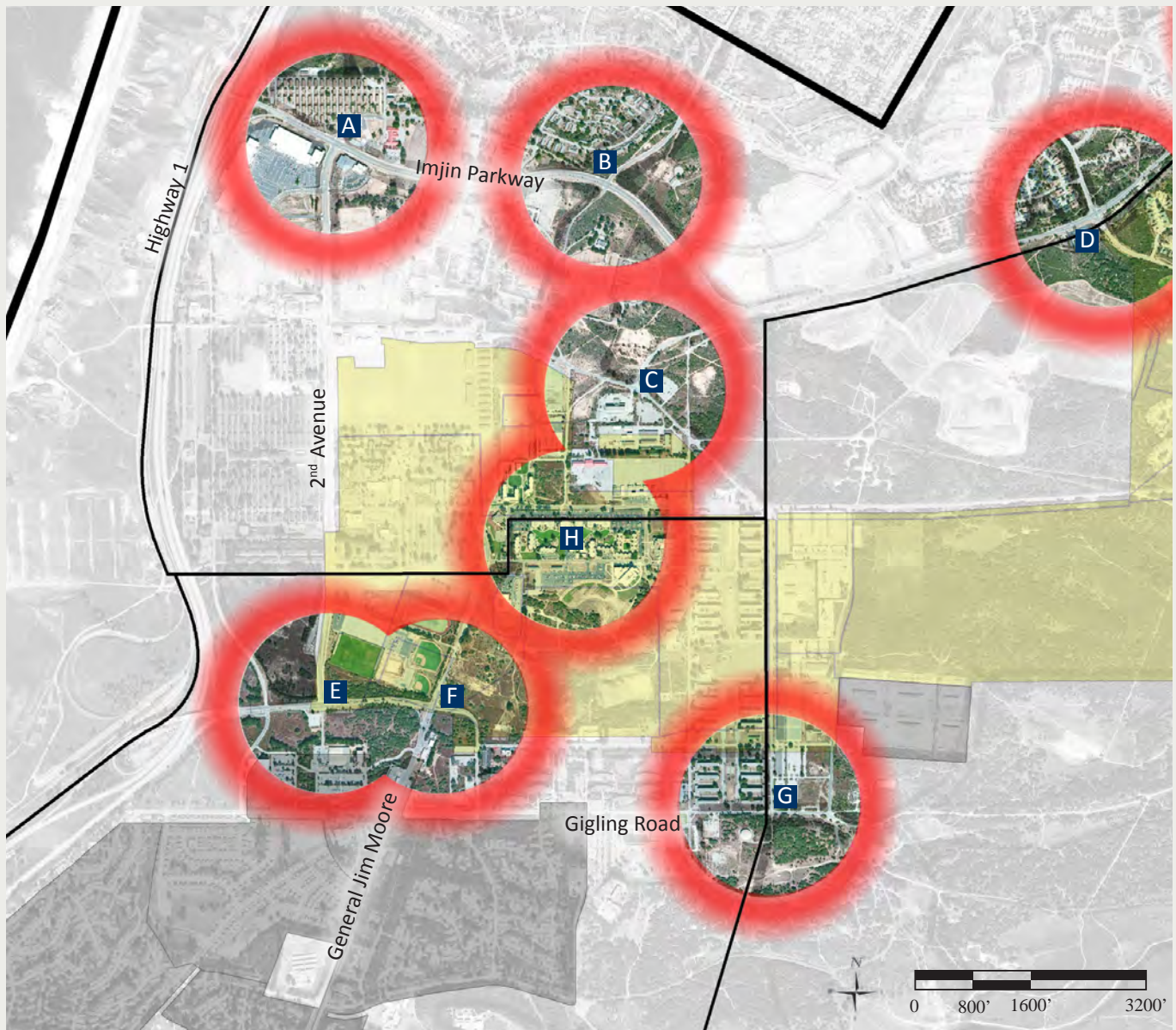
Figure 2.12: Centers Focus Map 1

Legend

A 2nd Avenue/Imjin Parkway
Exit off of Highway 1 and intersection of major roads

B California Street/Imjin Parkway
Intersection of major roads

C 8th Street/Imjin Road
Intersection of major roads

D Abrams Drive/Imjin Parkway
Intersection of major roads

E 2nd Avenue/Lightfighter Drive
Exit off of Highway 1 and intersection of major roads

F Lighfighter Drive/Gen. Jim Moore Boulevard
Exit off of Highway 1 and intersection of major roads

G Surplus II (Gigling/Col Durham/General Jim Moore Boulevard/8th Street)
Intersection of major roads

H CSUMB Quad
Center of campus life

○ Centers

▢ BLM Natural Resource Management Area

▢ Military/DoD Area

▢ CSUMB Area

2.9
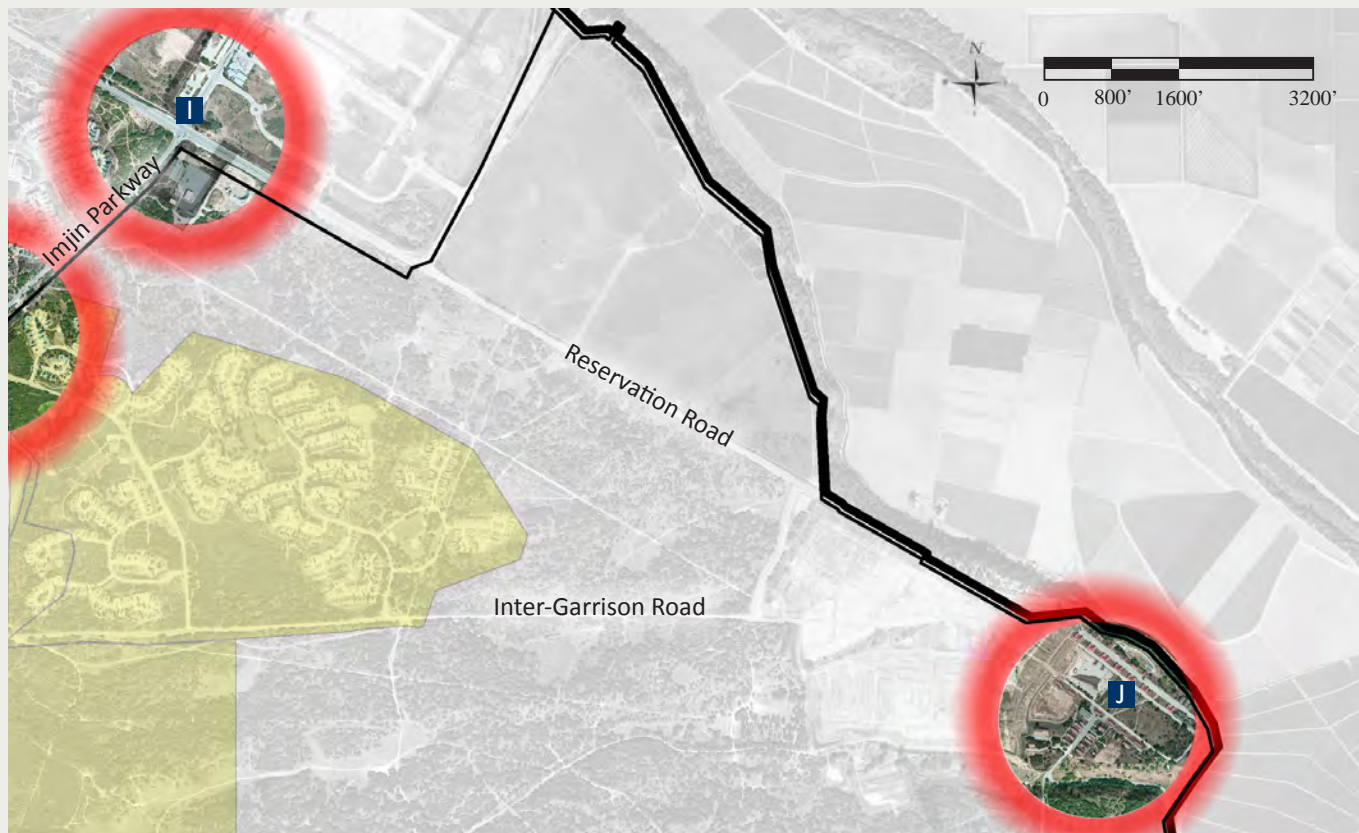
Figure 2.13: Centers Focus Map 2

Figure 2.14: Centers Focus Map 3

Legend

○ Centers

🟩 BLM Natural Resource Management Area

⬛ Military/DoD Area

🟨 CSUMB Area

I Imjin Parkway/Reservation Road
Entrance to Marina Airport

J Reservation Road at East Garrison
Entrance to Neighborhood

K General Jim Moore Boulevard/Eucalyptus Road
Intersection of major roads

L General Jim Moore Boulevard/Broadway Avenue
Intersection of major roads

Historic aerial photograph of Fort Ord as an operating base. This image is of Reservation Road at East Garrison and is marked "J" on the map on the previous page.

2.11

Gateways

What is an ideal gateway?

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

1. Design Element.

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

2. Welcoming.

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

3. Identifiable Edge.

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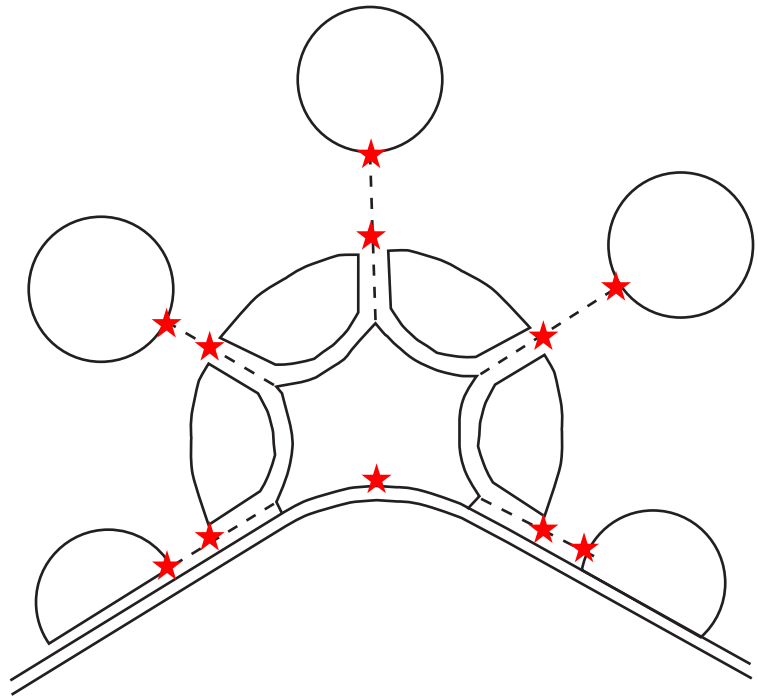

★ Gateway

Figure 2.15: Gateways Diagram
This diagram shows how multiple gateways can welcome visitors from various locations. Each of these Gateways can have a unique style that reflects the local character.

Source: *Town Planning in Practice*

Opportunity Gateway Sites

Gateways are currently* envisioned on the following locations:

- North Highway 1
- California Avenue
- Imjin Parkway
- 8th Street
- Lightfighter Drive
- CSUMB Signage
- Gigling Road
- Imjin Parkway / Reservation Road
- Reservation Road at East Garrison
- Eucalyptus Road
- Broadway Avenue
- South Boundary Road Realignment

Note: These gateways are shown on maps on the pages that follow.

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

Applicable Guidelines	Design Guidelines
Customized Gateways	Page 3.40
Wayfinding	Page 3.46

Figure 2.16: Gateway to the California State University at Monterey Bay Campus

This sign marks the entrance to the campus at the corner of General Jim Moore and Lightfighter Boulevard. It combines rustic and formal elements with rough stone along the pedestal and smooth surfaces and a capitalized font across the sign face. A blue wave crests at the words "Monterey Bay." This sign clearly communicates to visitors that they have arrived at a campus that's proud of its proximity to the coast.

Figure 2.17: Gateway to Mammoth Lakes

The materials and design aesthetic of the gateway at Mammoth Lakes embody the rustic and natural characteristics of a rugged park. Stone, steel and wood are durable materials that still present "warm", naturalistic hues. The sign's "mammoth" size marks ones' arrival at a major destination. The size also allows the opportunity for visitors to take memorable pictures as a souvenir of their visit.

Figure 2.18: Gateway to the Presidio of San Francisco

This sign is relatively small, but large enough to be seen. It uses standard National Park Service elements (the brown background with white typography) which is often touted as "highway-approved" because it does not distract a drivers' attention. A sense of history, and perhaps order, is communicated with the use of classically proportioned gateposts.

Gateways provide a sense of arrival and signal that one is entering or leaving a defined location. Gateways should be located around points of significance, such as National Monument entries, or transitions between Centers. Gateways steer the location's first impression and should be designed to establish the surrounding area character. The Gateways Overview Map suggests sites that may be developed as Gateways.
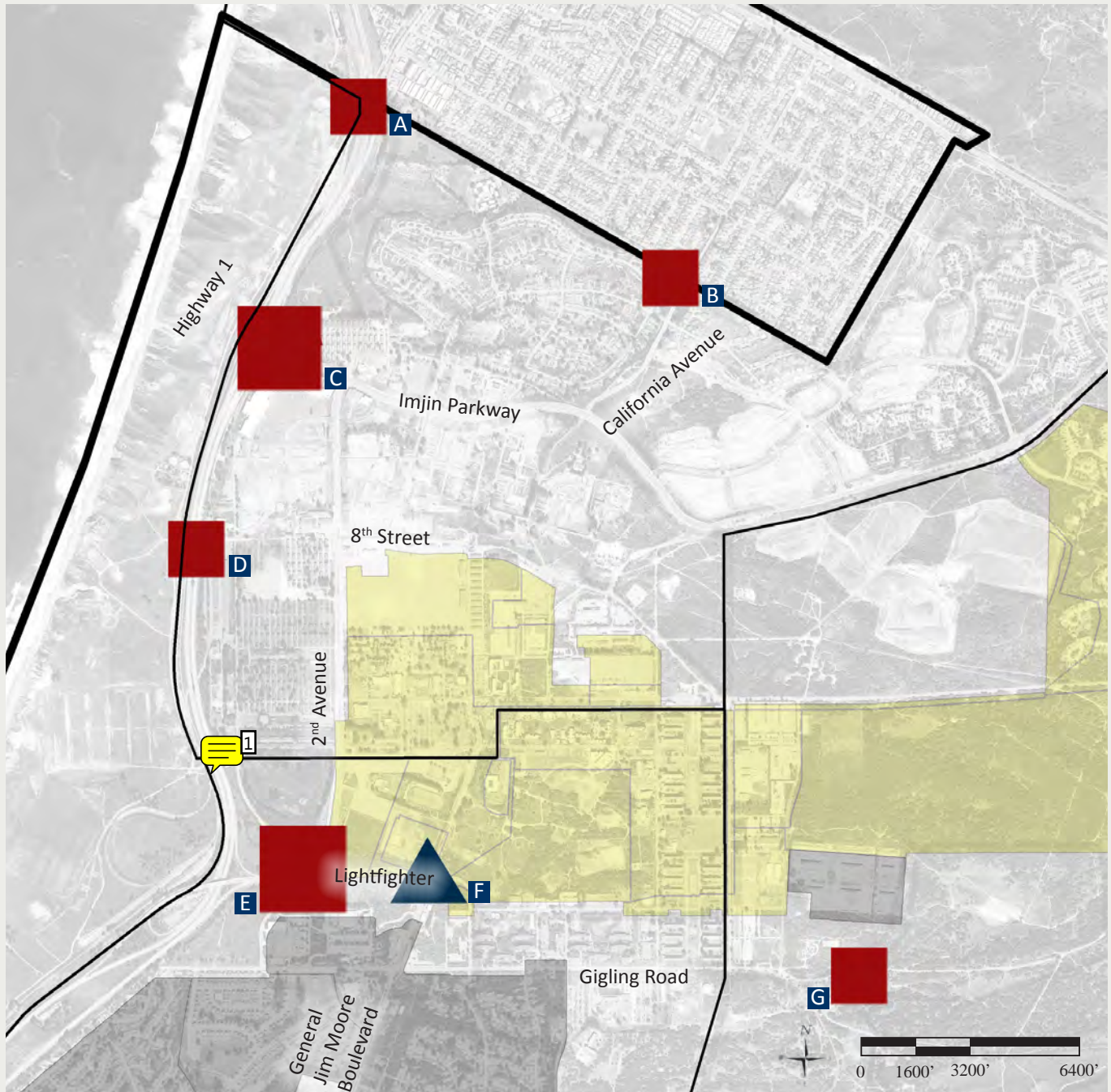
Figure 2.19: Gateways Overview Map

Legend

- Primary Gateways
- Secondary Gateways
- CSUMB Signage
- BLM Natural Resource Management Area
- Military/DoD Area
- CSUMB Area
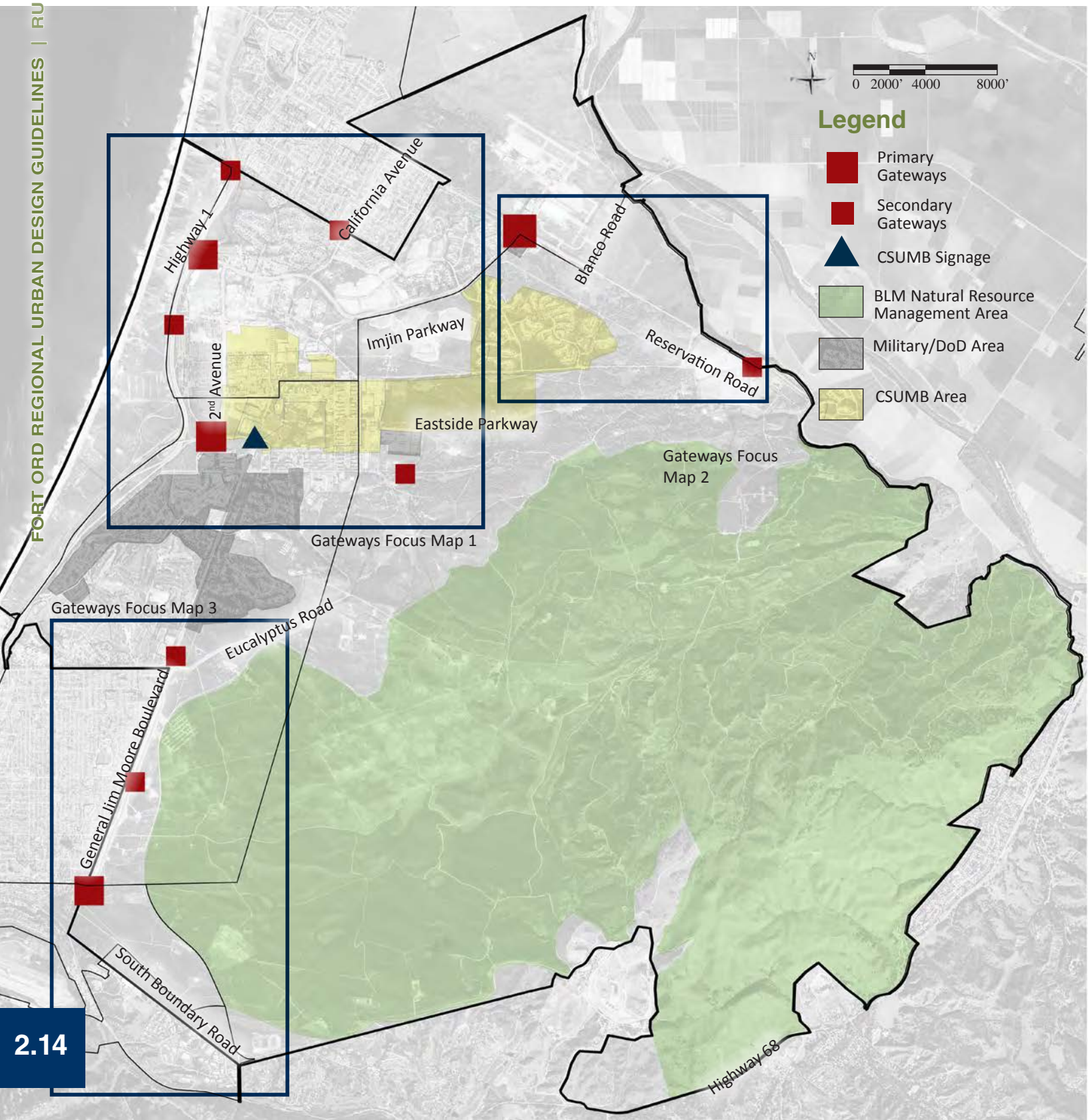
Figure 2.20: Gateways Focus Map 1

Legend

	Primary Gateways
	Secondary Gateways
	CSUMB Signage
	BLM Natural Resource Management Area
	Military/DoD Area
	CSUMB Area

A North Highway 1
Gateway to/from Marina

B California Avenue
Local entrance to/from Marina

C Imjin Parkway
Main exit off Highway 1

D 8th Street
Connection to Dunes State Park

E Lightfighter Drive
Entrance to/from Highway 1

F CSUMB Signage
Main entrance to CSUMB

G Gigling Road
Potential entrance to protected lands and/or National Monument

2.15

Number: 1   Author: Fred Watson   Subject: Sticky Note   Date: 11/2/2015 3:02:53 PM
Underpass is arguably a primary bike/ped gateway

Figure 2.21: Gateways Focus Map 2

Legend

⬛ (dark red)	Primary Gateways
⬛ (red)	Secondary Gateways
🟩	BLM Natural Resource Management Area
⬜	Military/DoD Area
🟨	CSUMB Area

H Imjin Parkway/Reservation Road
Entrance to Marina area

I Reservation Road at East Garrison
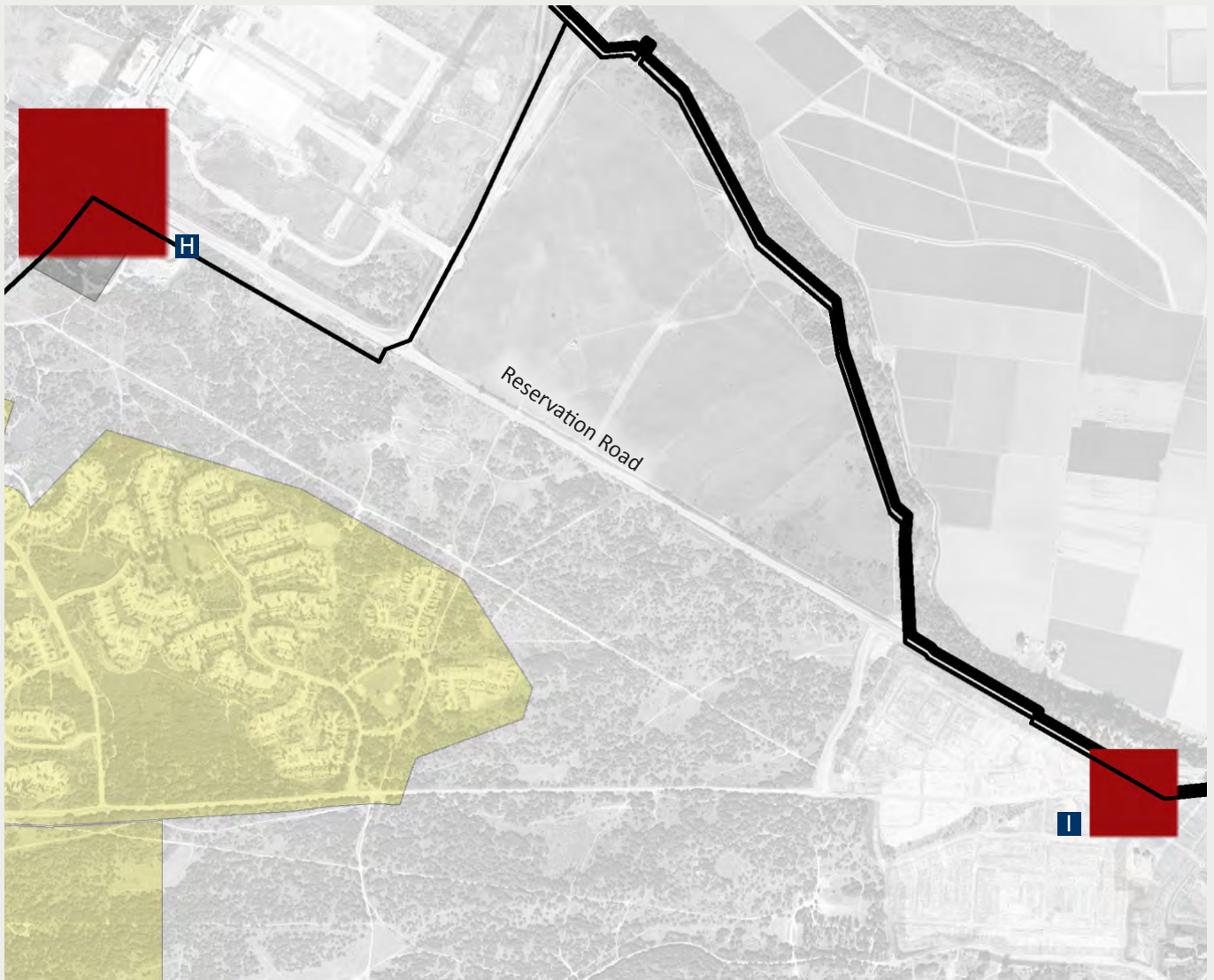*Entrance to the East Garrison community*

Figure 2.22: Gateways Focus Map 3

Legend

- **Primary Gateways**
- **Secondary Gateways**
- BLM Natural Resource Management Area
- Military/DoD Area
- CSUMB Area

Legend

J Eucalyptus Road
Entrance from Seaside into former Fort Ord

K Broadway Avenue
Entrance to/from Seaside

L South Boundary Road Realignment
Main entrance to former Fort Ord from south

Eucalyptus Road

General Jim Moore

Broadway Avenue

South Boundary Road

0   1600'   3200'   6400'

2.17
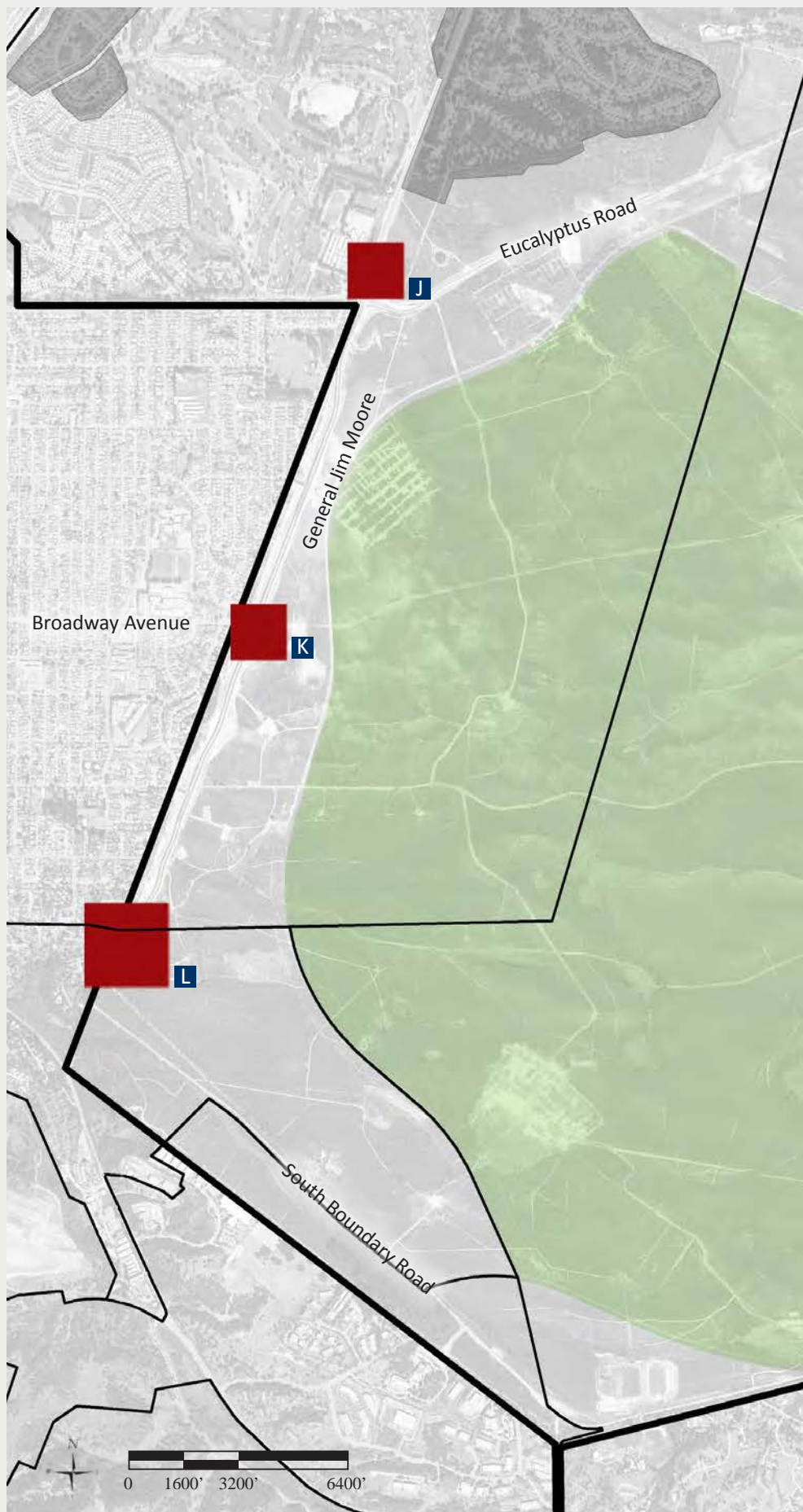
Corridors

What is an ideal corridor?

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

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

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

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

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

6. Make Medians Sufficiently Wide.
Where divided thoroughfares are unavoidable, medians must be generous enough to serve as a pedestrian amenity.

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

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

Opportunity Corridors

Corridors are currently* envisioned at the following locations:

- Highway 1
- California Avenue
- 2nd Avenue
- Blanco Road
- Inter-Garrison Road
- Gigling Road
- Eucalyptus Road
- Eastside Parkway
- Imjin Parkway
- Reservation Road
- General Jim Moore Boulevard
- Gigling Road
- Eucalyptus Road
- South Boundary Road
- Lightfighter Drive

Note: These corridors are shown on the pages that follow.

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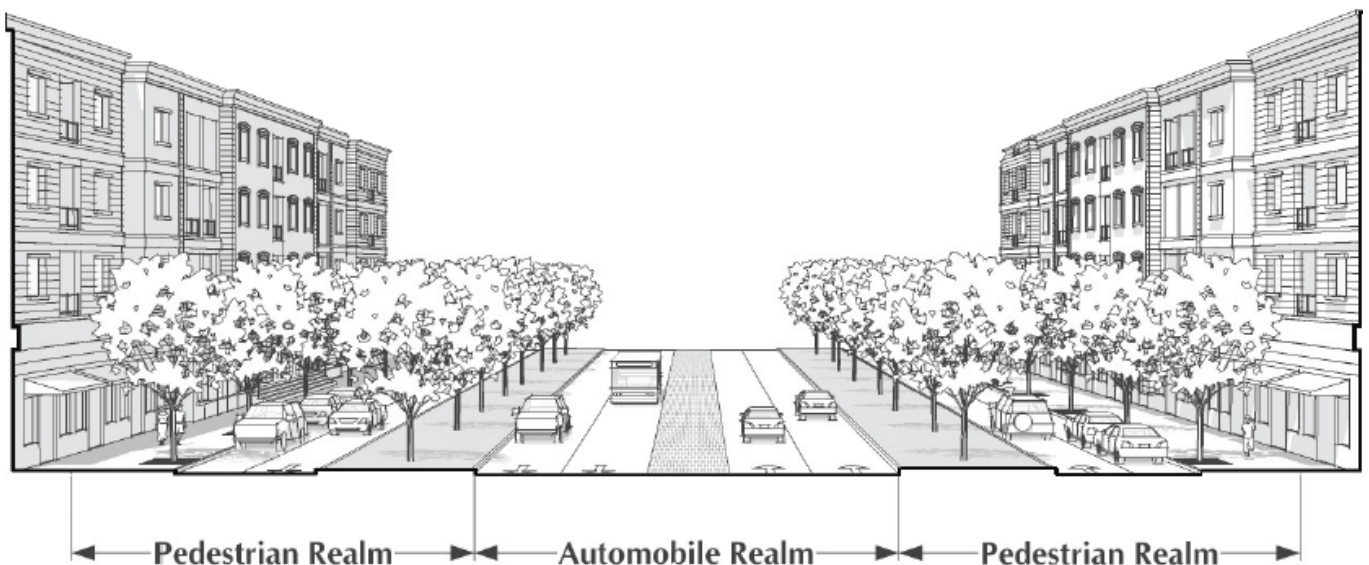

Figure 2.23: Pedestrian and Automobile Realm

Pedestrian Realm — Automobile Realm — Pedestrian Realm

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

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

Applicable Guidelines	Design Guidelines
Complete Streets	Page 3.4
Connectivity	Page 3.18
Building Orientation	Page 3.20

CORRIDORS ARE SHARED SPACE FOR ALL FORMS OF MOBILITY.

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

Figure 2.24: Corridors as shared space.

Regional Transit Facilities

What makes an ideal Regional Transit Facility?

Bus Rapid Transit (BRT) with BRT landing platforms and at least one Regional Transit Hub is expected on the corridors of former Fort Ord. The following elements are part of successful BRT projects nationwide:

1. Frequent Service

Stops are serviced in no more than 10 to 15 minute intervals. Keeping service convenient and consistent encourages ridership.

2. Fewer Frequent Stops

Stops are located approximately one mile apart. Greater distances between stops results in more efficient service with fewer interruptions.

3. Level Boarding and Alighting

Stations are level with the bus floor to expedite embarking and exiting the vehicle, while also improving handicap accessibility.

4. Branded Vehicles and Stations

Uniquely painted buses and stations are instantly recognizable, and allow passengers to easily identify service.

5. Signal Prioritization

Buses have the ability to shorten red or lengthen green traffic signals, allowing for consistent service even in peak traffic hours.

6. Fare Prepayment

Allowing passengers to pay in advance minimizes delays and reduces vehicle dwell times caused by paying solely on board.

7. Local Bus Feeder Network

In the one mile distance between stops, circulators may be used to take passengers to RTS stops faster to reduce overall travel time.

8. Amenities at Stops

Stops should be designed to facilitate the most comfortable and efficient ridership experience as possible. Well designed BRT stops may contain the following elements:

- Context-sensitive architectural design
- Enclosed waiting areas with real-time bus schedules and free WiFi service.
- Ticket, vending, and change machines
- Restrooms and water fountains at Regional Transit Hubs

Figure 2.25: BRT systems provide a service that combines the speed and capabilities of a rail service, and the lower cost and lesser infrastructure of a bus system.
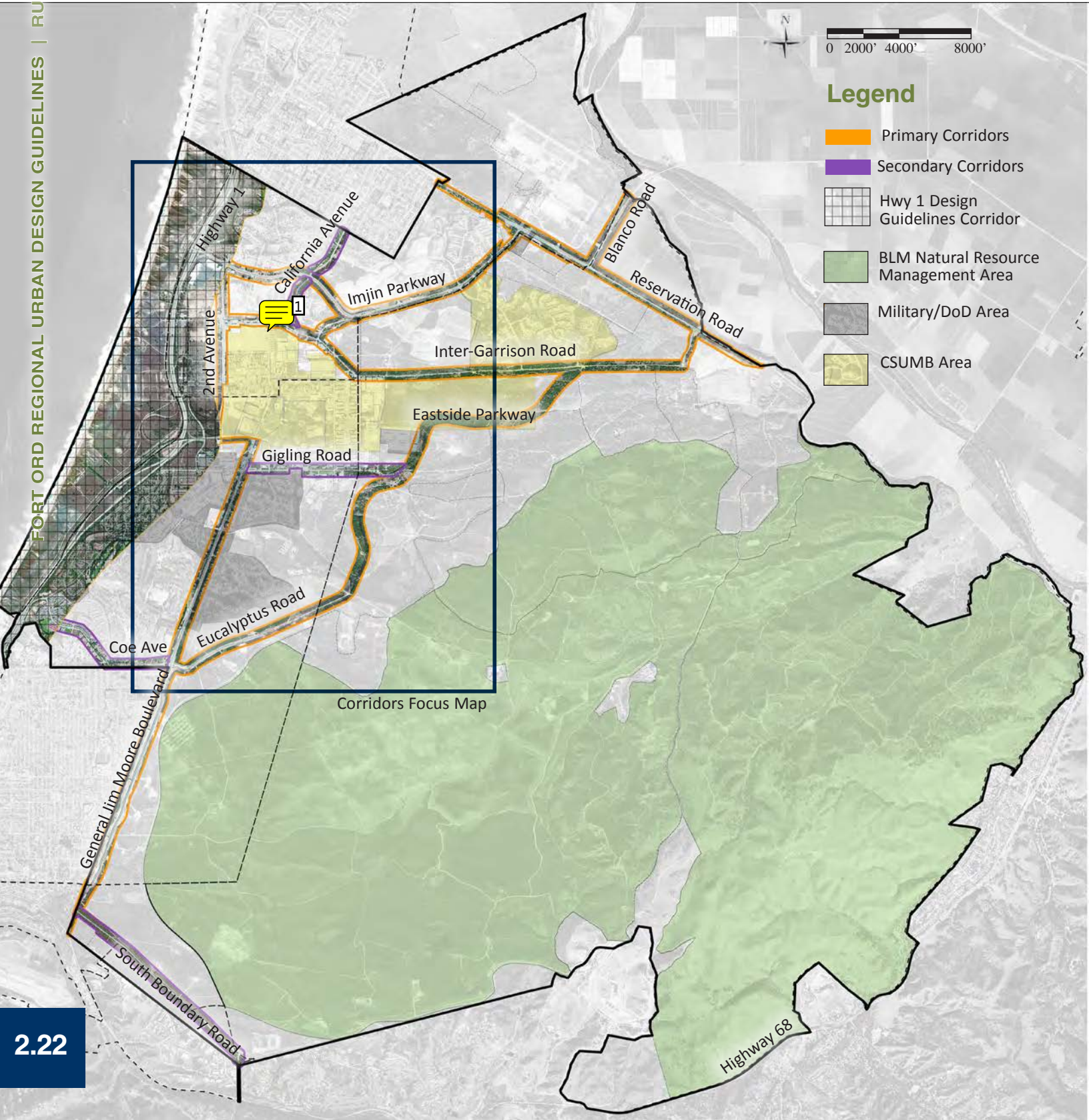
A change over time...

Figure 2. 26: Regional Transit Facilities should be multimodal hubs for transit of all kinds, beginning with pedestrians and cyclists.

Figure 2.27: Regional Transit Facilities must be integrated into the existing urban fabric with sidewalks, street trees and bicycle lanes. Transit Centers should be complete places, hosting mixed income housing and government offices wherever possible.

Figure 2.28: Private reinvestment follows public. Storefronts with arcades or awnings for pedestrians should accompany new buildings. Additional public investment should include crossings and trees

Thoroughfares that enable mobility between areas may also be called corridors. Successful corridors will include a variety of transportation methods catering to motorists, pedestrians, bicyclists and transit users. A corridor network is the basis for a complete transportation framework. The scale of corridors will vary and their intensity should be determined by level of usage and location. The Corridors Overview Map provides an overview of corridors within the former Fort Ord, followed by the Corridors Focus Map, which shows a closer look at potential corridor connections.

Figure 2.29: Corridors Overview Map

Legend

- Primary Corridors
- Secondary Corridors
- Hwy 1 Design Guidelines Corridor
- BLM Natural Resource Management Area
- Military/DoD Area
- CSUMB Area

Corridors Focus Map

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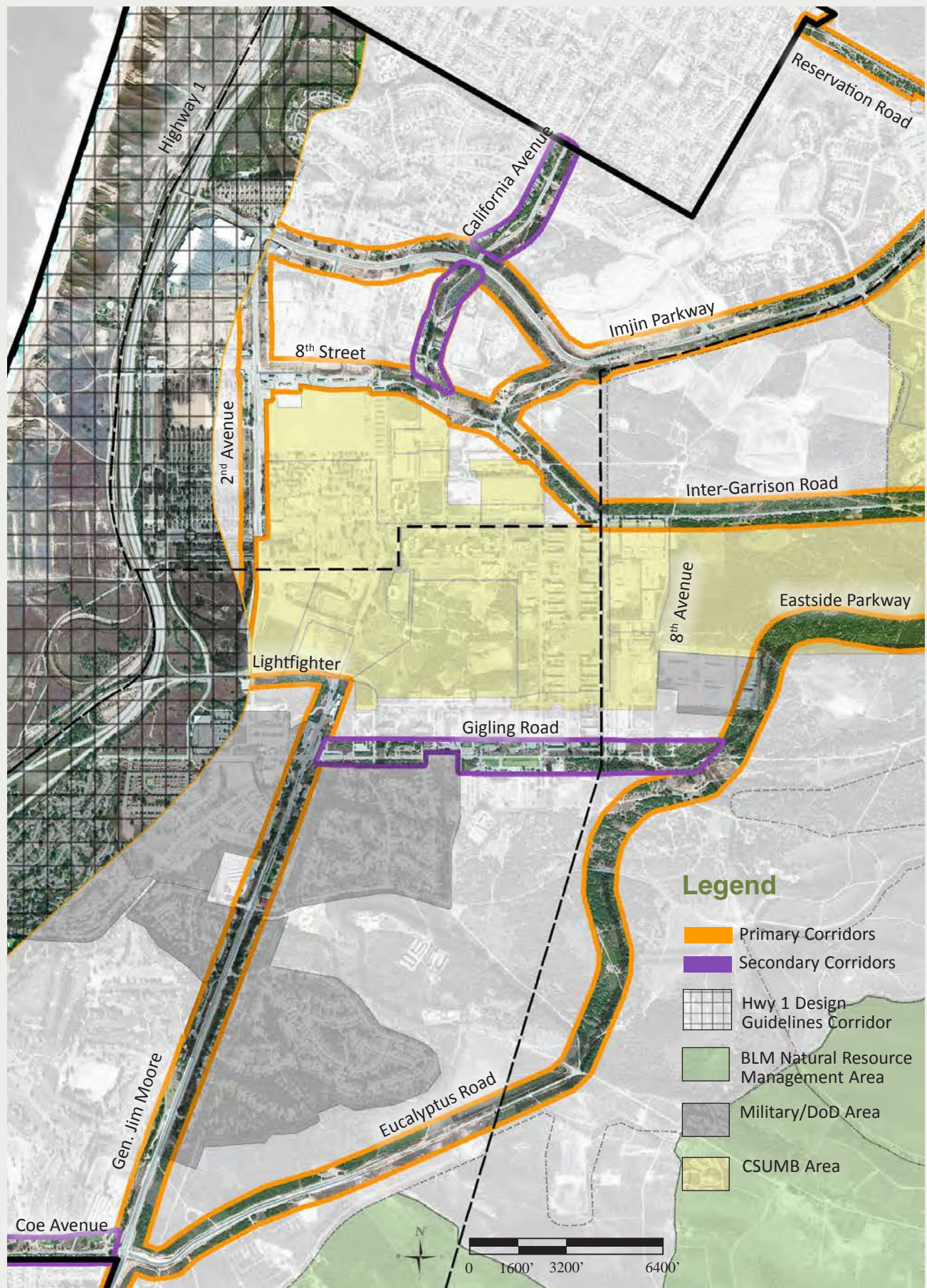
The document is unclear about what is implied by the term "corridor". For the most part, the implication is that corridors include cars. But the "Greenway corridor" defined at the very back of the document provides an example of a car-free corridor. This ambiguity leads to ambiguity in how to interpret the corridor maps. The appropriateness of certain segments being defined as "corridors" depends heavily on whether that means those segments would have cars.

If a corridor includes cars, then please do NOT show a corridor here on 8th St between 5th Ave and about 3rd or 4th Ave. Instead, show it on 9th St.

If a corridor does NOT have to include cars (i.e. it is a "Greenway corridor"). Then a corridor here could work very well with the FORTAG vision - starting at 2nd Ave and 7th St (*south* of MIRA), sliding across northeast to 8th St at 4th Ave, and continuing east to 5th Ave. This area is designated as a "trail open/space link" in the reuse plan. FORTAG is a realization of that link.

The report needs to be modified to resolve the ambiguity about cars and corridors; and the odd way in which corridors are mainly addressed here, but then revisited at the very back of the report in a way that is not well integrated with the rest of the report.

Figure 2.30: Corridors Focus Map

Legend

— Primary Corridors

— Secondary Corridors

Hwy 1 Design Guidelines Corridor

BLM Natural Resource Management Area

Military/DoD Area

CSUMB Area

2.23

Trails

What is an ideal trail?

A trail is usually a path, track or unpaved lane or road, though the term is also applied to routes along rivers, and sometimes to highways.

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

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

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

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

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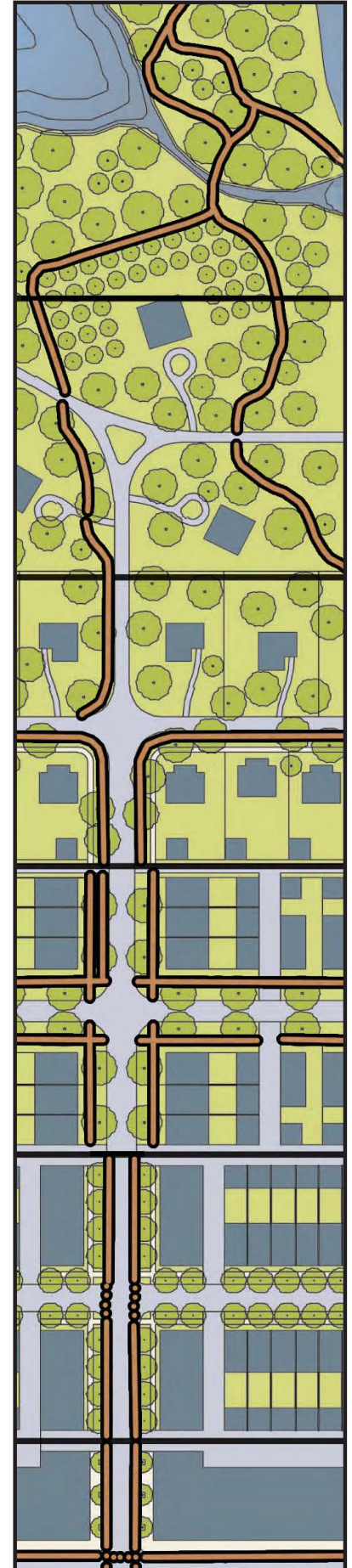
Rural

Suburban

Urban

Figure 2.31: Rural to Urban Trail Diagram

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Good

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

Applicable Guidelines	Design Guidelines
Context Sensitive Trails	Page 3.32

Current Trailheads

Trailheads into the Fort Ord National Monument include:

- Formal Trailheads:
  ◊ Creekside Terrace (Highway 68 & Reservation Road)
  ◊ Badger Hill (Highway 68 & Toro Creek Road)

- Informal Trailheads:
  ◊ Gigling Road & 8th Avenue
  ◊ Intergarrison Road & Schoonover Drive
  (Jerry Smith Access Corridor)

Note: These trailheads are shown on maps on the pages that follow.

*Trail planning is an active ongoing process. Potential routes and new trailheads may be identified and approved by the board.

Figure 2.32: Rural to Urban Trail Images

2.25

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Additional informal trailheads exist at:
- Normandy.
- Eucalyptus and GJM

Specific alignments of bike/pedestrian trails are currently part of ongoing regional trail planning. Trails and trailheads should take into account their surroundings, from trails along major thoroughfares to natural trails entirely within the habitat areas. The trailhead overview map highlights locations of existing trailheads, both formal and informal. Formal trailheads can be clearly marked by signage, and a distinct entrance to the monument. Informal trailheads may have been defined over time by constant use by visitors.

Figure 2.33:Trailheads Overview Map

Legend

- Formal Trailhead
- Informal Trailhead
- BLM Natural Resource Management Area
- Military/DoD Area
- CSUMB Area
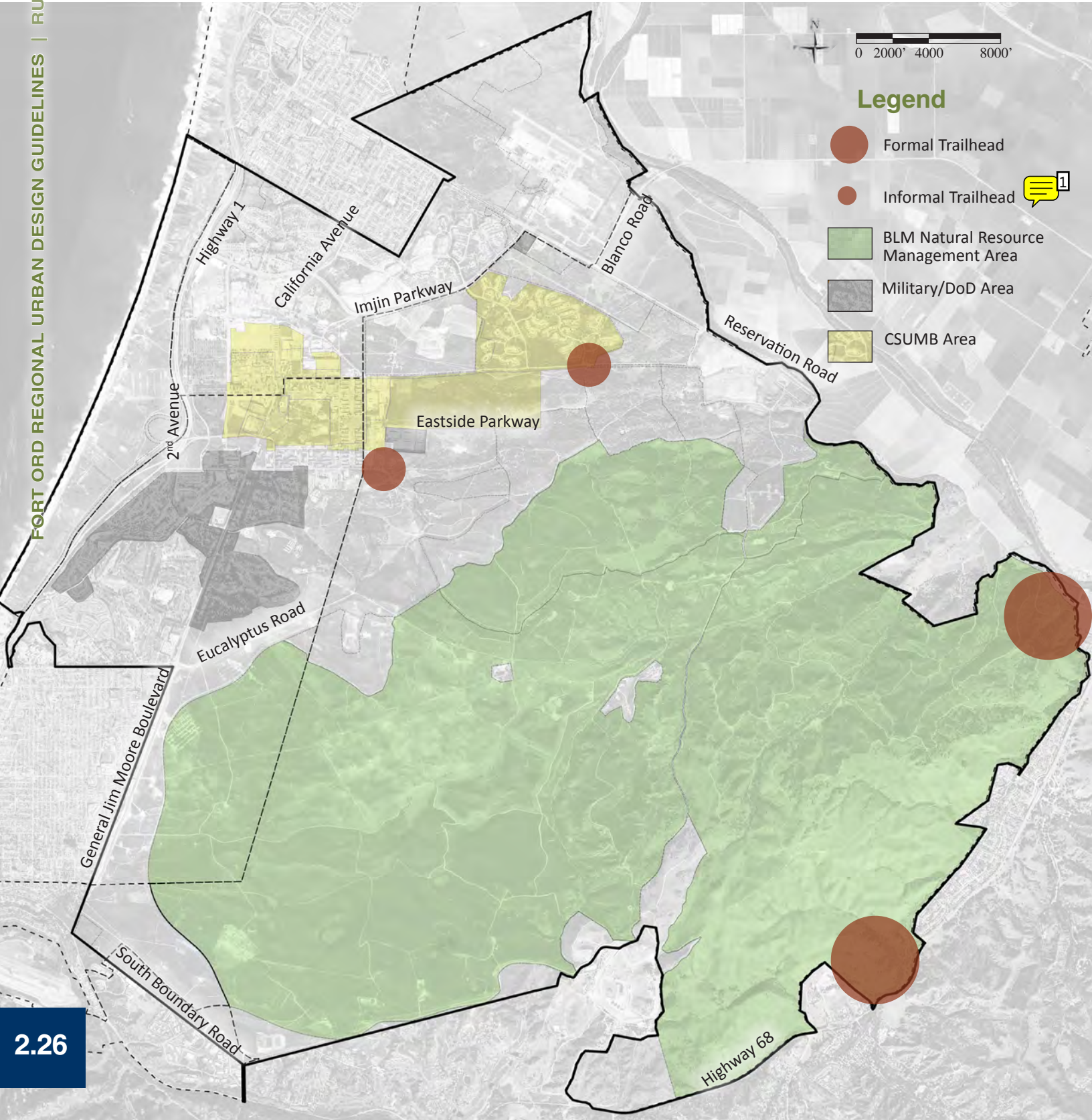
Number: 1　　　　Author: Fred Watson　　　　Subject: Sticky Note　　　　Date: 11/10/2015 1:20:43 PM
Either add more of the existing informal ones, or depict these as "Examples of" informal trailheads.

3 Regional Guidelines

"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

Guideline Overview

These Design Guidelines are required BRP Policy refinements intended to facilitate community development goals. The guidelines were developed as part of a broadly-inclusive public planning process that included input from residents, property owners and stakeholders. They draw on existing local policy and incorporate national urban design best practices.

1. Complete Streets

Streets are first and foremost public spaces. Until recently, streets were designed primarily around the automobile, creating thoroughfares that discourage all others modes of transportation such as pedestrians and cyclists. The public is now pushing for more mobility options. The national trend for all sized communities is moving in the direction of complete streets that meet the needs of multiple types of commuters.

2. Connectivity

A complete and connected street network enables a sense of cohesive community, rather than multiple disjointed development pods. The street network should include a variety of thoroughfare types, from large-scale transit corridors to narrow, low-traffic neighborhood streets. A well-connected road system disperses traffic and enables mobility.

3. Building Orientation

Building fronts facing fronts create a welcoming aesthetic to a neighborhood or street. By ensuring that the fronts of buildings face one another, a complete streetscape is defined, with visual interest for passers-by, while activating the public space of the street. At the same time, eyes-on-the-street, from residents and business owners provide a safer environment.

4. Mix of Building Types

While consistency is essential in defining community character, building variety avoids "sterile" and unwelcome development. Buildings should be designed to serve a mix of uses such as residential, commercial, multi-use, live-work, and so on. Buildings should also be designed to be reutilized and evolve over time.

5. Primacy of Open Spaces

Public open spaces act as the heart of communities, and provide gathering spaces for residents and visitors. Open spaces within development can be designed in many forms. Civic spaces are generally located in the most desirable location within a center to encourage maximum usage.

6. Context Sensitive Trails

The 1997 Base Reuse Plan envisioned a network of interconnected trails linking the new communities and universities emerging on the former Fort Ord. Consistent designs applied across the trail network would enhance its function and visual appeal. Specific consideration should be given to the unique landscape and urban context for these trails.

7. Customized Gateways

Gateways provide the visual signal that one has arrived at a destination. Former Fort Ord lands include many kinds of places. The individual destinations should guide the gateway design. Contextual design celebrates the range of attractions within the region.

8. Wayfinding

Wayfinding relates to the need to orient people as the traverse the former Fort Ord lands by car, bike or on foot as to where they are and where they are headed. Signage should be clear, ample (while avoiding becoming a dominant visual image), and ideally involve a consistent theme throughout the former Fort Ord lands.

9. Scale of Public Space

Properly scaled public spaces maximize investment and can benefit the sense of connecting values of surrounding uses, and transitions between uses. Public space should be commensurate with their surroundings and intended use.

10. Identifiable Centers

Centers should be obvious. A well-designed community uses roads, building types, and overall design intensity to guide one to the community core. Centers generally contain the greatest range of uses, and are defined by their public spaces.

Figure 3.1: Apartment Building (Facing Page)

Complete Streets

Purpose

A street is often referred to as walkable if pedestrians can move about safely in an environment/setting. A network of streets allows pedestrians, cyclists, and motorists to move safely and comfortably through an area. The maximum average block perimeter to achieve an integrated network is 2,400 feet with ideal maximum uninterrupted block face of 450 feet with street intervals of less than 600 feet apart along any one single stretch.

When designing complete streets, strive to make them walkable, to accommodate bicycles, and to provide for cars, trucks, and emergency vehicles.

"Design Speed" is the crucial number engineers officially use to configure streets for orderly traffic movement. The chosen design speed must be a low figure, usually less than 25 mph, for a walkable environment.

The slow design speed that characterizes walkable streets results in the conscious choice of features such as narrow curb-to-curb dimensions, street trees, architecture close to the street edge, on-street parking, and relatively tight turning radii.

Figure 3.2: Lighthouse Avenue, Pacific Grove CA

The west side of Pacific Grove near 16th Street is a great example of a sidewalk that is wide enough to share seating, bike storage and space for people to walk. There is a healthy amount of trees as well, which provide some shade as well as an overall welcoming character to the street.

Figure 3.4: Bird's eye view of Alvarado Street in downtown Monterey.

Franklin Street

Alvarado Street

A	Narrow Streets
B	Shade
C	Sidewalks
D	Crosswalks

Application

This guideline applies to:

- Centers
- Gateways
- Corridors

Intent

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

Principles

1. Provide continuous sidewalks along both sides of regional corridors. New sidewalks should be at least 10 feet wide on retail or mixed-use blocks and at least 5 feet wide on all other blocks.

2. Regional corridors should not be faced by parking lots, garages, or service bay openings.

3. Sidewalks should be designed to maintain a safe, walkable, environment that is appropriate for the type of street. This can be achieved by providing street furniture, trees, and lighting at appropriate intervals.

4. Street trees should be noninvasive and drought-tolerant while still providing shade within 10 years of landscape installation.

5. On-street parking should be provided within 1/4 mile of all centers along both sides of the street.

6. Design streets within 1/4 mile of Centers for a target speed of no more than 25 miles-per-hour. On a multi-way boulevard with through travel lanes separated from access lanes by medians, apply this requirement to its outer access lanes only (through-lanes are exempted), provided pedestrian crosswalks are installed across the boulevard at intervals less than 800 feet.

7. At-grade crossings with driveways should account for less than 10 percent of the corridor within 1/4 mile of Centers.

8. Provide bicycle facilities of some kind on every street.

Measurement

There is no one formula for walkable streets. Building great streets goes beyond a simple "complete streets" approach. Great streets means creating places that are safe, comfortable, interesting, beautiful, and desirable for locals and visitors. Existing streets can be retrofitted with wider sidewalks, world-class bike infrastructure, shade trees for sidewalks, better lighting, and buried utilities.

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

Authority: The "Complete Streets" guideline refines 1997 Reuse Plan design principles: Mixed Use Development/ Increased Density, page 121; Design Principle 3, page 9 and 59; General Development Character & Design Objectives, page 154 and 165; Community Form, page 62; and especially, Design Principle 6, regarding "Road Design."

Local Residential

Local Streets provide access to individual lots, accommodate pedestrians and serve as low speed bicycle and vehicle routes. Local streets should be relatively short in total distance related to the other street typologies, and serve as the street that residential development fronts. For multi-family frontages, the parking is accommodated in parallel bays adjacent to

distinct travel lanes; for single family frontages, the street is a shared cartway where two moving directions of traffic share space with parked vehicles in a "yield" condition. The streetscape is more formal, with street trees planted with regular spacing, and sidewalks on both sides of the street.

| 5' min | 6' min | 28' | 6' min | 5' min |
sidewalk | landscape | two travel lanes parking: one side (alternating) | landscape | sidewalk
50' ROW
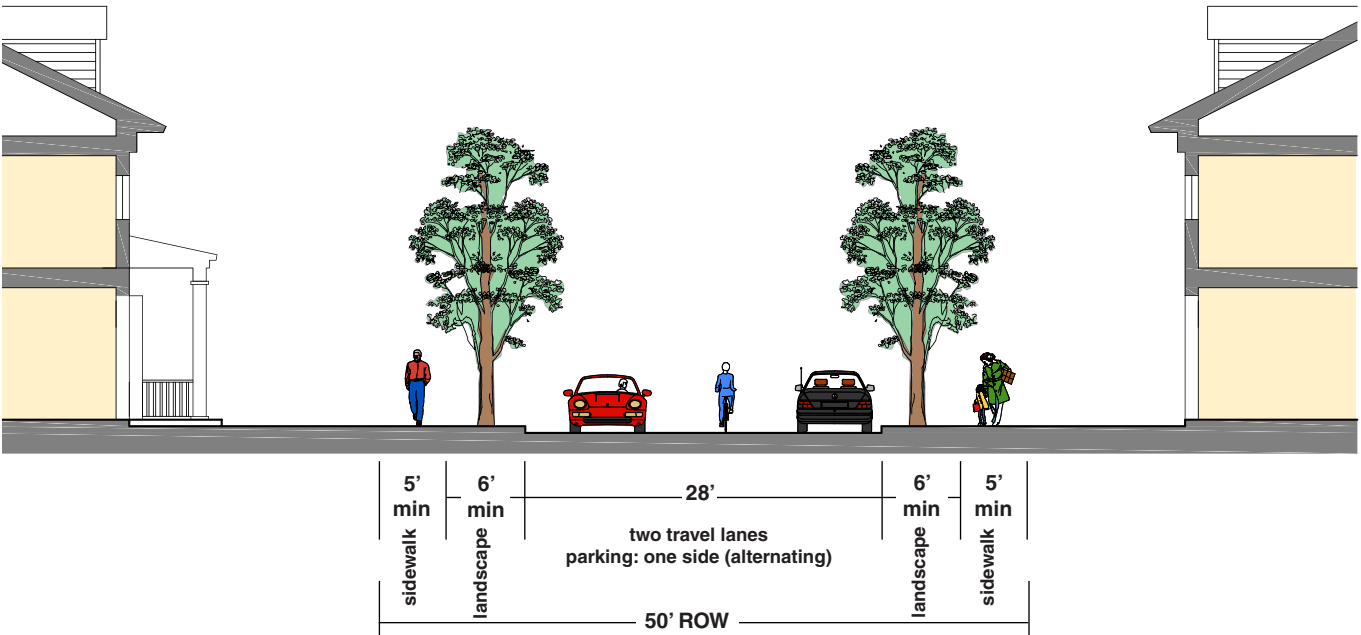
Figure 3.3: Local Residential, Single Family Street Section

| 5' min | 6' min | 7' | 20' | 7' | 6' min | 5' min |
sidewalk | landscape | parking | two travel lanes | parking | landscape | sidewalk
58' ROW

3.6
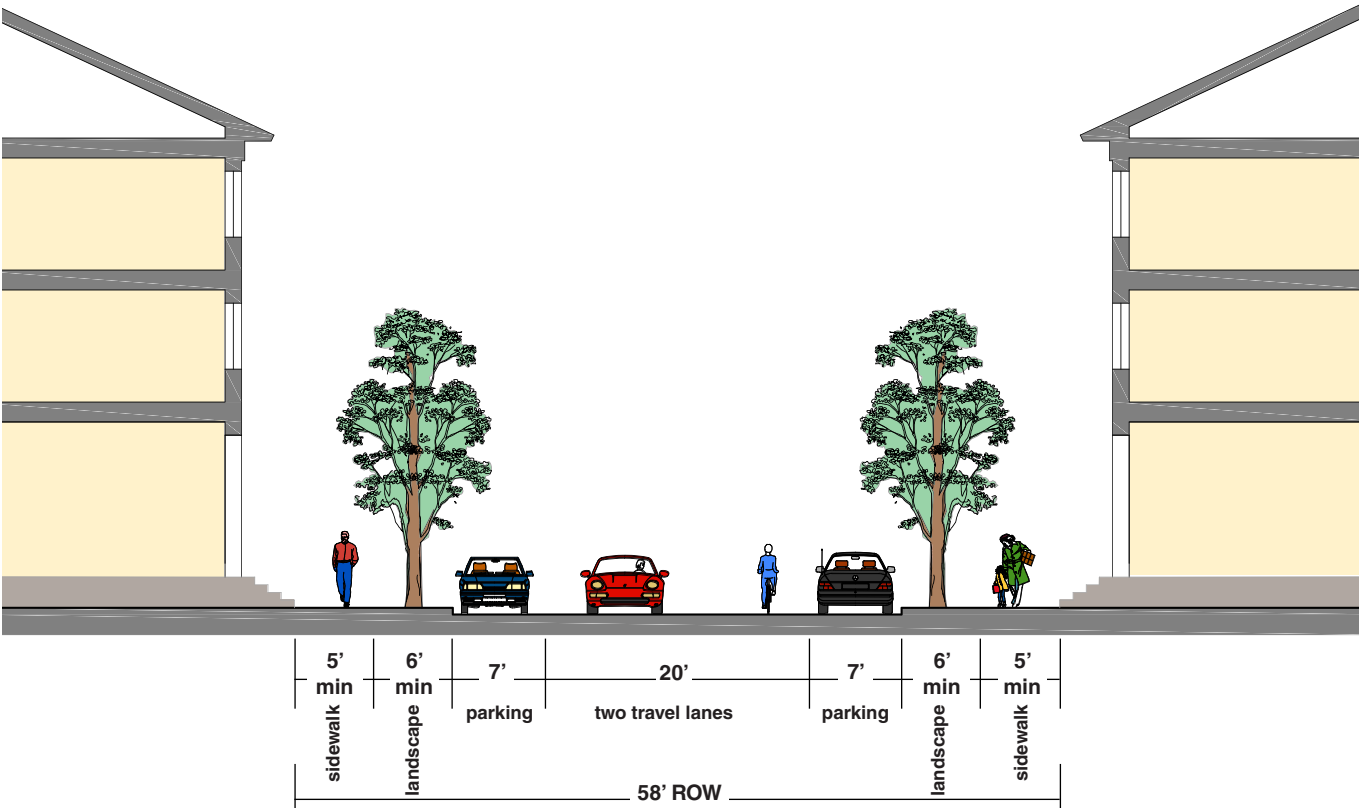
Figure 3.4: Local Residential, Multi-Family Street Section

Rural Boulevard

Rural boulevards pass through areas typified by open lands, conservation areas, or parks. They form connections through these sensitive areas while laying lightly on the landscape. Lighting is optional on these facilities, and bicycles and pedestrians are accommodated in an off-road facility such as a shared use path typically on one side of the street. Drainage is accomplished via open swales on the sides of the street, or through rain gardens or bioswales in the same configuration.
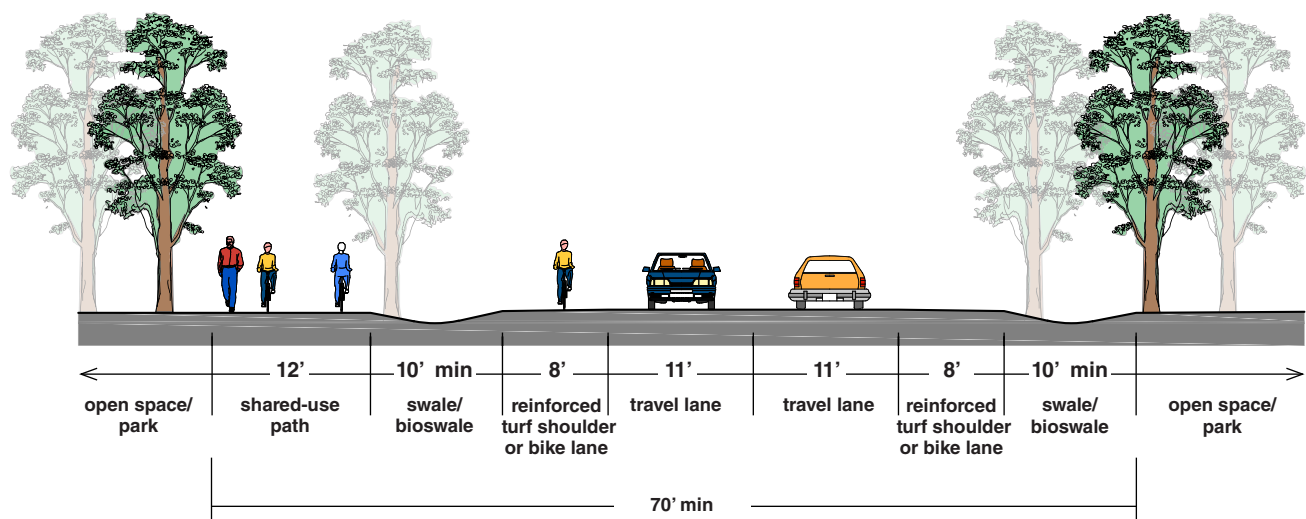

| open space/ park | 12' shared-use path | 10' min swale/ bioswale | 8' reinforced turf shoulder or bike lane | 11' travel lane | 11' travel lane | 8' reinforced turf shoulder or bike lane | 10' min swale/ bioswale | open space/ park |

70' min

Figure 3.5: Rural Boulevard Street Section

Avenues

An avenue is a walkable, low-speed street that carries a mixture of through and destination traffic. Avenues provide access to abutting commercial, residential, and mixed land uses, and accommodate cars, pedestrians, and cyclists. Avenues can have between two and four travel lanes, and can have planted medians and side planting strips. They may also have on-street parking, and will have sidewalks and some form of on or off-street bicycle accommodations such as bicycle lanes, cycle tracks, or a shared use path. Avenues have sidewalks on both sides of the street, and a more formal planting scheme with trees on a regular spacing. Target speeds for avenues are typically 30 mph or less.

6' min	8'	6'	1'	8'	10'	11'	10'	6'	8'	8'	6' min
sidewalk	landscape	bike lane		parking	travel lane	median/ turn lane	travel lane	bike lane	parking	landscape	sidewalk

87' ROW
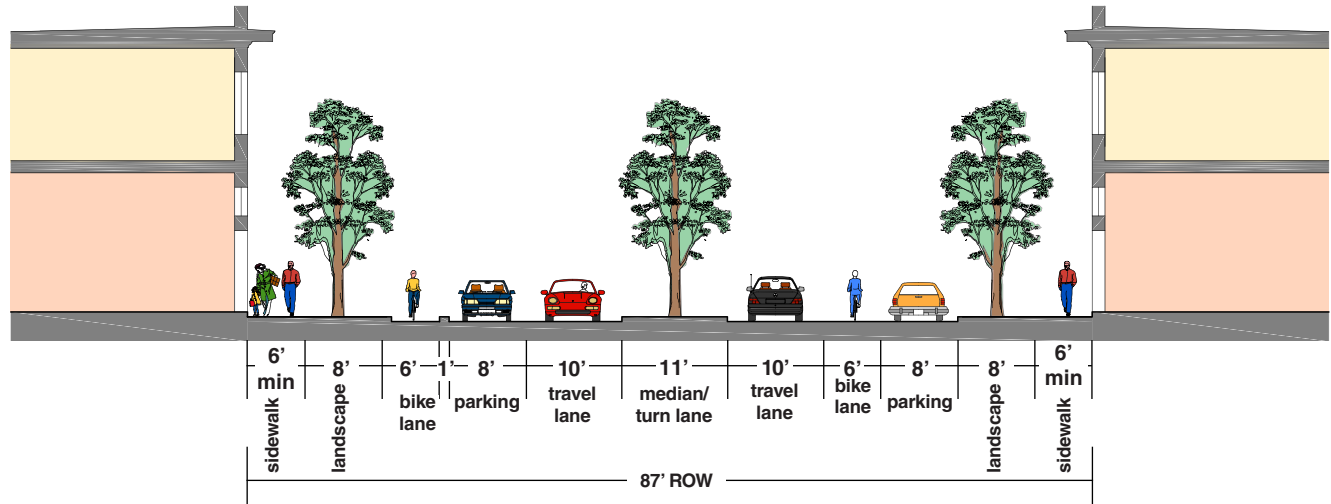
Figure 3.6: Avenue Option 1: Bike Lanes Street Section

6' min	8'	7'	5'	10'	10'	11'	10'	10'	5'	7'	8'	6' min
sidewalk	landscape	cycle track	buffer	travel lane	travel lane	median/ turn lane	travel lane	travel lane	buffer	cycle track	landscape	sidewalk

101' ROW
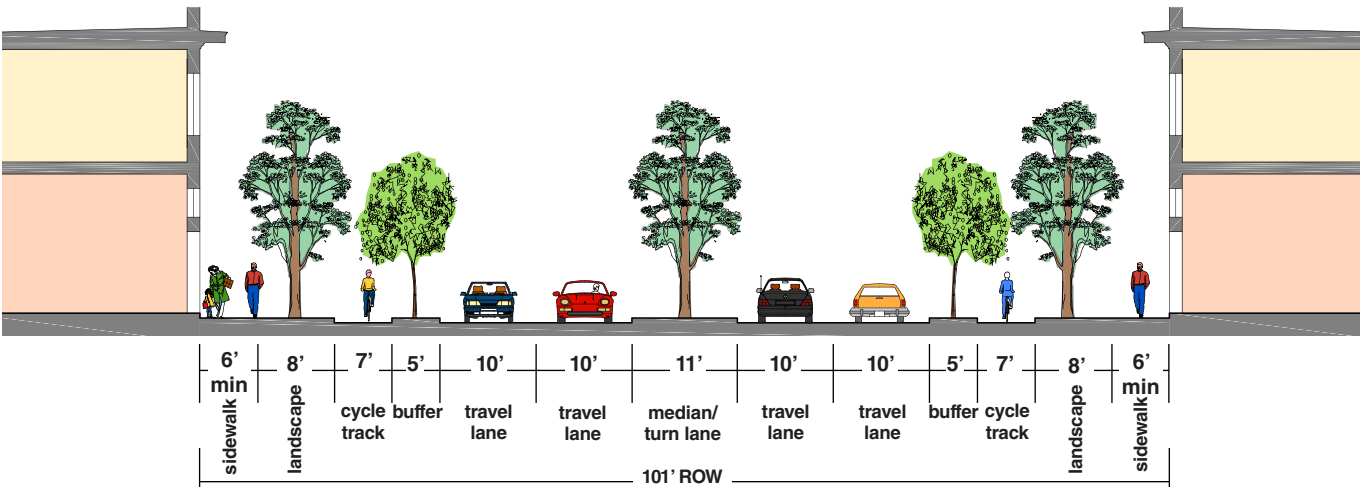
Figure 3.7: Avenue Option 2: Cycle Track and Multi-Lane Street Section

Main Streets

Main Streets are designed to provide connections between neighborhoods and districts, as well as providing access to Avenues and Boulevards from local streets. Main Streets are highly walkable and serve as the primary street for commercial or mixed-use centers. On-street parking is provided in either a parallel or angled configuration. Due to anticipated pedestrian activity, design speeds are kept low. This condition also allows bicycles to share space with automobiles in general travel lanes, negating the need for distinct bike lanes.

Additional landscaping and traffic calming techniques that are ideal on Main Streets include street trees in grated wells, curb bulb-outs, and a relatively high density of street furniture and public art. Pedestrian-scale street lighting should be installed, and utilities should be located underground, in alleys or along other streets to the greatest extent possible. Sidewalks are required on both sides of the street, and will be at least 16 feet from the back of curb to the building face, to provide space for activities such as outdoor cafes and strolling.

16'	8'	10'	10'	8'	16'
sidewalk with dining	parallel parking	travel lanes with sharrows	travel lanes with sharrows	parallel parking	sidewalk with dining

68' ROW
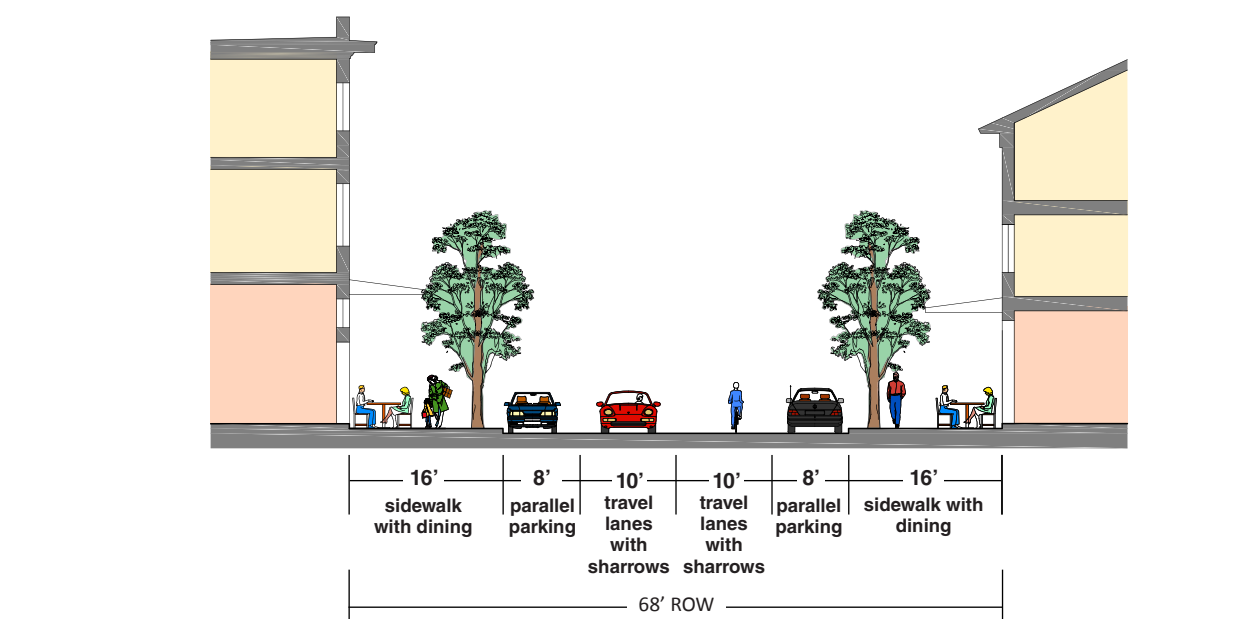
Figure 3.8: Main Street Option 1 Street Section

16'	19'	10'	10'	19'	16'
sidewalk with dining	angled parking	travel lanes with sharrows	travel lanes with sharrows	angled parking	sidewalk with dining

92' ROW
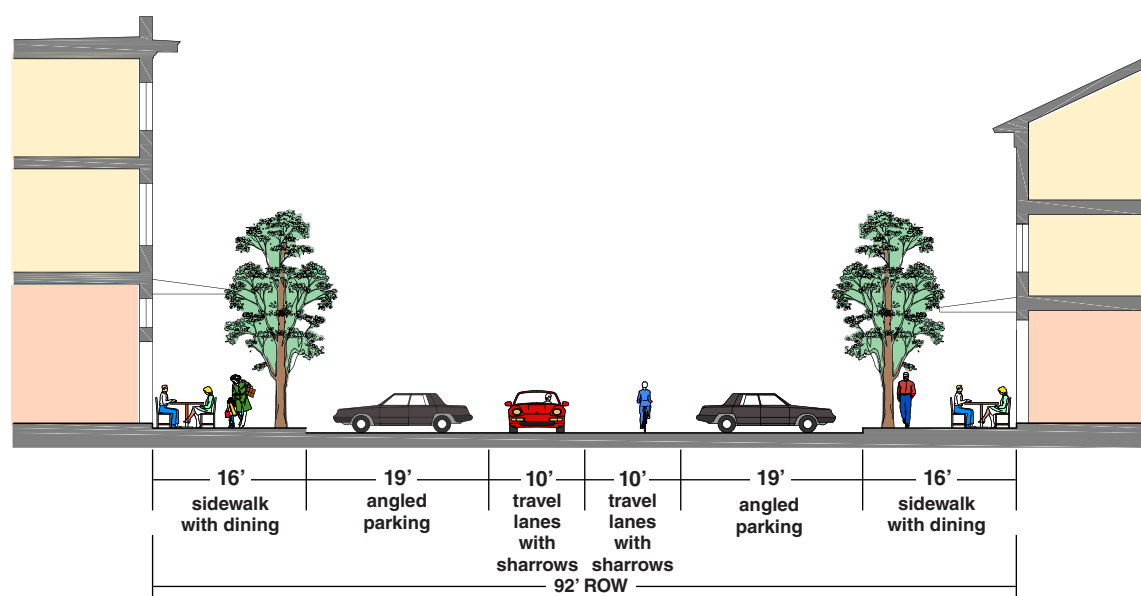
Figure 3.9: Main Street Option 2 Street Section

3.9
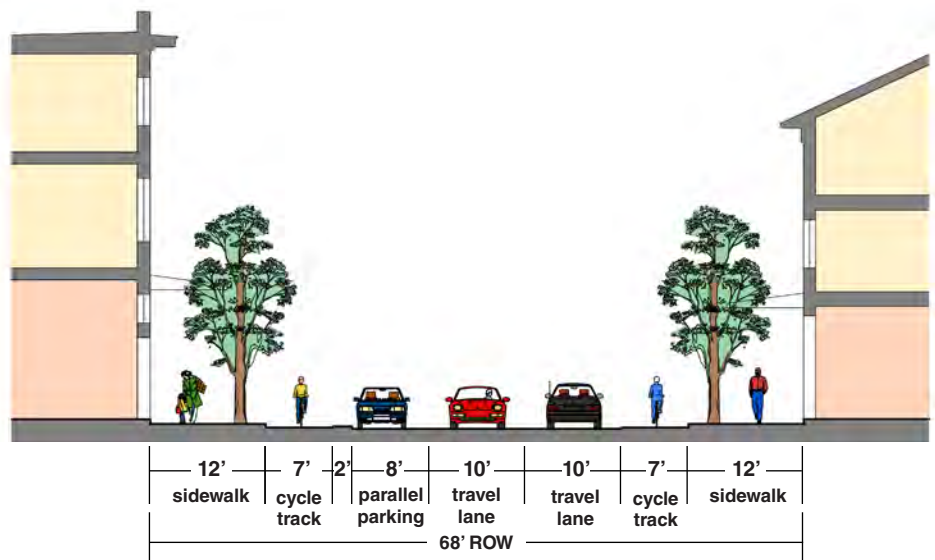
Figure 3.10: Main Street Option 3 Street Section
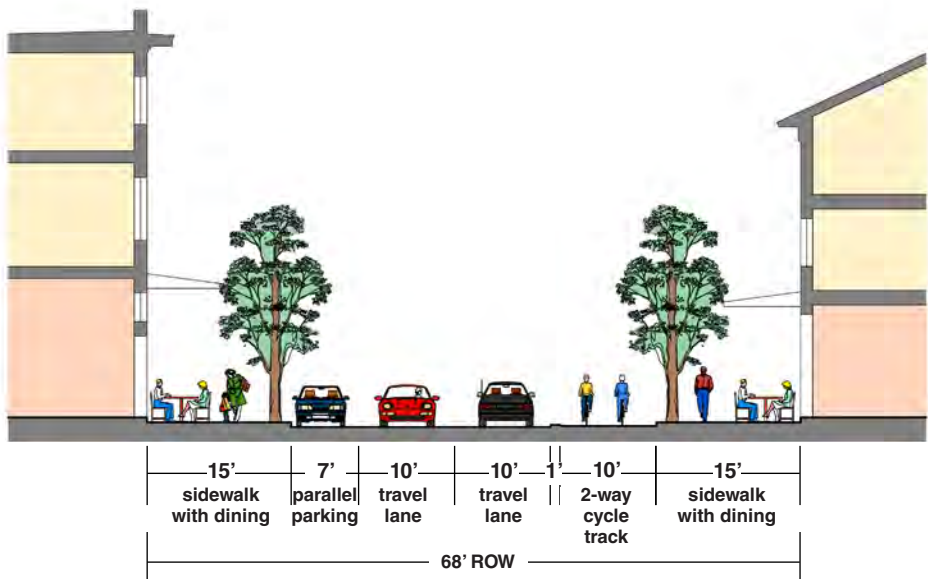
Figure 3.11: Main Street Option 4 Street Section

Boulevards

A boulevard is a regional travel facility that typically consists of commercial frontage, with multiple inter-sections and access to businesses. Boulevards have a more formal streetscape pattern, and occur in primarily developed areas. Boulevards include a closed drainage system. Accommodations for pedestrians and bicycles are in a facility such as a shared use path that is separated from moving traffic. Boulevards can include an access lane to afford local trips an alternate to reentering the through lanes, and to create store frontage with on-street parking; bicycles are accommodated via sharrows in the access lanes due to their low speed.

Boulevard (Dedicated Transit Lane)

The boulevard can also include a dedicated transit lane for buses or light rail vehicles, which can either be constructed initially or retrofitted at some point in the future.

Boulevards are typically four lanes in width, and occur in built-up areas with commercial uses. Target speed for a boulevard is typically between 30 and 40 mph in the through lanes, and 10-15 mph on the access lanes.
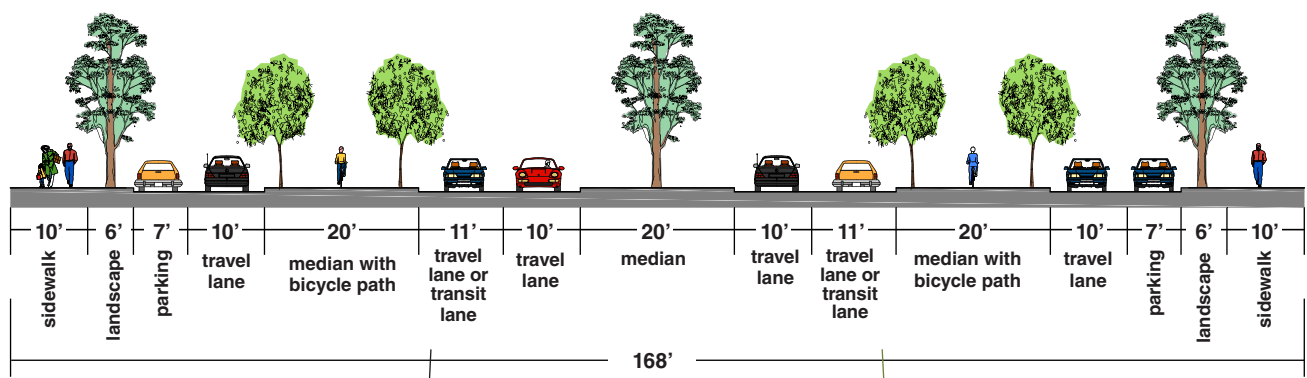
Figures 3.12 & 3.13: Boulevard Transit Phase 2 Street
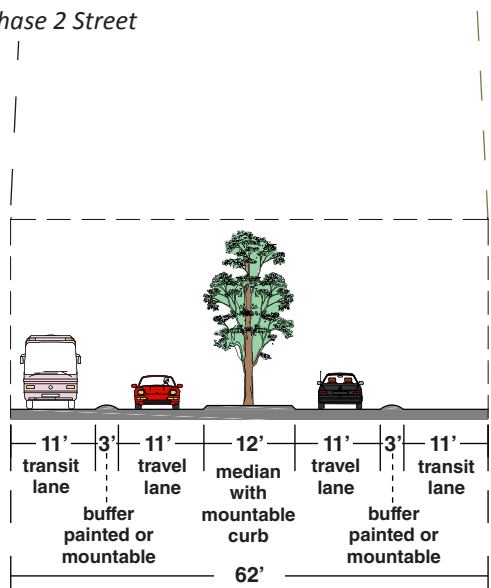
Figure 3.14: Boulevard Transit Phase 2 Street Section - Transit Option

Parkway

A parkway is a regional facility intended to carry traffic from point to point with little interruption in the way of driveways and intersections. Parkways can occur in both urban and rural contexts, with drainage either accomplished in a closed or open system. Parkways respect the natural environment, with a more natural and informal landscape scheme in keeping with their natural setting. Parkways can have two or four travel lanes, with a target speed of between 30 and 45 mph. Bicycles and pedestrians are accommodated on a separated shared use path, but within the overall right-of-way.

| 16'
shared-use
path | 11'
travel
lane | 11'
travel
lane | 20'
median | 11'
travel
lane | 11'
travel
lane | 48'
landscape | 16'
shared-use
path |
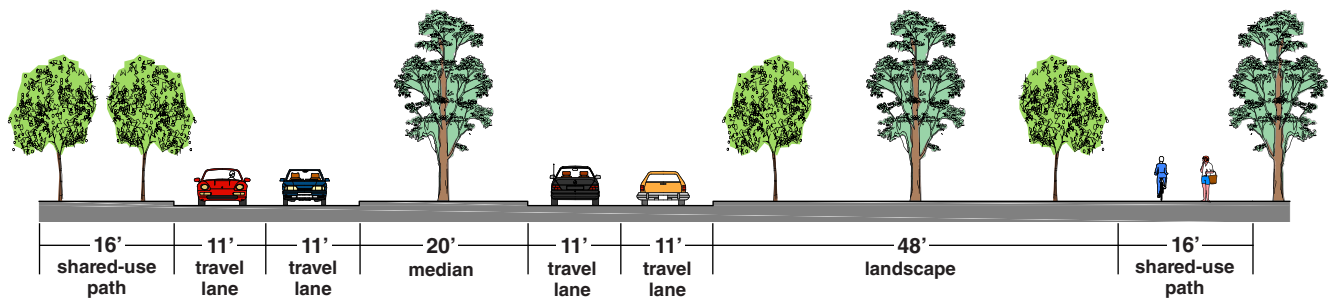
Figure 3.15: One-Sided Trail Parkway Street Section
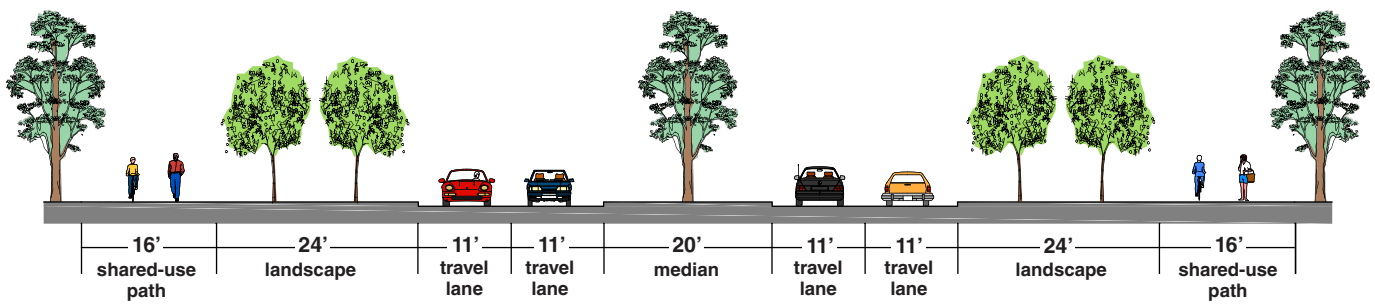
Figure 3.16: Two-Sided Trail Parkway Street Section

| 16' shared-use path | 24' landscape | 11' travel lane | 11' travel lane | 20' median | 11' travel lane | 11' travel lane | 24' landscape | 16' shared-use path |
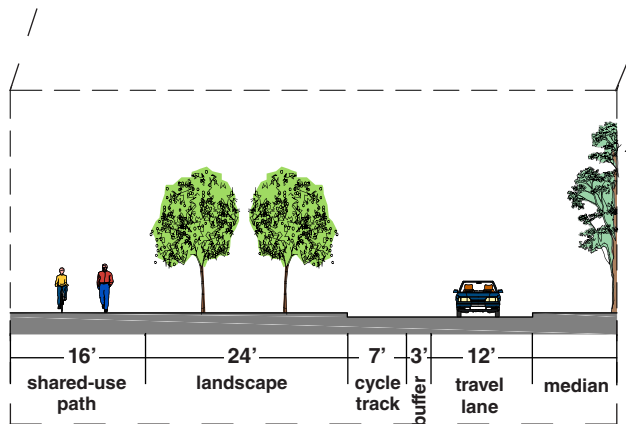
Figure 3.17: Two-Sided Trail Parkway Street Section - Option 1: Two Lane Road with Cycle Track

| 16' shared-use path | 24' landscape | 7' cycle track | 3' buffer | 12' travel lane | median |
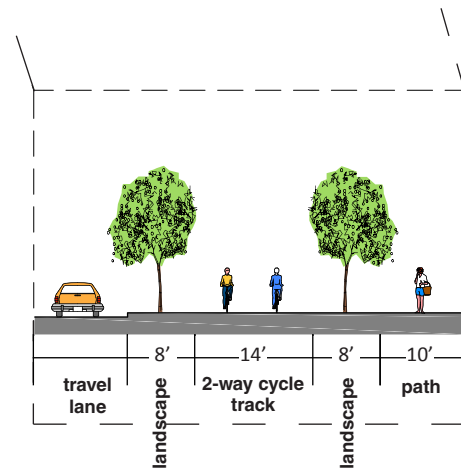
Figure 3.18: Two-Sided Trail Parkway Street Section - Option 2: Walking and Cycle Facilities

| travel lane | 8' landscape | 14' 2-way cycle track | 8' landscape | 10' path |

3.13

Eastside Parkway

Below are sections illustrating the planned Eastside Parkway that would connect Eucalyptus Road to Inter-Garrison Road, as designed by Whitson Engineers. This new parkway will give commuters a viable alternative to other routes that are longer and become more congested at peak hours.

The following sections illustrate a typical 4 lane road with space for trails on the shoulders, a typical 2 lane road with sidewalks and a typical 2 lane road with sidewalks and a left turn pocket.
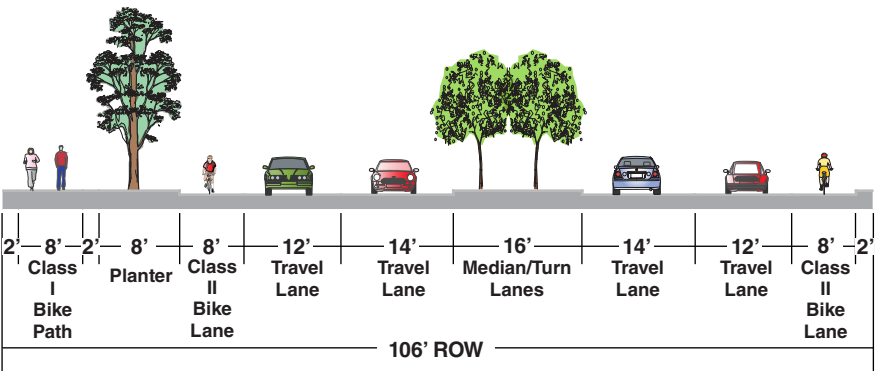
Figure 3.19: Eastside Parkway - Typical Four Lane Street Section*
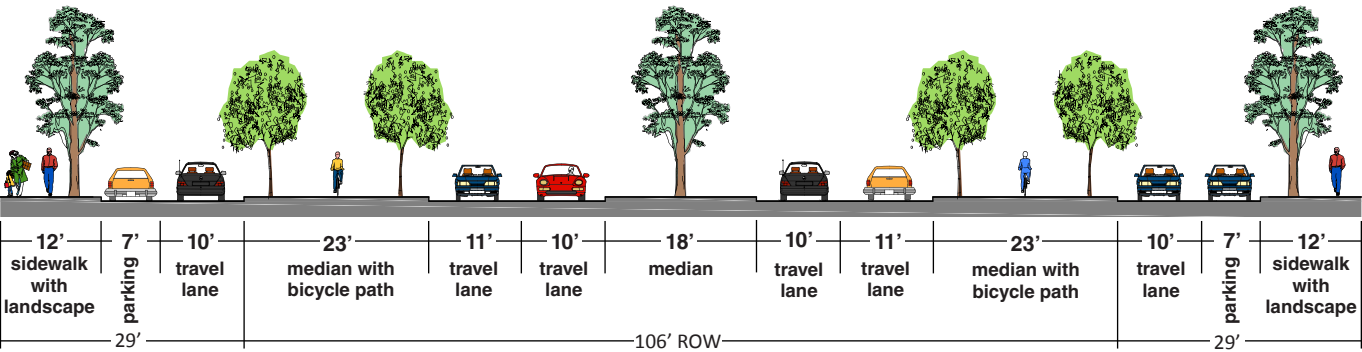
Figure 3.20: Eastside Parkway - Multiway Boulevard Street Section

3.14
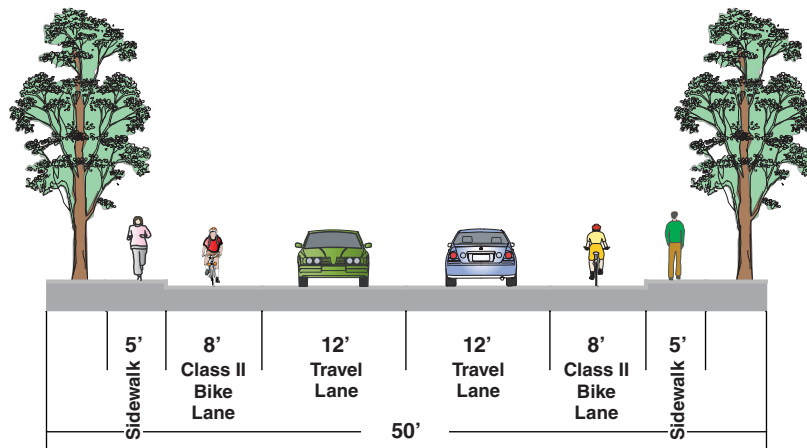
Figure 3.21: Eastside Parkway - Typical Two Lane Street Section with Sidewalks*
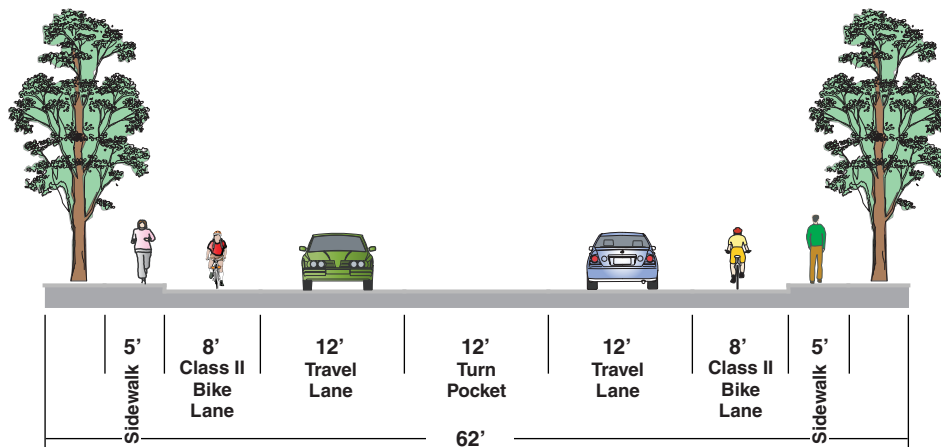
Figure 3.22: Eastside Parkway - Typical Two Lane Street Section with Sidewalks and Left-Turn Pocket*

Lighting Standards

Intent

Adequate and quality lighting of streets, sidewalks and other public areas is essential to creating a safe and inviting streetscape and walkable neighborhoods. A combination of street lights and pedestrian-scaled light fixtures may be required to ensure a well-lit street area. When lighting features a decorative component, it can also provide a unifying element not only along the street but within a specific area and among neighborhoods.

A combination of pedestrian-scaled street light fixtures and intersection street light fixtures may be required to ensure a well lit street area and to establish a unifying element along the street. Pedestrian-scaled fixtures shall be used on all streets within Centers; Intersection-scaled lighting may be used in addition to pedestrian-scaled lights as necessary on major Thoroughfares.

Generally place street lights in alignment with street trees. Coordinate the placement of fixtures with the organization of sidewalks, street furniture, landscaping, building entries, curb cuts, signage, etc in order to produce complete, walkable streets.

Keep the height of pedestrian-scaled light fixtures low (generally not taller than fifteen feet) to promote a pedestrian scale to the public realm and to minimize light spill to adjoining properties.

Closely space pedestrian-scaled light fixtures in areas where pedestrian and commercial activity is most intense, within the Center. Generally, fixtures should be no more than thirty feet on center to provide appropriate levels of illumination.

Light poles may include armature that allows for the hanging of banners or other amenities (e.g., hanging flower baskets, artwork, etc.). When lighting features a decorative component, it can also provide a unifying element not only along the street but within a specific area and among neighborhoods.
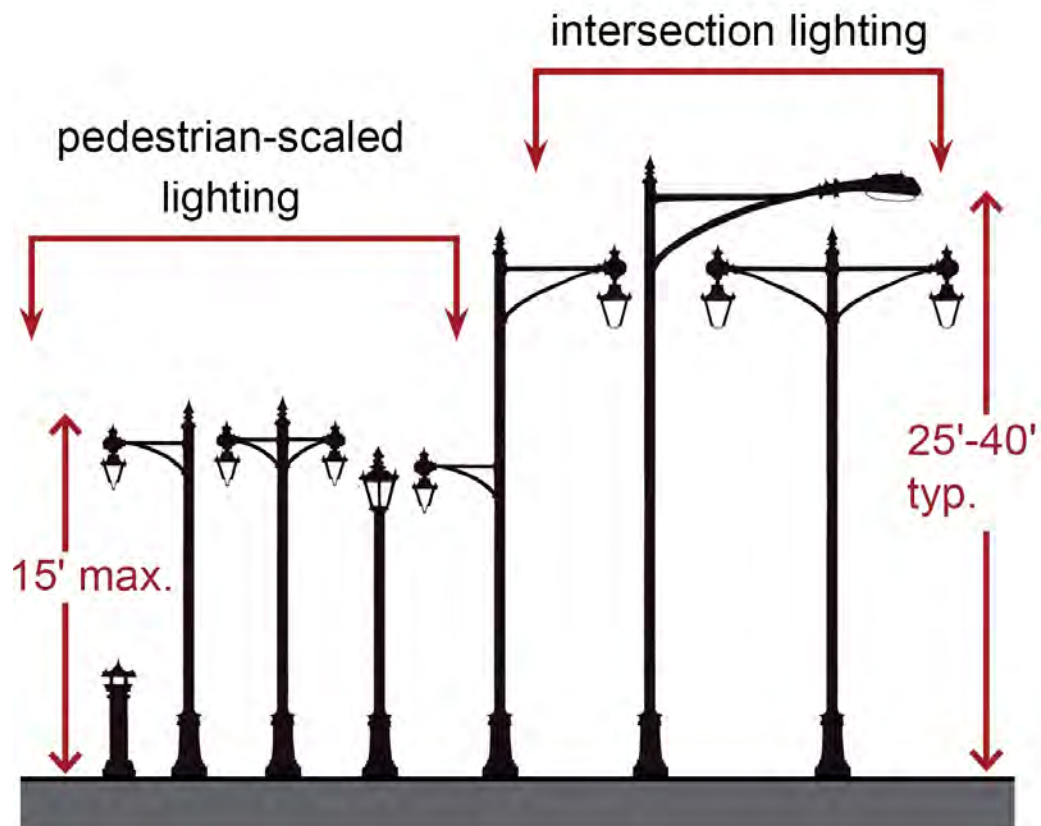
Figure 3.23: Pedestrian and Intersection Scaled Lighting

Usage

- Consideration of security and pedestrian comfort shall be prioritized by increasing illumination low to the ground in public parking lots, public plazas, pedestrian infrastructure and transit stops.

- To increase safety, help geographic orientation and highlight the identity of an area, the below street elements are encouraged to be lit:

- Transit Stops: People feel more secure when transit stops are well-lit. Lighting also draws attention to and encourages use of such amenities.

- Edges: Edges of a parking lot or plaza should be lit to define and identify the space.

- Focal Points: Lighted sculptures, fountains, and towers in a neighborhood, especially those visible to pedestrians and vehicles, provide a form of wayfinding.

- Light fixtures shall be downcast or low cut-off fixtures to prevent glare and light pollution.

- In order to conserve energy and reduce long-term costs, energy-efficient lamps should be used for all public realm lighting.

Lighting fixtures shall be appropriately chosen by their location within the Center; the *Street Light Diagrammatic Figure Configurations* shall be used as a guide to selecting fixtures. Each lighting type may be used within Centers, but lighting of higher intensities should be used within the core of the Center, where pedestrian activity is greatest.

Variety in character is good to establish identity and uniqueness. However, there shall be consistency within each neighborhood, ward, or corridor, creating a unifying scheme of illumination that is appropriate to the scale of the street and the level of nighttime activity. Lamp styles shall not be mixed along any one particular block of a street.

Light fixtures shall be downcast or low cut-off fixtures to prevent glare and light pollution.

In order to conserve energy and reduce long-term costs, energy-efficient lamps shall be used for all public realm lighting.

Center Edge

Pipe

Post

Column

Double Column

Center Core

3.17
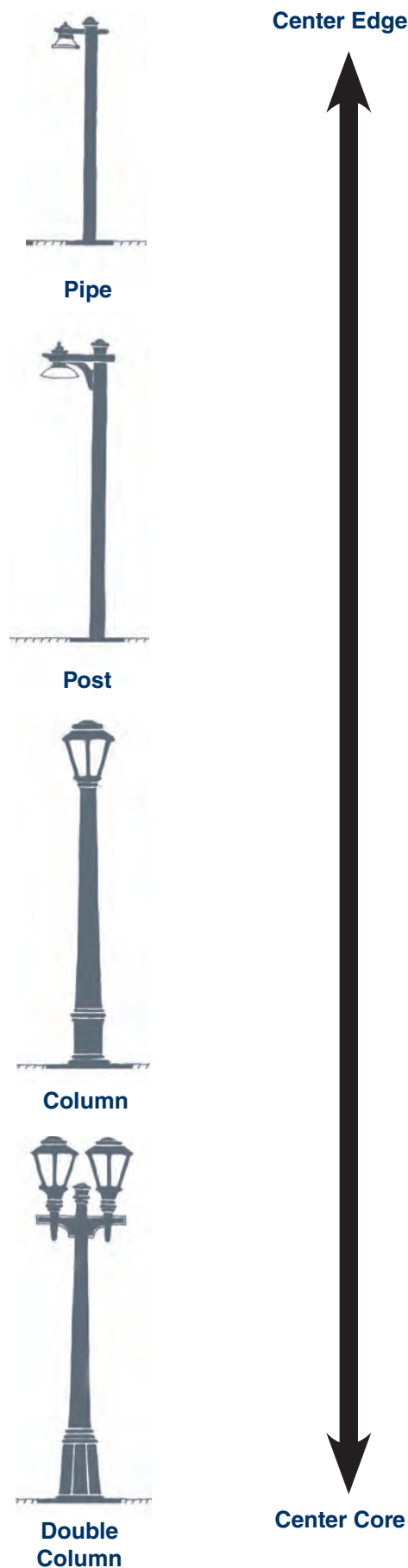
Figure 3.24: Street Light Diagrammatic Figure Configurations

Purpose

The Network

Streets should flow through developments and connect to future redevelopment to allow former Fort Ord to be accessed by investment. An interconnected street network offers high capacity without overreliance on expensive, wide, disruptive arterials. Dead-ends and culs-de-sac should only be permitted when unavoidable due to environmental or engineering constraints.

Block Size

In the Monterey Bay region the walkable parts of towns and cities are found where the blocks are the smallest. Seaside neighborhoods have blocks that are less than 1,800 feet in perimeter, Downtown Monterey blocks are typically less than 1,200 feet, and Carmel-By-The-Sea blocks are 900 feet (counting breaks from pedestrian passages). People who live in areas with finely grained street networks walk more and drive less than people in large-block downtowns or suburban cul-de-sac suburbs.

Figure 3.25: Seaside

A network of connected streets with relatively small lot sizes makes Seaside a walkable community.

Figure 3.26: Bird's eye view of Seaside in the vicinity of Fremont Boulevard.

Amador Avenue

Sonoma Avenue

Hamilton Avenue

Hillsdale Street

Alhambra Street

Calaveras Street

Fremont Boulevard

Trinity Avenue

3.18

Application

This guideline applies to:

- Centers
- Gateways
- Corridors

Intent

To create walkable block sizes and an interconnected network of streets to increase neighborhood aesthetics, walkability, livability, sociability, and sustainability while maximizing the public infrastructure investment of regional corridors on former Fort Ord lands.

Principles

1. Avoid dead-ends and cul-de-sacs. Exceptions could result from physical obstacles like slopes steeper than 15%, utility rights-of-way, existing limited-access motor vehicles rights-of-way, and parks and dedicated open space.

2. New neighborhood streets should connect to adjacent streets where connecting street stubs are available.

3. Plan roadways to end in street stubs to facilitate future connections, even when there is not existing adjacent development.

4. An average block perimeter should be a maximum of 2,400 linear feet.

5. Design projects such that the internal connectivity of streets is at least 140 intersections per square mile. Do not count streets that lead to cul-de-sacs. Count only those streets that are not gated and open for use by the general public.

6. Bend streets with restraint. Minimize exaggerated curves depending on topography.

Measurement

Block Perimeter = A+B+C+D+E
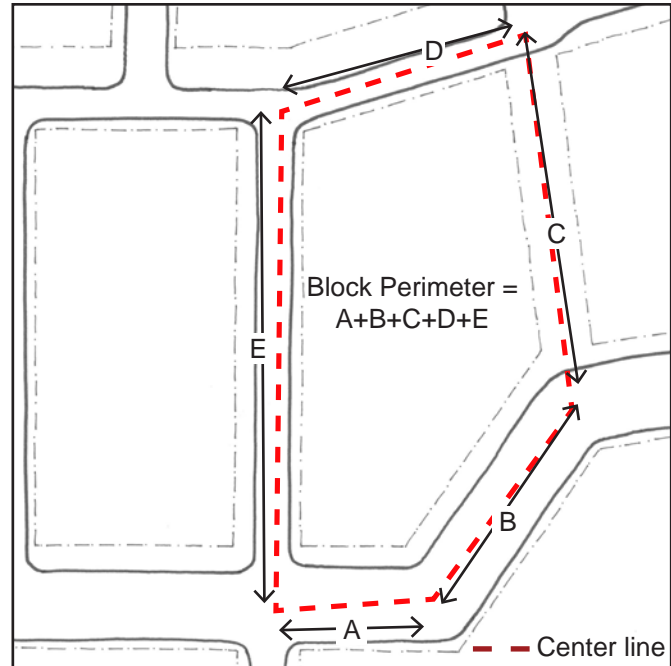
Center line

Figures 3.27, 3.28 and 3.29: Block Perimeter Diagram
Block perimeter measurements are taken along the center lines between right-of-ways regardless of roadway pavement locations.
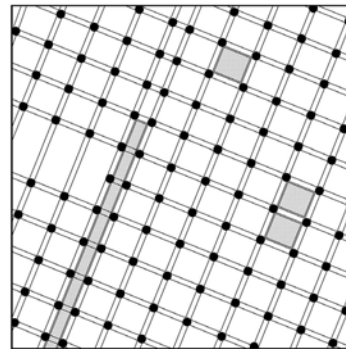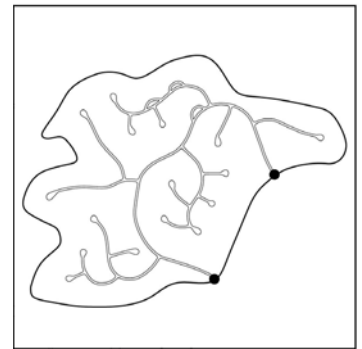

Portland, Oregon

Total # of Street Intersections: 102

Area of Samples Size: 0.23 sq. mi

Connections (inters./Sq. mi.): 443.5

Irvine, California

Total # of Street Intersections: 2

Area of Samples Size: 0.23 sq. mi

Connections (inters./Sq. mi.): 8.7

Intersection Density Diagrams
Intersection density measurements are taken by identifying the center of a proposed new development, creating a one mile square block around that center and counting every intersection with the exception of those that lead to cul-de-sacs. Alleys and pedestrian passages are counted.

Building Orientation

Setbacks & Building Heights

Purpose

Building orientation is the first step in making great streets and public spaces. Generally, buildings have fronts, sides, and backs. The appropriate and most carefully designed fronts of buildings should face streets and public spaces. The rear and sides of buildings, which often incorporate a building's service functions and typically have fewer doors and windows, should not face the public realm. The front building façades shall be built parallel to a front lot line or to the tangent of a curved front lot line.

Establish the relationship between building fronts and backs to ensure public spaces have natural surveillance and to avoid the blighting influence of the backs of buildings facing public spaces. Building fronts shall face fronts of other buildings; fronts may face sides where necessary; but fronts do not face the back of buildings.

Buildings with frontage on two thoroughfares, shall have their building front onto the thoroughfare most likely to accommodate pedestrian traffic.

Figure 3.30: Ocean View Boulevard in Pacific Grove

The discipline of building orientation, including fronts facing fronts, as found without exception in historic Pacific Grove, creates streetscapes in which pedestrians are always looking at interesting front facades.

Figure 3.31: Bird's eye view of Hoffman Avenue between Lighthouse and Hawthorne Avenues in Monterey.

Application

This guideline applies to:

- Centers
- Gateways
- Corridors

Intent

- Establish the relationship between the fronts and backs of buildings to insure that public spaces have natural surveillance from buildings
- Enhance sociability where people know their neighbors because they are often seen.
- Avoid the blighting influence of the backs of buildings facing public spaces.
- Improve aesthetics by avoiding streetscapes where garage doors, service entrances, blank walls, or parking lots are the dominant visual image.
- Promote public health by providing safe, appealing, and comfortable street environments that encourage daily activity and avoid pedestrian injuries.
- Promote walking to reduce vehicle miles travelled.
- When physical obstacles make optimal orientation impossible the sides of buildings may be allowed to face streets and public spaces.

Principles

1. The principal building façade should be built parallel to a front lot line or to the tangent of a curved front lot line.
2. Building fronts display a building's principal façade and should face either streets or public spaces.
3. Fronts of buildings should face fronts of other buildings; fronts can face sides where necessary; fronts should not face backs.
4. Buildings with frontage on two thoroughfares, should have their building front on the thoroughfare most likely to accommodate pedestrian traffic.
5. Secondary entrances should be permitted on side rear façades, or on separate thoroughfare frontage.
6. Fences should not be permitted in front of a building.
7. Parking lots should be located behind buildings whenever possible.
8. Parking garages should be lined by ground floor retail or be located within the interior of blocks to maintain active, interesting streets whenever possible.

Measurement

Fronts facing Fronts	Acceptable (Preferred)
Backs facing Backs	Acceptable (Preferred)
Fronts facing Sides	Acceptable
Sides facing Backs	Acceptable
Fronts facing Backs	Discouraged

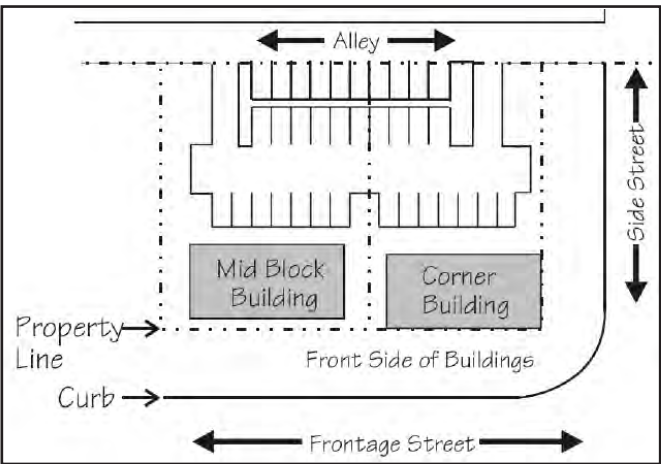*Figure 3.32: Building Orientation Configurations*

Figure 3.33: Parking Location Diagram
Parking should be located behind structures, ideally along an alley and shared among businesses.

Figure 3.34: Sample Fronts, Backs, and Sides of a House and Main Street Building.

Authority: The "Building Orientation" guideline refines 1997 Reuse Plan design principles: Mixed Use Development/Increased Density, page 121; Design Principle 3, page 9 and 59; General Development Character & Design Objectives, page 154 and 165; Community Form, page 62; and especially, Design Principle 6, regarding "Setbacks," and "Building Heights."

Mix of Building Types

Purpose

Former Fort Ord reuse should mix building types to create centers and neighborhoods which allow a diversity of ages and incomes, and permit residents to trade up or downsize their homes to avert area relocation. Multi-generational neighborhoods and life-cycle neighborhoods create strong social networks, avoid concentrations of poverty or wealth, and lead to safer communities.

In centers and gateways, many daily living activities should be within walking distance, allowing independence to "non-drivers" and encouraging walking, which works to reduce the number and length of automobile trips and conserve energy.

Figure 3.35: Alvarado Street, Downtown Monterey, CA

Nearly every building type can be found on Alvarado Street, from mixed-use shopfronts to courtyard apartment buildings. On the perpendicular residential streets cottages, apartment houses, duplexes, and single-family houses sit side-by-side.

Figure 3.36: Bird's eye view of Central avenue between 17th and 15th Street in Pacific Grove.

MIXED-USE   ACCESSORY DWELLING   COTTAGE   COURTYARD APARTMENT BUILDING

Application

This guideline applies to:

- Centers
- Gateways

Intent

New centers and gateways should be compact, pedestrian-friendly and mixed-use. Within neighborhoods near centers and gateways, plan a broad range of building types.

Principles

Projects 500 units or more or on 100 acres (or more), should provide at least three of the following building types: Single Family House, Accessory Dwelling Unit, Cottage, Duplex, Apartment House, Courtyard Apartment, Rowhouse, Mixed-Use Building, Corner Store, Small Market/Gas Station, Park-Under Building, or Large-Footprint Building.

Measurement

The figures that follow illustrate a variety of building types. They include Single Family House, Accessory Dwelling Unit, Cottage, Duplex, Apartment House, Courtyard Apartment, Rowhouse, Mixed-Use Building, Corner Store, Small Market/Gas Station, Park-Under Building, and the Large-Footprint Building.

Figure 3.37: Site Plan Diagram

Site plans should show lot types and/or building types and all new large projects should demonstrate at least three different kinds of types.

3.23

Heights & Setbacks

The following are descriptions of building/lot types which should be the elements of new centers and gateways.

Single Family House

A single-family detached residence which occupies a single building lot.

Typical Height: 1 - 2.5 stories

Typical Front Setback: 10' - 20'

Typical Side & Back Setback: Variable

Typical Lot Frontage Width: 50' - 80'

Typical Uses: residential

Accessory Dwelling Unit

A subordinate living unit detached from a single-family dwelling that provides basic requirements for independent living. An Accessory Dwelling Unit should be a stand-alone structure, or located above a garage or workshop behind the primary residence.

Typical Height: 1 - 2 stories

Typical Front Setback: Variable

Typical Side & Back Setback: 5' from rear property line

Typical Uses: residential

Accessory Dwelling Units should have a maximum foot print of 800 square feet.

Cottage

A small single-family residence.

Typical Height: 1 - 1.5 stories

Typical Front Setback: 5' - 15'

Typical Side & Back Setback: Variable

Typical Lot Frontage Width: 25' - 50'

Typical Uses: residential

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

Duplex

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

Typical Height: 1 - 2.5 stories

Typical Lot Frontage Width: 40' - 80'

Typical Uses: residential

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

Required Features: Stoop or Front Porch

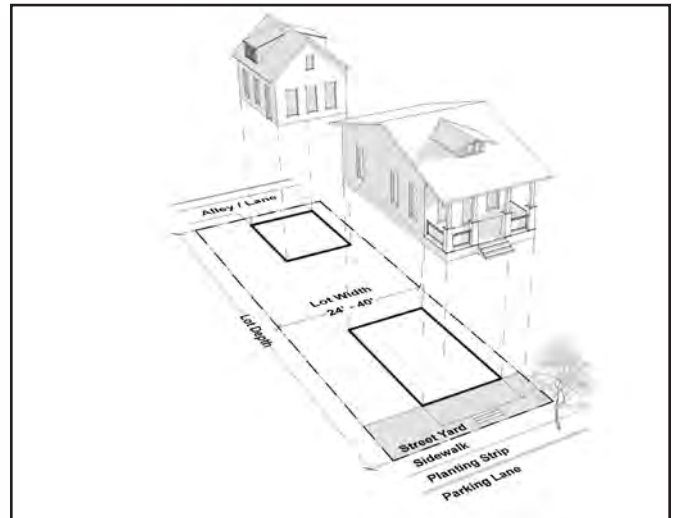*Figure 3.38: Single Family House with Rear Accessory Dwelling Unit*
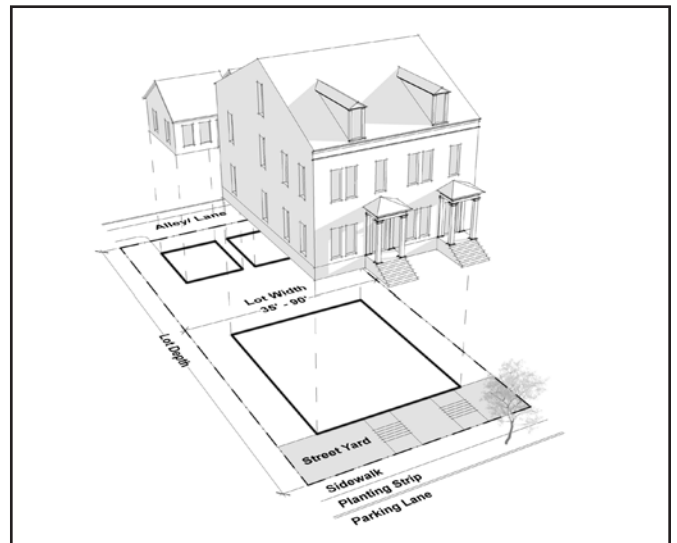

Figure 3.39: Cottage

Figure 3.40: Duplex

Apartment House

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

Typical Height: 1 - 2.5 stories

Typical Front Setback: 5' - 25'

Typical Side & Back Setback: 5' & 5'

Typical Lot Frontage Width: 80' - 150'

Typical Uses: residential
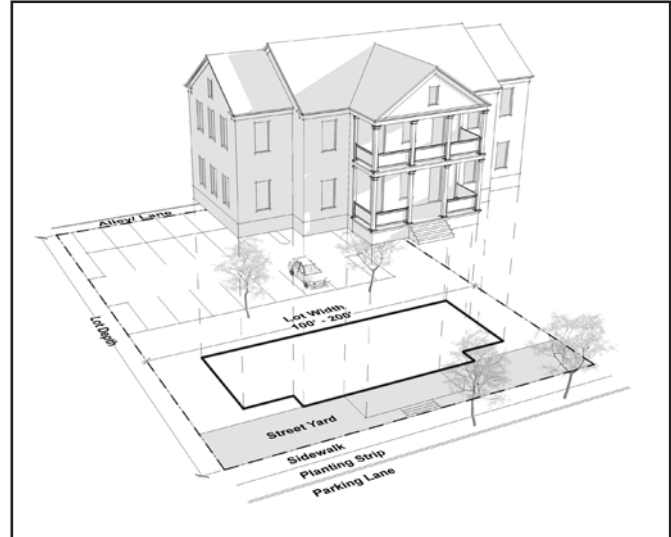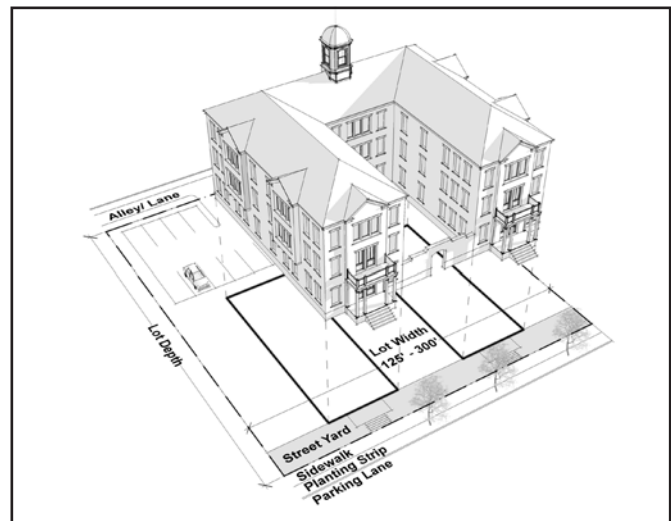
Required Features: Stoop or Front Porch

Figure 3.41 Apartment House

Courtyard Apartment Building

Apartment building which wraps around a central common courtyard that opens to the street.

Typical Height: 1 - 3 stories

Typical Front Setback: 0' - 15'

Typical Side & Back Setback: 15' & 15'

Typical Lot Frontage Width: 100' - 200'

Typical Uses: residential

Figure 3.42: Courtyard Apartment Building

Rowhouse

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

Typical Height: 2 - 3.5 stories

Typical Front Setback: 0' - 5'

Typical Side & Back Setback: 0' & 0'

Typical Lot Frontage Width: 16' - 32'

Typical Uses: residential

Required Features: Stoop or Front Porch
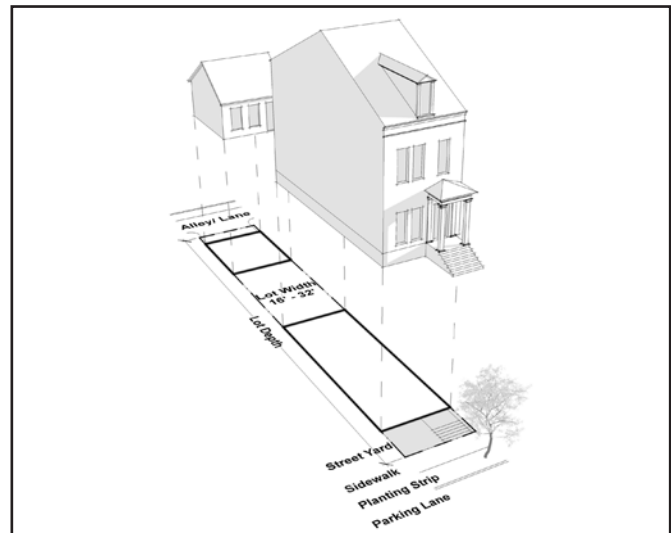
Figure 3.43: Rowhouse

Park-Under Building

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

Typical Height: 2 - 3 stories

Typical Front Setback: 5' - 25'

Typical Side & Back Setback: 5' & 5'

Typical Lot Frontage Width: 40' - 100'

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

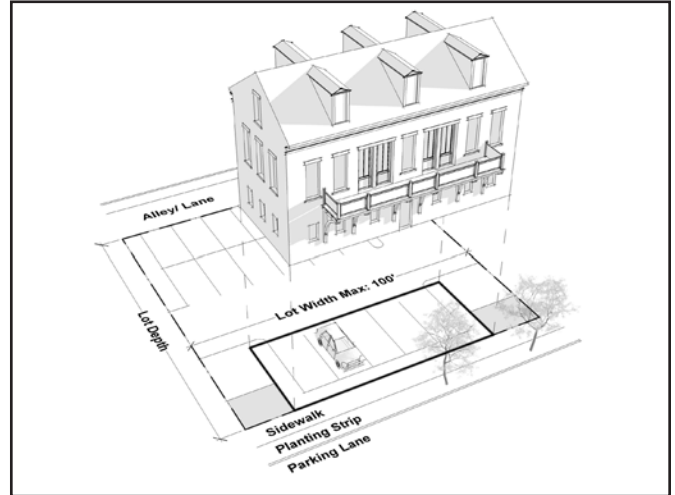There should be a minimum of one ground floor street front building entrance.

Large-Footprint Building

A commercial building over 10,000 square foot footprint.

Typical Height: 1 - 2 stories

Typical Front Setback: 25' and up

Typical Side & Back Setback: 25' and up

Typical Lot Frontage Width: 100' - 500'

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

Shopfronts are required along the sidewalk over at least 50% of the building's street frontage.

The sidewalks adjacent to shopfronts must be covered by either awnings, arcades, or marquees.

Blank walls and parking lots must be masked from the street by Liner Buildings or Park Under Buildings.

If parking is provided on site, it should be located in the building side or rear, out of adjacent street view.
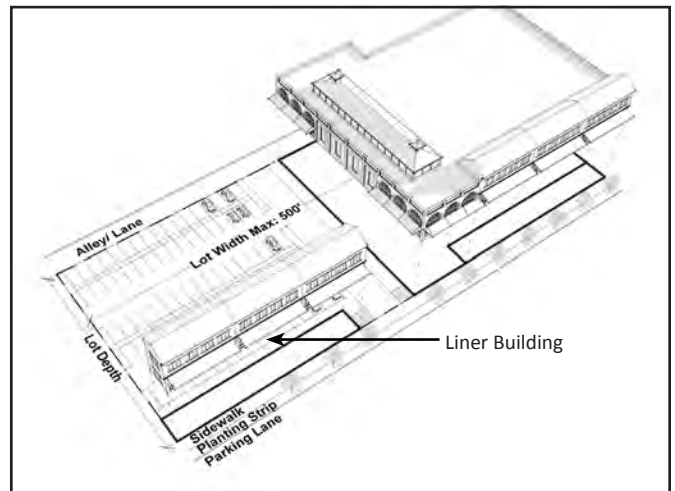
Corner/Convenience Store

A building type that is mixed-use in nature and features shopfronts along the sidewalk at the street level with residential spaces in the upper floors. This building is specifically designed to fit in character and scale with a single-family residential neighborhood.

Typical Height: 1 - 2.5 stories

Typical Front Setback: 0' - 5'

Typical Side & Back Setback: 10' & 10'

Typical Lot Frontage Width: 20' - 50'

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

Required Features: Arcade or Awnings.

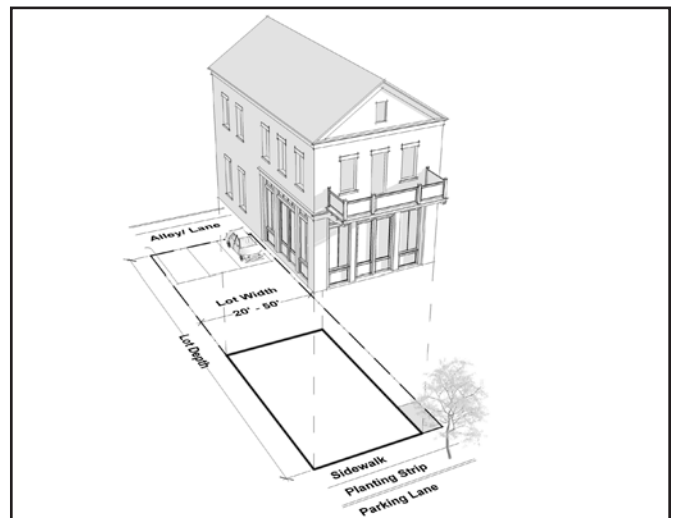Parking should be located in the rear of the building, out of view from adjacent streets.

Figure 3.44: Park-Under Building

Figure 3.45: Large-Footprint Building

Figure 3.46: Corner/Convenience Store

Mixed-Use Building

A building type that is mixed-use in nature and features shopfronts along the sidewalk at the street level, with office or residential spaces in the upper floors.

Typical Height: 2 - 5 stories

Typical Front Setback: 0' - 5'

Typical Side & Back Setback: 5' & 5'

Typical Lot Frontage Width: 40' - 300'

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

Shopfronts are required along the sidewalk over at least 60% of the building's primary street frontage.

The sidewalks adjacent to shopfronts must be covered by either arcades or marquees.

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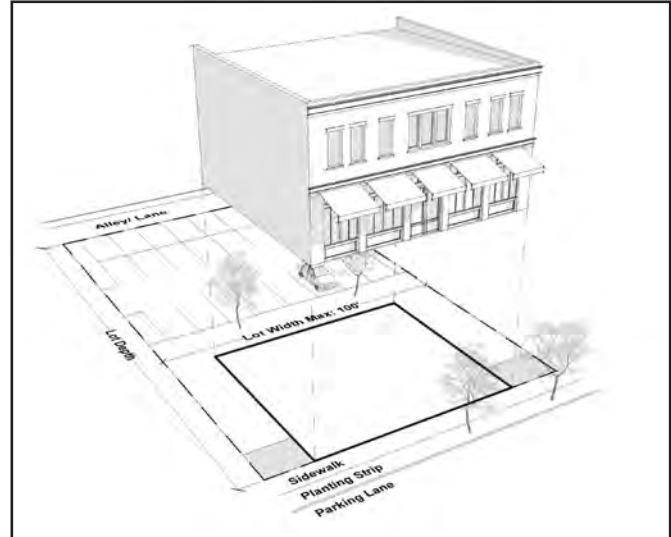

Figure 3.47: Mixed-Use Building

Small Market / Gas Station

A building primarily devoted to the sale of automotive gasoline. The primary building is mixed-use in nature and features shopfronts along the sidewalk at the street level, with office space in the upper floors. Gas pumps are located in the rear of the building.

Typical Height: 1 - 2.5 stories

Typical Front Setback: 0' - 5'

Typical Side & Back Setback: Variable

Typical Lot Frontage Width: 50' - 100'

Typical Uses: retail at street level, office in upper levels.

Shopfronts are required along the sidewalk over at least 60% of the building's primary street frontage.

Gas pumps and parking should be located in the rear of the building, out of view from adjacent streets.
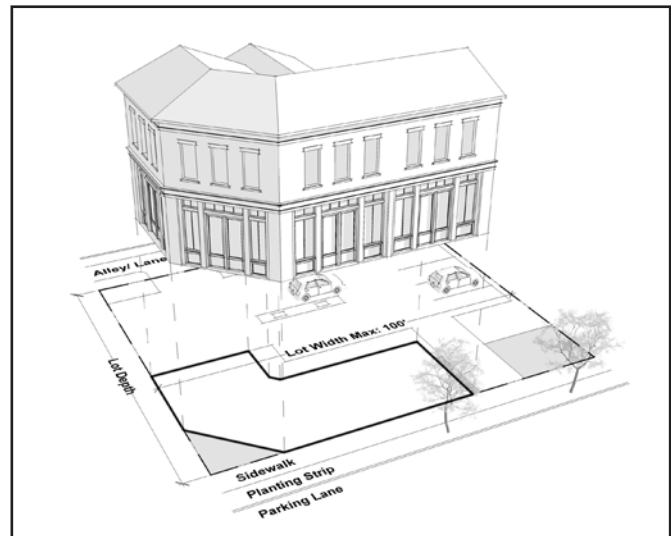

Figure 3.48: Small Market / Gas Station

Primacy of Open Spaces

Purpose

Open Space

Public open space provides a venue for light, air, landscaping, and an experience of nature. Public parks, plazas, and green streetscapes serve as the "living rooms" for community life — where the public can gather, meet and interact. Open space may also contribute to higher real estate value for the surrounding uses while sustaining environmental character.

A range of parks from tot-lots and ballfields to neighborhood gardens and dog parks should be distributed throughout developments, and sited within walking distance of community life.

Civic Buildings

The City of Monterey's City Hall is located on Friendly Plaza, Seaside's City Hall is adjacent to a park, and the Marina Library is located atop Locke Paddon Park. New public buildings should be given honorific locations facing public open space wherever possible. The space becomes a destination and invites people to engage with the space and one another.

Figure 3.49: Colton Hall in Monterey, CA

Colton Hall in Monterey faces Friendly Plaza. This placement communicates a message that the building is accessible by the public.

Figure 3.50: Bird's eye view of Locke Paddon Park in Marina.

Reservation Road

Locke Paddon Park

Del Monte Boulevard

Application

This guideline applies to:

- Centers
- Gateways

Intent

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

Principles

1. Locate new and existing development within 1/4 mile of a small public plaza or playground, and within 1/2 mile of a green, square, or park.

2. Utilize prominent locations, like the ends of street, the tops of hills, or land adjacent to parks, for civic buildings including churches, schools, shared pool facilities, community halls, memorials, and simple pavilions.

Authority: The "Primacy of Open Space" guideline refines 1997 Reuse Plan design principles: Mixed Use Development/Increased Density, page 121; Design Principle 3, page 9 and 59; General Development Character & Design Objectives, page 154 and 165; Community Form, page 62; and especially, Design Principle 6, regarding "Landscaping."

Measurement
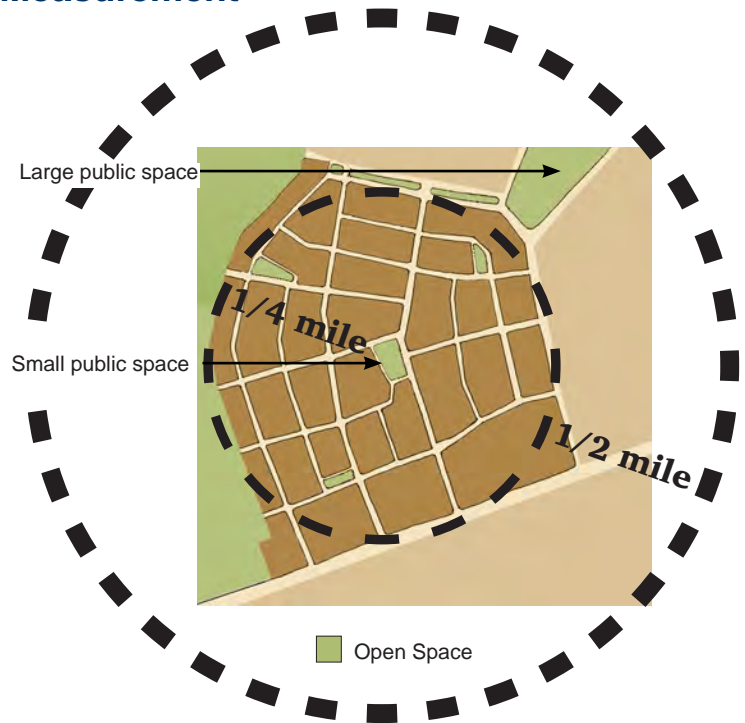
Figure 3.51: Placement of Open Spaces

Open spaces can vary in size, shape and use, but should be a minimum of a five-minute-walk (1,320 feet) from most dwellings. Larger outdoor recreation areas should be accessible with a ten-minute-walk (2,650 feet). Where possible open space should be located at the physical center of development.
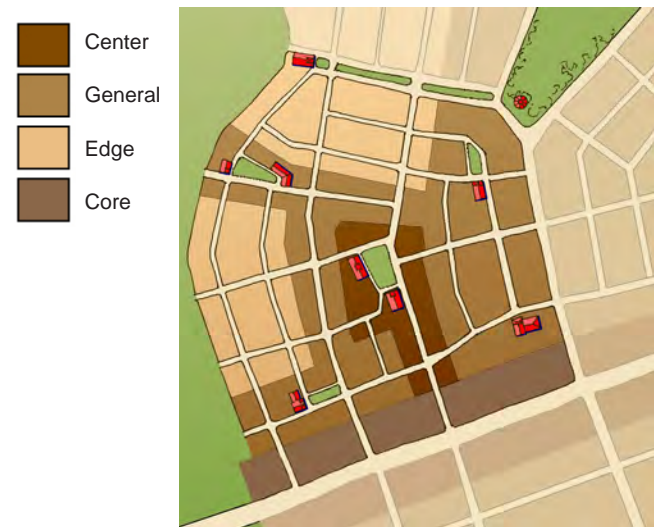

Figure 3.52: Placement of Civic Buildings

Civic buildings provide a community's social infrastructure. Where possible new civic buildings should be located on open spaces or at the intersection of important streets. Where possible civic buildings should be located at the physical center of development.

Suggested Planting Palettes

Native, Noninvasive, and Drought-Tolerant Species

To preserve the environmental quality and biodiversity of the Monterey Bay region, native vegetation should be used to maintain the natural character of the Fort Ord Monument. Ideal plant species will thrive in low-water conditions and serve a variety of needs, including shade, soil conservation, and aesthetic improvements. The following is a list of potential plant types. This list is not exhaustive and may be revised.

Strong-Performing Trees

Common Name	Scientific Name
Pink Melaleuca	*Melaleuca nesophila*
Catalina Ironwood*	*Lyonothamnus floribundus*
New Zealand Christmas Tree	*Metrosideros excelsa*
Monterey Cypress*	*Cupressus macrocarpa*
Red Gum	*Eucalyptus camaldulensis*
Manna Gum	*Eucalyptus viminalis*
Red Ironbark	*Eucalyptus sideroxylon*
Monterey Pine*	*Pinus radiata*
Red Flowering Gum	*Eucalyptus ficifolia*
Water Gum	*Tristaniopsis laurina*
California Sycamore*	*Platanus racemosa*
Aristocrat Pear	*Pyrus calleryana 'Aristocrat'*
Chanticlear Pear	*Pyrus calleryana 'Chanticlear'*

Accent Trees

Common Name	Scientific Name
American Agave	*Agave americana)*
Foxtail Agave	*Agave attenuata)*
Renegade Cordyline	*Cordyline 'Renegade'*
Sunburst Pinwheel	*Aeonium 'Pinwheel'*
Coral Aloe	*Aloe striata*
Torch Aloe	*Aloe arboresens)*
Pig's Ear	*Cotyledon orbiculata*
Gopher Spurge	*Euphorbia rigida*
Blue Chalk Sticks	*senecio mandraliscae*
Catalina Ironwood	*Lyonothamnus floribundus*
Eastern Redbud	*Cercis canadensis*
Texas Redbud	*C. canadensis texensis*
Purple Hop Bush	*Dodonaea viscosa 'Purpurea'*
Nichol's Willow Leaf	*Eucalyptus nicholii*
Silver Dollar Gum	*Eucalyptus polyanthemos*
Flowering Crabapple	*Malus species*
Cajeput Tree	*Melaleuca quinquenervia*
Flowering Plum	*Prunus cerasifera*

Shrubs and Bushes

Common Name	Scientific Name
Flax	*Phormium 'Cream Delight'*
New Zealand Wind Grass	*Stipa arundinacea*
Feather Grass	*Stipa ichu*
Deer Grass	*Muhlenbergia rigens*
Feather Reed Grass	*Calamagrostis 'Karl Forster'*
Cape Reed	*Chondropetalum tectorum)*
Dwarf Mat Rush	*Lomandra 'Breeze'*
Yarrow	*Achillea millefolium*
Statice	*Limonium perezii*
Bulbine	*Bulbine 'Hallmark'*
Beach Primrose	*Camissonia cheiranthifolia)*
Lion's Tail	*Leonotis leonuris*
Rosemary	*Rosmarinus 'Tuscan Blue*
Dwarf Coast Rosemary	*Westringia 'Smokey'*
Pigeon Point Coyote Brush	*Baccharis 'Pigeon Point'*
Grevillea Lanigera	*Woolly Grevillea*
Manzanita	*Arctostaphylos*
Valley Violet*	*Ceanothus Maritimus*
Little Sur Manzanita*	*Arctostaphylos edmundsii*
Bearberry	*Arctostaphylos uva ursi*
Bush Anemone	*Carpenteria californica*
Monterey Ceanothus	*Ceanothus arboreus*
Lilac	*Ceanothus 'Conch*
Monterey Ceanothus	*Ceanothus rigidus*
Sageleaf Rockrose	*Cistus salviivolius*
Bush Poppy	*Dendromecon rigida*

Native species

Figure 3.53: Monterey Cypress

Figure 3.54: Blue Chalk Sticks

Figure 3.55: Valley Violet

Purpose

The natural environment, and connections with the environment, is part of what makes the Monterey Bay area special. Residents treasure the quality of life associated with living in a place that offers magnificent views and a variety of recreational opportunities. The Design Guidelines amplify this Base Reuse Plan requirement and seek to supplement efforts to protect and access the natural landscape, increase parks and trails, and preserve long views across open green spaces.

In addition to quality of life, the environment distinguishes Monterey Bay from other regions in the market place. A robust trail system can be an important factor in marketing the unique quality of life to future residents and employers.

A challenge to any large-scale trail or trailhead system in the region is that outside the National Monument much of former Fort Ord was developed by the federal government and is slated for economic recovery replacement projects. Trails must adapt to the local context as they traverse it. In addition, the intended use of a trail can determine details of the trail such as horse trails should be made of decomposed granite because horses like to walk on it.

Figure 3.56: Frog Pond Wetland Preserve, Del Rey Oaks, CA

Trails can be clearly defined and cemented pathways or dirt roads clear of debris. Within the Frog Pond Wetland Preserve, dirt paths can coexist side by side with stairs for pedestrians.

Figure 3.57: The path to the ocean.

| T | Number: 1 | Author: Fred Watson | Subject: Highlight | Date: 11/2/2015 3:12:30 PM |

good

| T | Number: 2 | Author: Fred Watson | Subject: Highlight | Date: 11/2/2015 3:12:43 PM |

good

| T | Number: 3 | Author: Fred Watson | Subject: Highlight | Date: 11/2/2015 3:13:08 PM |

good - but grammatically incorrect.

needs re-wording

Application

This guideline applies to:

- Trails

Intent

To build trail systems that serve to:

- Safely link urban landscapes with natural amenities.
- [1] Create connectivity that enable residents and visitors to residences, areas of activity and leisure.

Principles

For all projects:

1. Continue to incorporate trails and trailheads into new development in alignment with [3] locally-adopted plans.

2. Municipalities should continue to investigate diverse, new funding sources and methods [4] for preserving open space in partnership with regional not-for-profit organizations and individual property owners.

Measurement

A variety of trail types are necessary as trails traverse through urban, suburban, emerging suburban, and rural areas. Three possible trail section approaches are illustrated on the following pages. They are a starting point for site planners as they consider connections to the larger system.

Figure 3.58: Sample of Trail Diversity [2]

Legend

— Through Street (cars)

— Drives (Running, Cycling, Carriages, Cars)

— Walking Paths

— Hiking Trails

Authority: The "Context Sensitive Trails" guideline refines 1997 Reuse Plan design principles: Mixed Use Development/Increased Density, page 121; Design Principle 3, page 9 and 59; General Development Character & Design Objectives, page 154 and 165; Community Form, page 62; and especially, Design Principle 6, regarding "Landscaping."

Number: 1   Author: Fred Watson   Subject: Highlight   Date: 11/10/2015 1:25:31 PM
Good - but grammatically incorrect

Needs re-wording

Number: 2   Author: Fred Watson   Subject: Sticky Note   Date: 11/10/2015 1:26:47 PM
What about regional multi-use paths?

The map seems to be missing a crucial element. It should also depict regional multi-use paths.

The map implies that once you go bigger than a "walking path" you have to share with cars. This would not be good at all.

Number: 3   Author: Fred Watson   Subject: Highlight   Date: 11/10/2015 1:25:05 PM
add:

"and regional networks / plans"

Number: 4   Author: Fred Watson   Subject: Highlight   Date: 11/10/2015 1:25:26 PM
add:

"and implementing regional trail networks"

Natural Landscape: Formal to Rustic Landscape Architecture

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

Landscaping

Figure 3.59: Formal Landscaping

Figure 3.62: Rustic Landscaping

Fencing

Figure 3.60: Formal Fencing

Figure 3.63: Rustic Fencing

Signage

Figure 3.61: Formal Signage

Figure 3.64: Rustic Signage
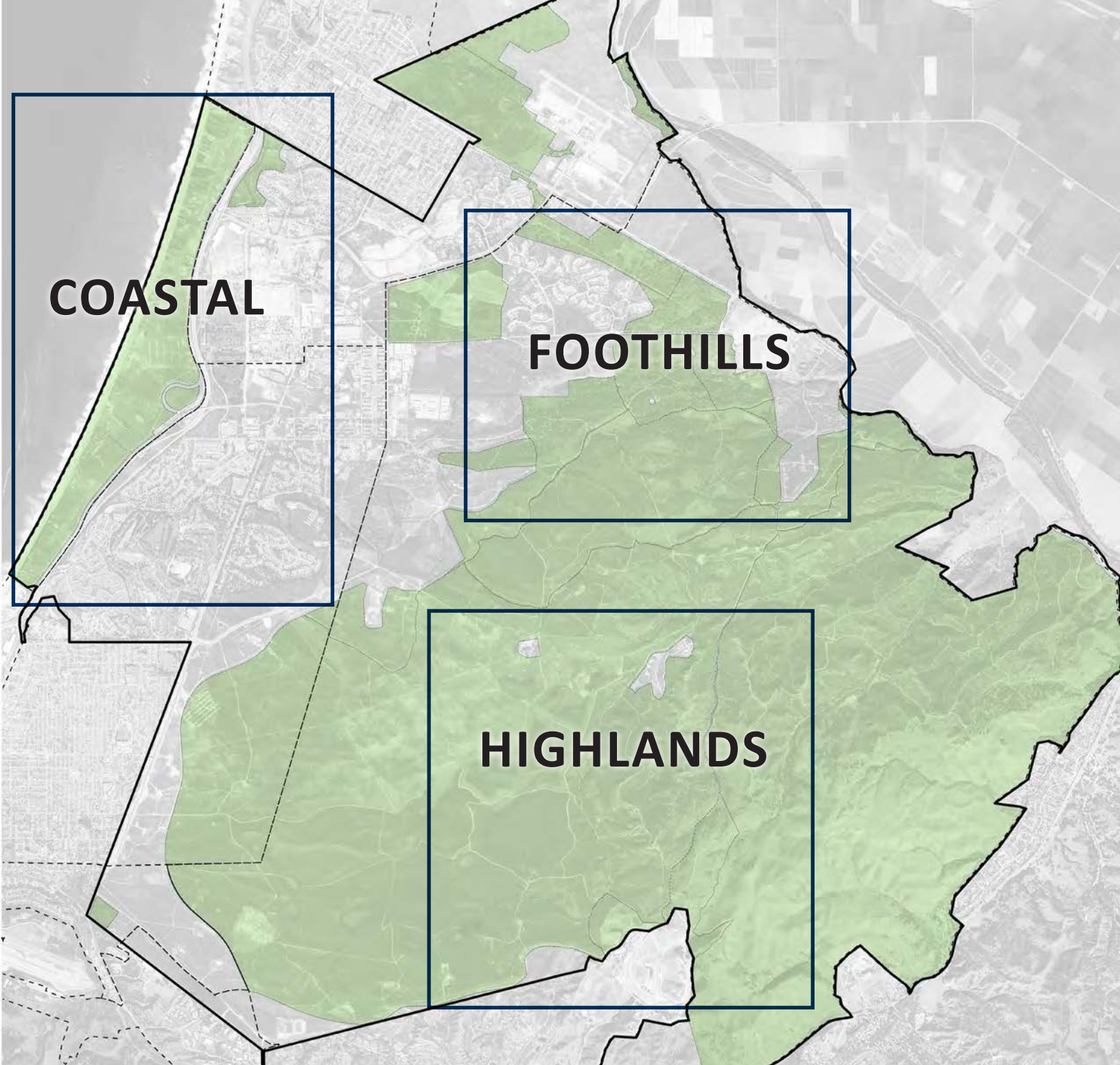
Figure 3.65: Map of Natural Landscape Areas

Natural Landscape Areas

Coastal:

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

Foothills:

The foothills are a transition zone between the upper elevations of the Fort Ord National Monument and the shore. The foothills feature a variety of habitat types such as [2] riparian forest, perennial grasslands and vernal pools.

Highlands:

Fort Ord National Monument features a range of ecosystems that include grassland hills, oak woodlands, and maritime chaparral, however,[1] the monument's most distinctive feature is its high elevations. The national monument lands are visible from everywhere on the Bay. The Fort Ord National Monument offers 86 miles of often rugged trails on its 14,000+ acres and an experience of wild nature.

Number: 1   Author: Fred Watson   Subject: Highlight   Date: 11/10/2015 1:29:09 PM

This is worded a bit oddly.

Yes, FONM is visible from many places; but in an unexpected way that's not really because of elevations that you would call "high" (neighboring Toro Pk is *much* higher). Even Jacks Pk is (slightly) higher than any part of Ft Ord.

Instead, the high visibility results from a combination of FONM's elevation, its proximity to communities, and its expansiveness.

Number: 2   Author: Fred Watson   Subject: Highlight   Date: 11/10/2015 1:27:48 PM

This text is not very accurate. We have very little perennial grassland.

Riparian forest is limited to very few parts of the former Fort Ord, but is well represented near the Salinas River, which is outside the "foothills" box.

The text should include "coastal oak woodland".

Also, it's a little odd to describe Ft Ord as having "foothills" and "highlands". The elevation of the land (foot-vs-high) is not a strong control of habitat diversity on Ft Ord.

Geologic controls are much stronger; as is proximity to coastal fog and coastal temperatures.
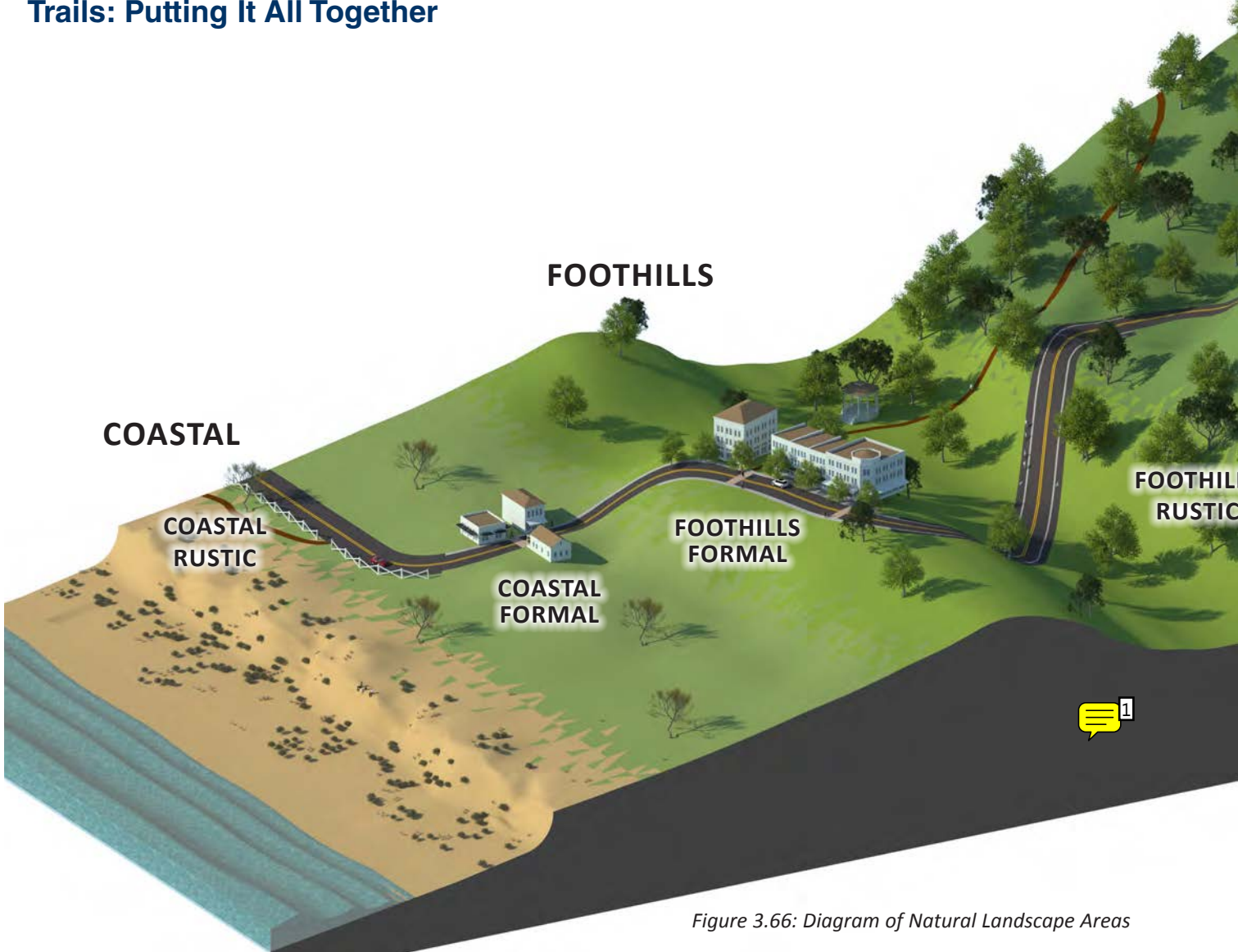
Trails: Putting It All Together

FOOTHILLS

COASTAL

COASTAL
RUSTIC

COASTAL
FORMAL

FOOTHILLS
FORMAL

FOOTHILL
RUSTIC

Figure 3.66: Diagram of Natural Landscape Areas

COASTAL

Coastal:

Trails in the coastal region should be designed to maximize views and access to the natural landscape. In Rustic settings, recreational pedestrian and bicycle paths run roughly parallel to, but are separated from, single lane roads.

In formal settings, these paths become paved and recombine with the road system as sidewalks and bike lanes. Automotive roads are narrowed and pedestrian crossings are given priority where they intersect the road. Alternative paving strategies are encouraged in settled areas to improve drainage, reduce vehicle speed, and enhance the sense of place.

Figure 3.72: Coastal Bike Trail, Fort Ord Dunes State Park
The coastal bike trail that curves along the Monterey Bay is an example of a dedicated bike path that provides connections for bikers between the urban environment and the natural landscape throughout the Monterey Bay Region.

This diagram doesn't completely "put it all together" yet. It has a serious problem. The diagram gives the road prime domain over the open space. Real trails are depicted only as disconnected offshoots from the road system. Everything else is a Class 2 bikeway shared with the road, which is at the most inferior margins of what most people think of as a "trail". There's no safe or pleasant way to traverse this natural landscape in a **100% connected manner** - not for young kids, inexperienced bikers, disabled people, elderly folks, etc.

The map very much needs to be redrawn to show a 100% connected and always physically separated trail system.

Trail interfaces with the road system should be depicted as:
1. Occasional overpasses or underpasses
2. Crosswalks (mainly)
3. Interchanges with the class 2/3 system (but NEVER as a substitute for 100% class 1 connectivity)

HIGHLANDS RUSTIC

HIGHLANDS

HIGHLANDS FORMAL

Highlands:

The highlands of the Fort Ord National Monument contain an abundance of recreational trails for hiking, mountain biking, and more. These rustic trails are built out of the natural materials which surround them and should have minimal effect on the character of the area. Rustic roads are predominantly unpaved, but maintained.

Formal trails shall be paved to enable the handicapped to access nature. Formal roads connect trail-head destinations to population centers.

HIGHLANDS
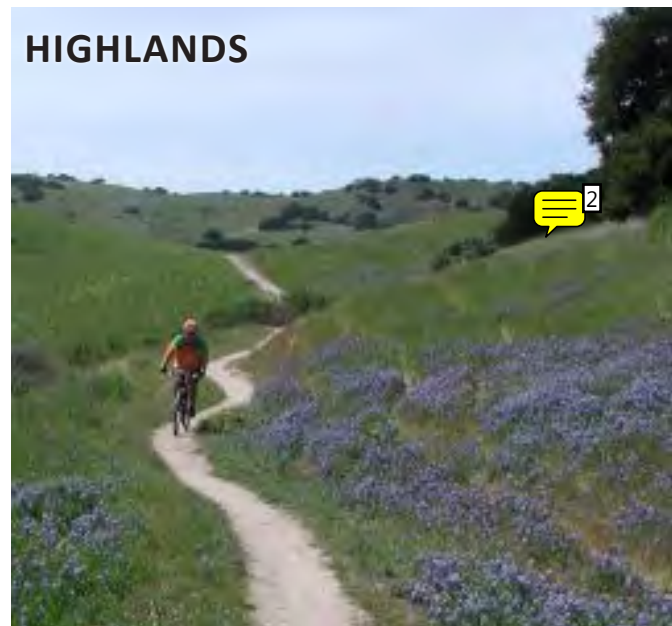
Figure 3.67: Bike Trail, Fort Ord National Monument
The Fort Ord National Monument has a network of trails that are frequented by local bikers and hikers. They provide a pathway through the monument that enables people to appreciate the beauty of the area without disrupting it.

Foothills:

Trails in the foothill region connect residents of urban spaces to their natural amenities and thus improve quality of life. In formal settings, roads should be lined with trees, and balance priority between cars, pedestrians, and bicycles. Recreational paths are paved, but where they pass through settled areas should be distinctly separate from sidewalks.

In rustic settings, some roadways change to gravel. Recreational paths are constructed of natural materials and fit into the landscape. Routes should be laid out to maximize views and the experience of nature, or connect destinations.

FOOTHILLS

Figure 3.68: Coastal Bike Trail, Pacific Grove
One trail may have different features along the length of it's course. In Pacific Grove, the trail becomes more 'urban' in portions. This path also has room for runners.

Number: 1   Author: Fred Watson   Subject: Highlight   Date: 11/10/2015 2:06:20 PM

Two problems here:

1. The "highlands" box (on Fig 3.65) is in the wrong place. If it is to depict the place where there is an "abundance of recreational trails", then it should be moved off the fenced-off, closed, "impact" area and onto the publicly open part of FONM.

2. The word "highlands" is not part of the Fort Ord lexicon. It sounds foreign and imposed by an outsider with limited understanding of our landscape. A better word is perhaps "rugged hills". The hills are steep, often with rocky fringes, making them rugged, in a way that is distinctly different to the undulating / rolling terrain of what the RUDG has termed "foothills" (also not an ideal term).

Maybe a better PAIR of terms is "undulating hills" vs "rugged hills" terrain.

The local term for the "Foothills" is "Happy Trails". The origin of this term lies in the way that the trails in this area are easy to use because the terrain is undulating and not rugged. It would be good to use the term "Happy Trails" in this report.

Number: 2   Author: Fred Watson   Subject: Sticky Note   Date: 11/10/2015 1:37:18 PM

Need a better photo.

Number: 3   Author: Fred Watson   Subject: Highlight   Date: 11/2/2015 3:37:18 PM

place "cars" last in this list

Number: 4   Author: Fred Watson   Subject: Highlight   Date: 11/2/2015 3:37:27 PM

good

Rural Corridor Trail

The intent of this trail cross-section is to show a trail that is parallel to but separated from a roadway so as to embrace the open space in a rural setting. The trail should meander within the separation to follow contours in terrain, introduce new spaces hidden from previous sections, or go around or over hills to create vistas and viewpoints.

Both horizontal and/or vertical separation from the roadway are important to creating a user experience that is secluded from the roadway noise. Included are the design elements and spacing that can contribute and create a pleasant, user friendly experience for people on the corridor on foot, bike, or horse. Paved paths should be used for pedestrians and bicyclists

and dirt paths for people on horseback. Trees can be used to help with separation and create view corridors and shade opportunities. It is important that trees be setback from equestrian users so they are not impacted by branches when riding by on horseback.

Greenway Corridor Trail

The intent of this trail cross-section is to show various types of trails that are separated within a linear park or "Greenway".

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

Roadways serving vehicles would be outside this corridor on the other side of the buildings. When the backs of the buildings back up to the greenway linear park it is important for these buildings to create activation and "eyes" on this corridor by having outdoor dining, benches, tables, and storefronts/backs that are open

to the corridor and embrace the potential residents, recreational users, active transportation users that are all potential customers that will travel along this greenway.

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

Urban Corridor Trail

The intent of this trail cross-section is to show a trail parallel to a roadway and the design elements and spacing that can contribute and create a pleasant, user friendly experience for people on the corridor on foot, bike, or horse. The cross-section should have a balance and separation between motorist users and active users. Tree lined roadways and trails help define the corridors and space and also provide shade. Special consideration should be provided at roadway crossings and also connecting trails with storefronts. However the trail is separated from the sidewalk serving storefronts or residential homes.

Number: 1   Author: Fred Watson   Subject: Sticky Note   Date: 11/3/2015 6:55:52 AM
Good

Number: 2   Author: Fred Watson   Subject: Highlight   Date: 11/10/2015 1:39:37 PM
Good

Please create a link to this concept from the main "Corridors" section of the report.

As is, it remains unclear whether the "Corridor" maps would always have vehicles, or could in places be "Greenway corridors" without vehicles, as described here.
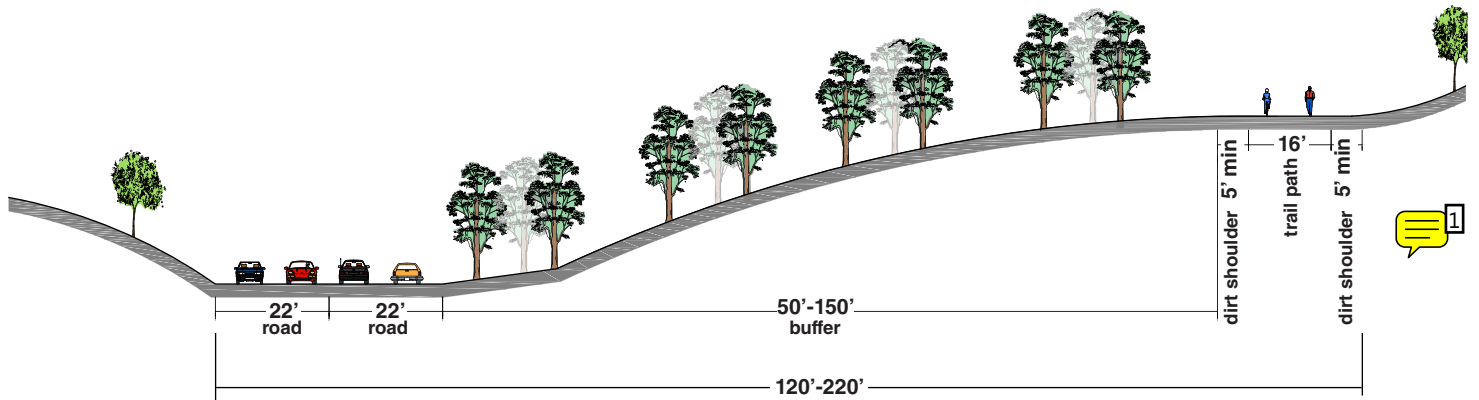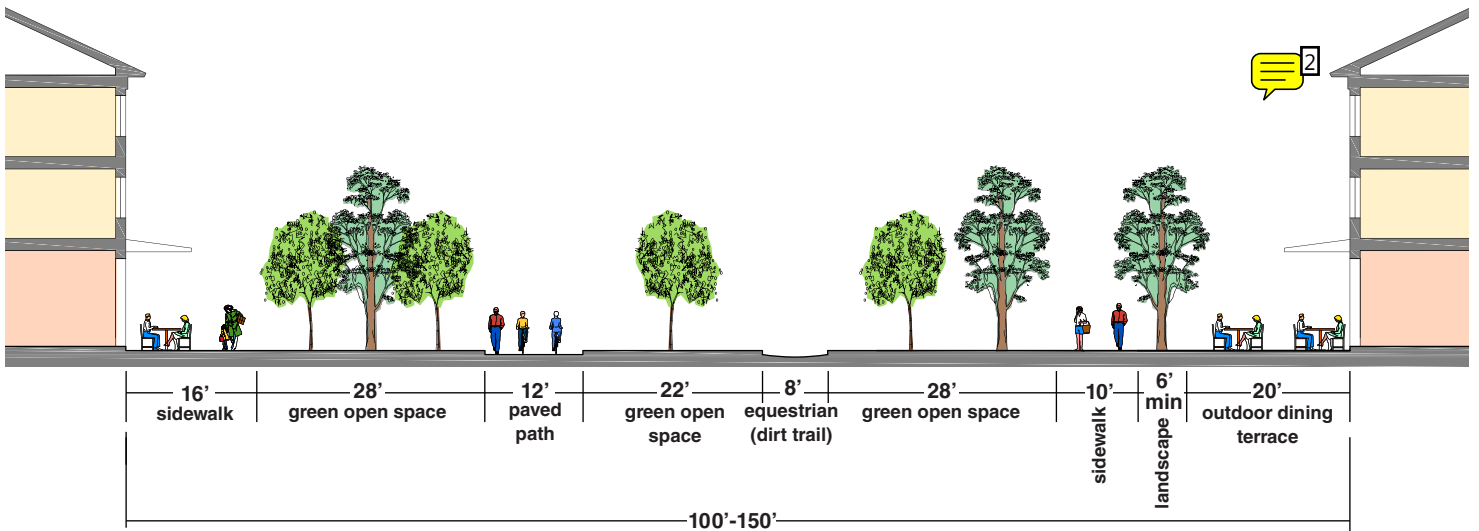
Figure 3.69: Rural Corridor Trail

22'
road

22'
road

50'-150'
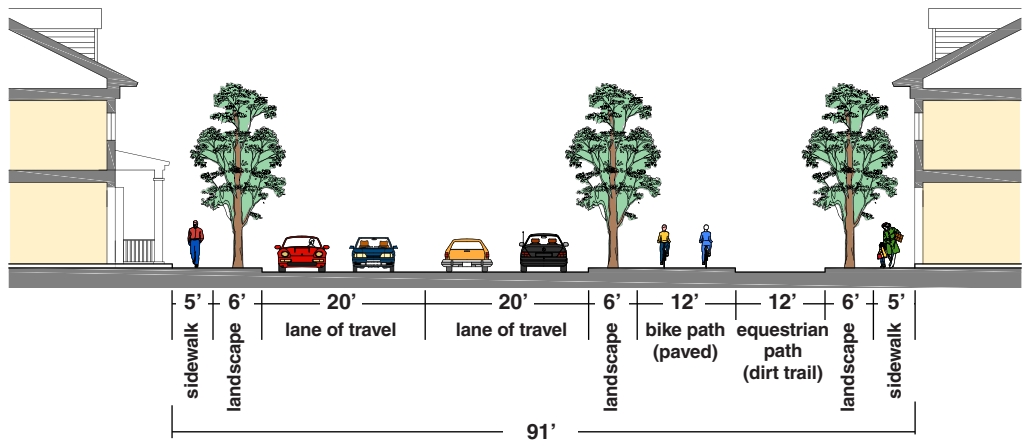buffer

dirt shoulder 5' min

16'
trail path

dirt shoulder 5' min

120'-220'

Figure 3.70: Greenway Corridor Trail

16'
sidewalk

28'
green open space

12'
paved
path

22'
green open
space

8'
equestrian
(dirt trail)

28'
green open space

10'
sidewalk

6'
min
landscape

20'
outdoor dining
terrace

100'-150'

Figure 3.71: Urban Corridor Trail

5'
sidewalk

6'
landscape

20'
lane of travel

20'
lane of travel

6'
landscape

12'
bike path
(paved)

12'
equestrian
path
(dirt trail)

6'
landscape

5'
sidewalk

91'

3.39

Number: 1	Author: Fred Watson	Subject: Sticky Note	Date: 11/10/2015 1:39:57 PM

Good

Number: 2	Author: Fred Watson	Subject: Sticky Note	Date: 11/10/2015 1:40:16 PM

Good

Purpose

Gateways aim to aid navigation and make a positive and lasting impression for visitors. Signs, roundabouts, landmarks, archways, signature parks, and signature streets are already used by the various Monterey Bay region municipalities.

When visitors arrive on former Fort Ord lands how should their arrival be marked? Former Fort Ord lands will, in time, become extensions of adjoining municipalities. Yet, Ford Ord should not be forgotten. Gateways leading to the historic base lands should create an enduring and memorable impression.

There are many kinds of "signs"

Many different types of signs can be used to promote the identity of a town, mark one's arrival to a destination, and provide wayfinding for visitors and locals alike.

Signage is not only about the individual sign. It's placement and landscaping are just as important as the text and symbology that appear on the sign.

Signage can be used to identify sites of cultural or symbolic importance. In these cases a common theme and design are important. They serve the same purpose as logos in branding or marketing consumer goods. An element that is repeated throughout a region, becomes a readily recognizable element that will make it easier for people to find what they are looking for.

Wayfinding signage is typically smaller and placed along a highway or sidewalk. Gateway signage can be as simple as a road marker, an aluminum plate with typography and symbols, and as complex as an arch, a fence or a mix of more monumental elements and landscaping.

The following pages illustrate different options that could use to establish signage that commemorates the history of former Fort Ord.

Figure 3.72: Fort Ord National Monument

The Bureau of Land Management recently unveiled new signage for the Fort Ord National Monument. However, what should the signage look like at the gateways to former Fort Ord lands?

Application

This guideline applies to:

• Gateways

Intent

To create a sense of arrival to former Fort Ord lands.

Principles

One should know when they have arrived on former Fort Ord lands. Signage, roundabouts, landmarks, and archways, especially, could be used to signify the historic lands.
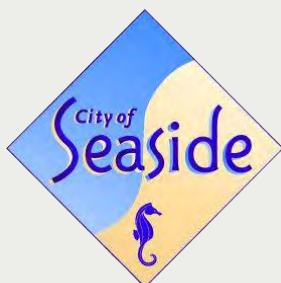
Measurement

A variety of entryways that are well-designed, welcoming, and varying in scale should be used on former Fort Ord lands.

When signage is the primary way of marking a gateway it is important to note that there are two types of signs: one is intended for automobile drivers and the other for pedestrians and cyclists. Two kinds of signage can be placed in two different locations in order to greet the automobile or pedestrians/cyclists in the location that makes the most sense for them.

Monterey Bay Logos

These are logos of the municipalities and major development sites in the Monterey Bay region. They can be placed on their own on flags and sign plates and serve to distinguish each jurisdiction's unique identity. Placing them on billboards or other types of signage, or even on municipal letterhead, serve to indicate approval by the jurisdiction.

Figure 3.73: Monterey Bay Area Logos

Sample Signs Signifying Arrival

Figure 3.74: Sample Logo and Vehicular Signage Option 1

The circular medallion style of the sign and use of the Oak tree logo used by FORA provides continuity post-FORA.

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

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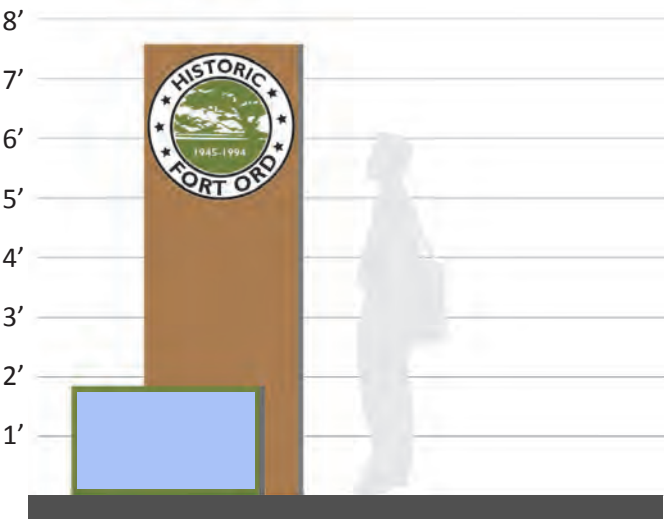

Figure 3.75: Sample Pedestrian Signage Option 1

Color Palette Inspiration

Figure 3.76: Color Palette Inspiration Option 1

Figure 3.77: Sample Logo and Vehicular Signage Option 2

Signs with unusual shapes can help draw the eye and mark a place as unique. To this end, the previous medallion style can be transformed by breaking the containing circle to emphasize the name of the site.

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.

Figure 3.78: Sample Pedestrian Signage Option 2

Figure 3.79: Color Palette Inspiration Option 2

Sample Logos & Vehicular Signage

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

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

Figure 3.80: Sample Logo and Vehicular Signage Option 3

Figure 3.83: Sample Logo and Vehicular Signage Option 4
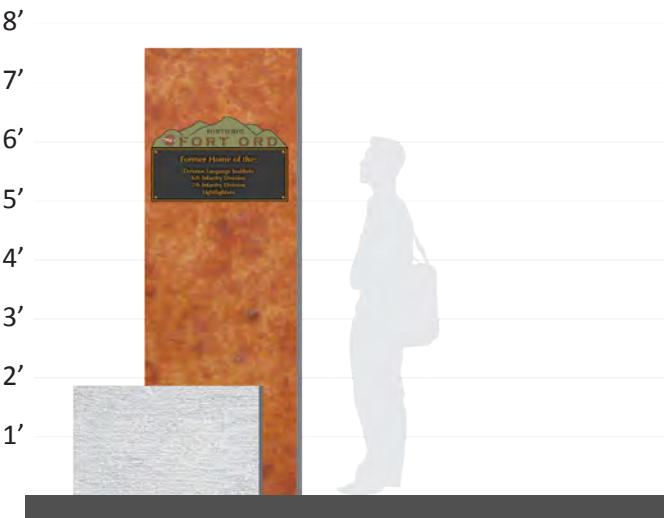
Sample Pedestrian Signage

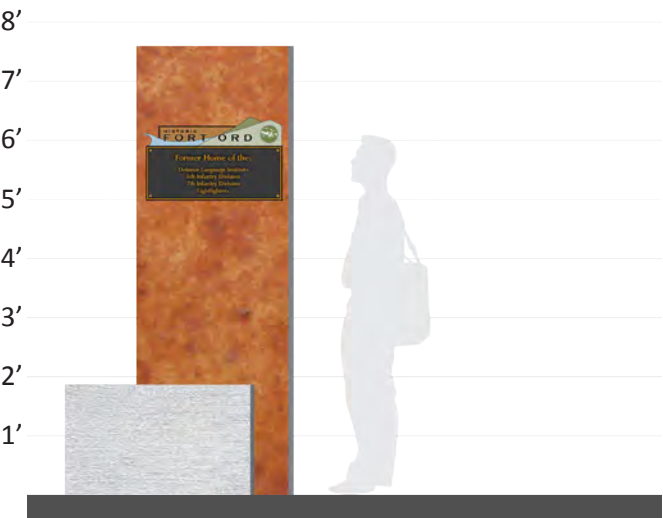*Figure 3.81: Sample Pedestrian Signage Option 3*

Figure 3.84: Sample Pedestrian Signage Option 4

Color Palette Inspiration

Figure 3.82: Color Palette Inspiration Option 3 and 4

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

By utilizing the shape of the dunes and hills within the national monument, we are able to create a design which is evocative of nature and consistent with the culture of Monterey Bay.

Putting it all together...

Figure 3.85: Proposed Entryway Sign in the Roundabout at Imjin Parkway - Option 1

Figure 3.86: Proposed Entryway Sign in the Roundabout at Imjin Parkway - Option 2

A gateway sign could be incorporated in to a new roundabout at the intersection of Imjin Parkway and Second Avenue. Combining signage and landscaping within the roundabout would serve the dual function of improving traffic flow through this intersection and to welcome visitors to the area. Wayfinding for visitors looking to see former Fort Ord sites, could be significantly improved by using common elements and symbology for signage throughout the area to mark sites that were part of former Fort Ord's history.

Wayfinding

Purpose

Wayfinding uses graphic communication like signage to move people between two points in the easiest manner. Wayfinding in the Monterey Bay is also used to help people navigate between destinations for pleasure.

Signage should be clear, ample (while avoiding becoming a dominant visual image), and ideally involve a consistent theme throughout the former Fort Ord lands.

The Transit Agency of Monterey County (TAMC) is working toward a wayfinding concept design that provides guidance for implementing a cohesive County-wide sign system while providing flexibility for local jurisdictions to choose wayfinding elements that fit with local context.

The signage will provide opportunities to incorporate City names and logos on sign elements that will be legible to pedestrians and bicyclists in motion. TAMC's Monterey County Bike and Pedestrian Sign Design initiative is currently working a final scheme for consistent signage throughout the regional bike network.
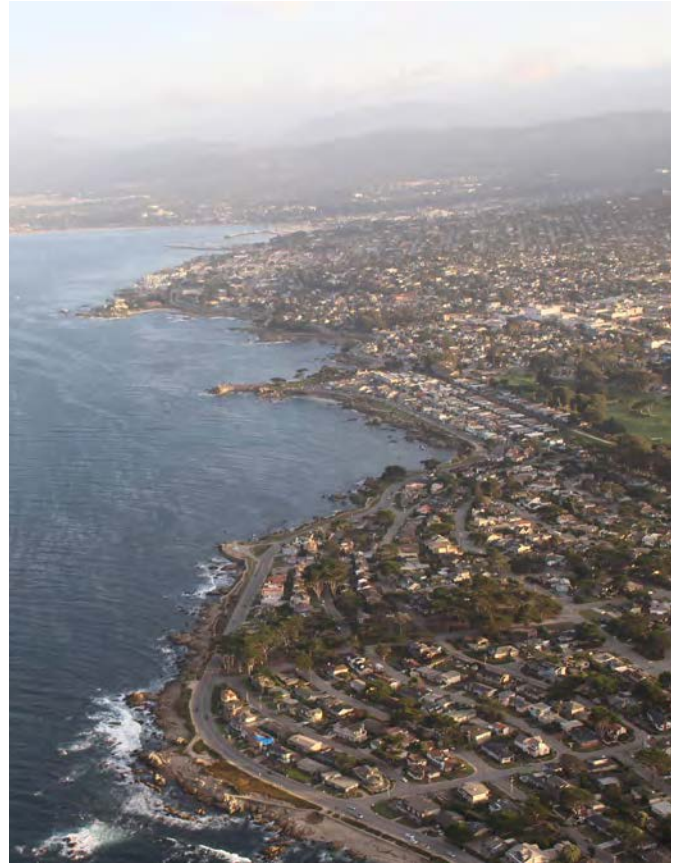

Figure 3.87: Connecting the region by trail

"Explore Monterey County" touts the bike plan current;y under development that will help pedestrians and cyclists travel from King City to Santa Cruz with stops in each of the FORA jurisdictions.

Application

This guideline applies to:

• Corridors

Intent

To facilitate the implementation of a regional bicycle and pedestrian wayfinding plan which is currently under development and will include former Fort Ord lands.
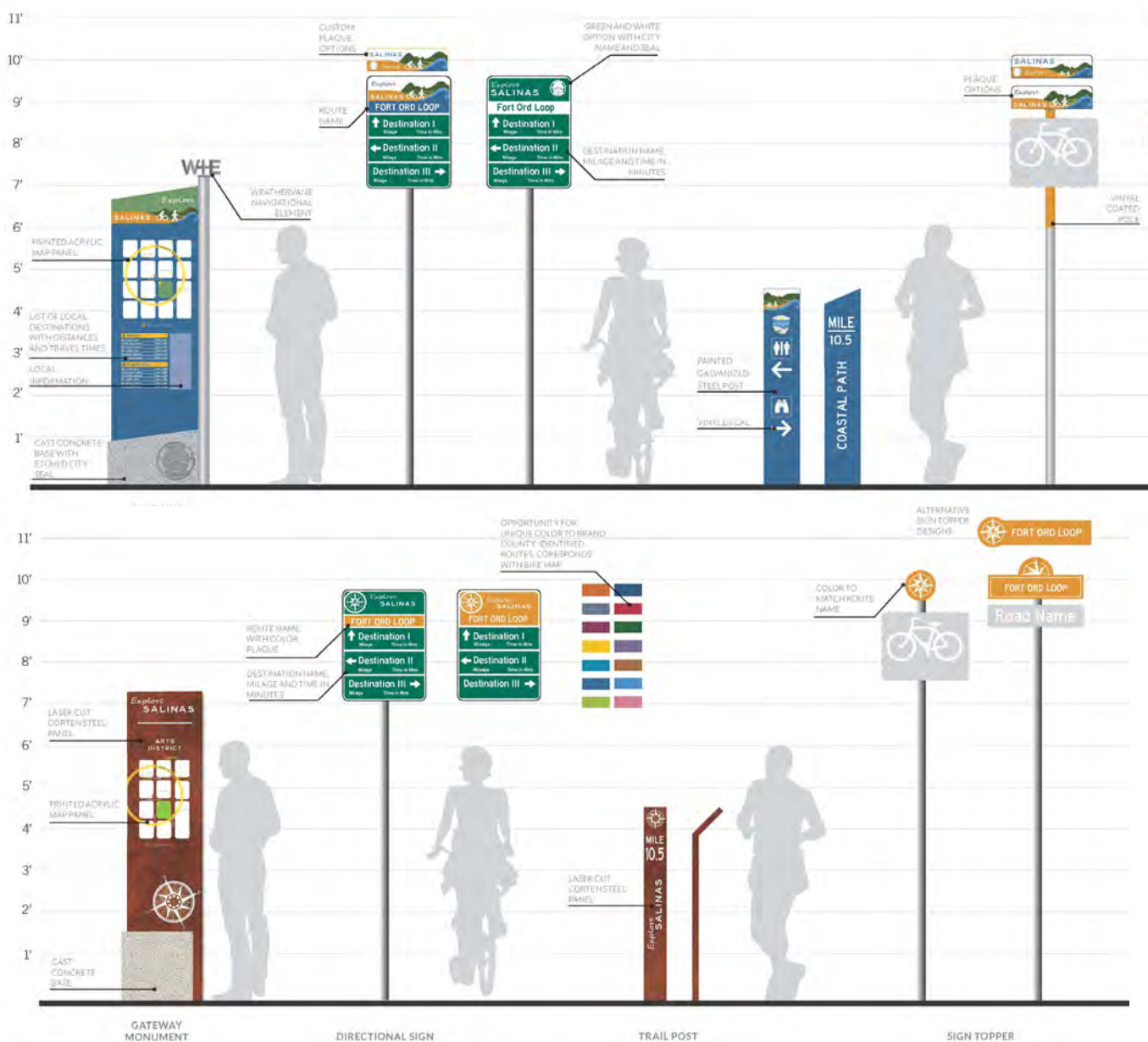

Figure 3.88: From "TAMC's Monterey County Bike and Pedestrian Sign Design" 9.20.15

Authority: The "Wayfinding" guideline refines 1997 Reuse Plan design principles: Mixed Use Development/Increased Density, page 121; Design Principle 3, page 9 and 59; General Development Character & Design Objectives, page 154 and 165; Community Form, page 62; and especially, Design Principle 6, regarding "Signage."

Purpose

Public spaces are defined by their size, relationship to buildings, relationship to the streets that surround them, and location on a natural-to-center character district spectrum.

The context or setting (residential neighborhood, rural community, or urban center) determines the scale and local impact of a public space. A residential community's small park is the neighborhood center where children play and friends and family get together. An urban center's large plaza serves to physically define the civic center or heart of a village, town or city.

If they are to succeed in their function, open spaces should be based on their context. Many public spaces go unused due to incompatibility with their surroundings. Public spaces also go unused when they feel too large for their intended use. Lastly, a diversity of open space types should be used to create options and variety.

Figure 3.89: Bird's Eye View of Colton Hall in Friendly Plaza, Monterey, CA

The relationship of the civic buildings to the park and plaza, where the facades face the park, create a sense of accessibility. The smaller open space ties the plaza to the street and serves to define the area as a civic center. This relationship is best understood at the pedestrian scale.

Figure 3.90: Bird's eye view of Trinity Avenue in Seaside.

Harcourt Avenue

Trinity Avenue

Application & Measurement

This guideline applies to:

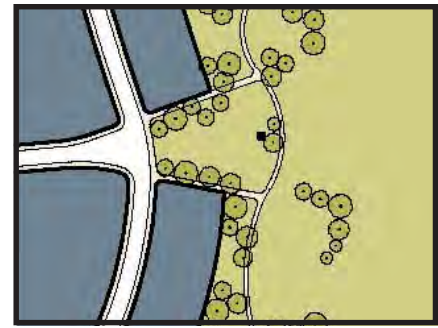- Centers
- Gateways

Intent

Design open spaces to be consistent with local context.

Principles

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

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

2. **Green**: A *Green* is available for unstructured recreation and accommodate active uses. A Green should be spatially defined by landscaping rather than building frontages. Its landscape should consist of lawn and trees, naturalistically disposed. Greens range from 1/4 acre to 8 acres.

3. **Square**: A *Square* is available for unstructured recreation, accommodate 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. Squares should be located at gateways and the intersection of important thoroughfares where possible. Ideally, the size ranges from 1/4 acre to 3 acres.

4. **Plaza**: A *Plaza* is available for civic purposes, accommodate active uses, and commercial activities. A plaza is spatially defined by building frontages. Trees are optional. Plazas tend to be hardscaped with brick, stone or even concrete. Plazas should be located at gateways, the intersection of important streets, or in front of civic buildings. A plaza ranges between 1/6 acre to around 2 acres.

5. **Playground**: A *Playground* is an open space designed and equipped for the active recreation of children. A playground should be fenced and may include an open shelter. Playgrounds should be interspersed within residential areas and may be placed within a block. Playgrounds should be included within parks and greens. Playgrounds come in all shapes and sizes. Playground equipment should be shaded.
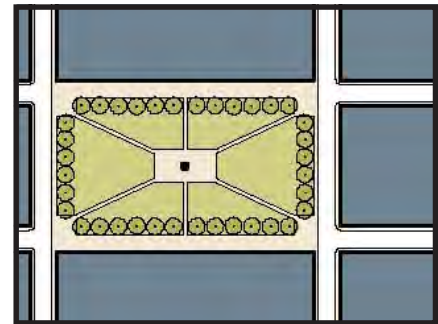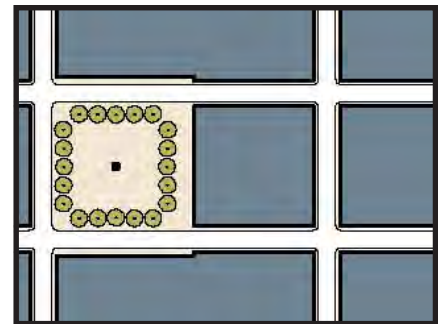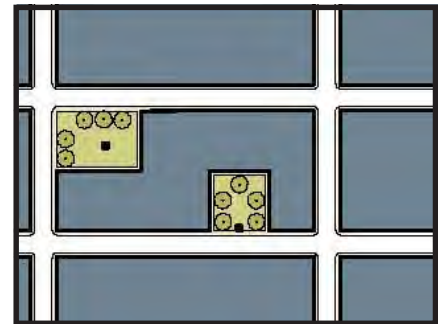
Park — Edges

Green
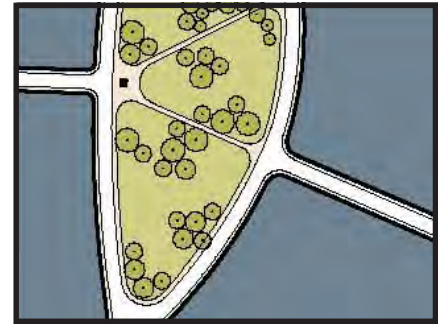
Square

Plaza — Centers

Playground — Playgrounds may be located anywhere

Figure 3.91: Types of Open Spaces Diagram

3.49

Identifiable Centers

Purpose

One should be able to tell when arriving to a former Fort Ord destination and upon reaching its center. A proper center has places where the public feels welcome and are encouraged to congregate. Typically, at least one outdoor public environment exists at the center that spatially acts as a well-defined outdoor room.

While an outdoor public environment most often takes the form of a square or plaza, it is also possible to give shape to the center with one great street of continuous shopfronts or a special "four corners" intersection of important streets that include shade and other protection from the elements.

Figure 3.92: Shopping streets of Carmel-by-the-Sea

It is the storefronts of Carmel-by-the-Sea that let visitors know they have arrived. While the city offers several plazas and small parks, the streets themselves are the most sought-after public space.

Figure 3.93: Bird's eye view of the intersection of Junipero and Ocean Avenues in Carmel.

STOREFRONT

STOREFRONT

Mission Street

Ocean Avenue

Junipero Avenue

IDENTIFIABLE

COMMERCIAL BUILDINGS

SQUARE

CIVIC BUILDINGS

Application

This guideline applies to:

- Centers
- Gateways

Intent

To re-build areas that can be clearly identified as a center and have the characteristics of a destination that people desire.

Principles

Shopfronts in Centers

1. Build retail frontage storefronts (shopfronts) to be functional and attractive.

2. Design projects to ensure 80% of the linear feet of ground floor retail or office building facades to be within 5' of the front property line.

3. Buildings with ground floor retail or office uses should have un-tinted transparent storefront windows and/or doors covering at least 60% of the wall area between 3' and 8' above sidewalk.

4. Storefront windows shall extend 8' to 12' above the sidewalk.

5. Entrances should be at least every 50' along the length of shopfronts.

6. Shopfronts should be protected from above by either an awning, arcade or marquee.

7. The sidewalk adjacent to all shopfronts should maintain a minimum clear path of 5'.

Public Spaces and Civic Buildings in Centers

1. Designate and site civic centers memorably.

2. Schools, recreational facilities, and places of worship should be embedded within communities or within walking distance of the community edge.

3. Locate civic buildings on high ground, adjacent to public spaces, within public spaces, or at the terminal axis of a street or long view to increase their visibility.

Measurement

Figure 3.94: Wall Area Diagram
Wall area must be 60% clear glass 3' to 8' feet above sidewalk.

Figure 3.95: Protected Shopfront Diagram
Shopfronts shall be protected from above by either an awning, arcade or marquee.

Figure 3.96: Civic Building Placement Diagrams
Civic building adjacent to a green or within a green tell new arrivals they have reached the center of the community.

Anatomy of a Walkable, Central Retail Environment

Streets like Alvarado Street in Monterey, Pacific Avenue in Santa Cruz, Ocean Avenue in Carmel, and Lighthouse Drive in Pacific Grove host flourishing retail environments. Illustrated in the images on the right are a series of shopfront elements, many of which can be added incrementally to commercial streets on former Fort Ord like 2nd Avenue or Imjin Parkway. The sequence demonstrates how each component can positively contribute to the overall composition of the street.

Street lighting and trees are vertical elements which help to define the public realm while also making the pedestrian feel safer and more comfortable. On-street parking allows easy vehicular access to storefronts and also acts as a buffer from traffic that is moving within the roadway. Adding benches, trash bins and planters is a simple way to transform a street into a place; these components prompt the pedestrian to linger next to the retail shops. Providing space on the sidewalk for restaurant dining is another method for activating the public space. Extending sidewalk dining into the on-street parking zone, also known as a "parklet," quickly and affordably maximizes retail opportunities.

Figure 3.98: 2 - Canopy street trees provide shade and visua... define the public space.

Figure 3.99: 3 - Street furniture helps to transform a sidewa... a place.

Figure 3.97: 1 - Street-oriented architecture, wide sidewalks and on-street parking are essential "building blocks".

Figure 3.100: 4 - Awnings protect pedestrians from the weather.
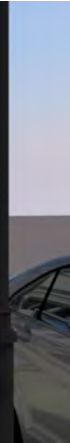
Figure 3.101: 5 - Appropriately-scaled signage and adequate lighting contribute to street composition.

Figure 3.104: 8 - Parklets that extend into the on-street parking area enable more dining options.

Figure 3.102: 6 - Sidewalk dining activates the public space.

Figure 3.105: 9 - Angled parking adds additional parking spaces.

Figure 3.103: 7 - Adding an outside display zone close to the street will increase retail visibility.

Figure 3.106: 10 - Night time conditions

4
Definitions

Definitions   4.2

Definitions

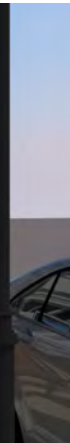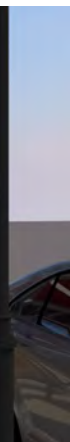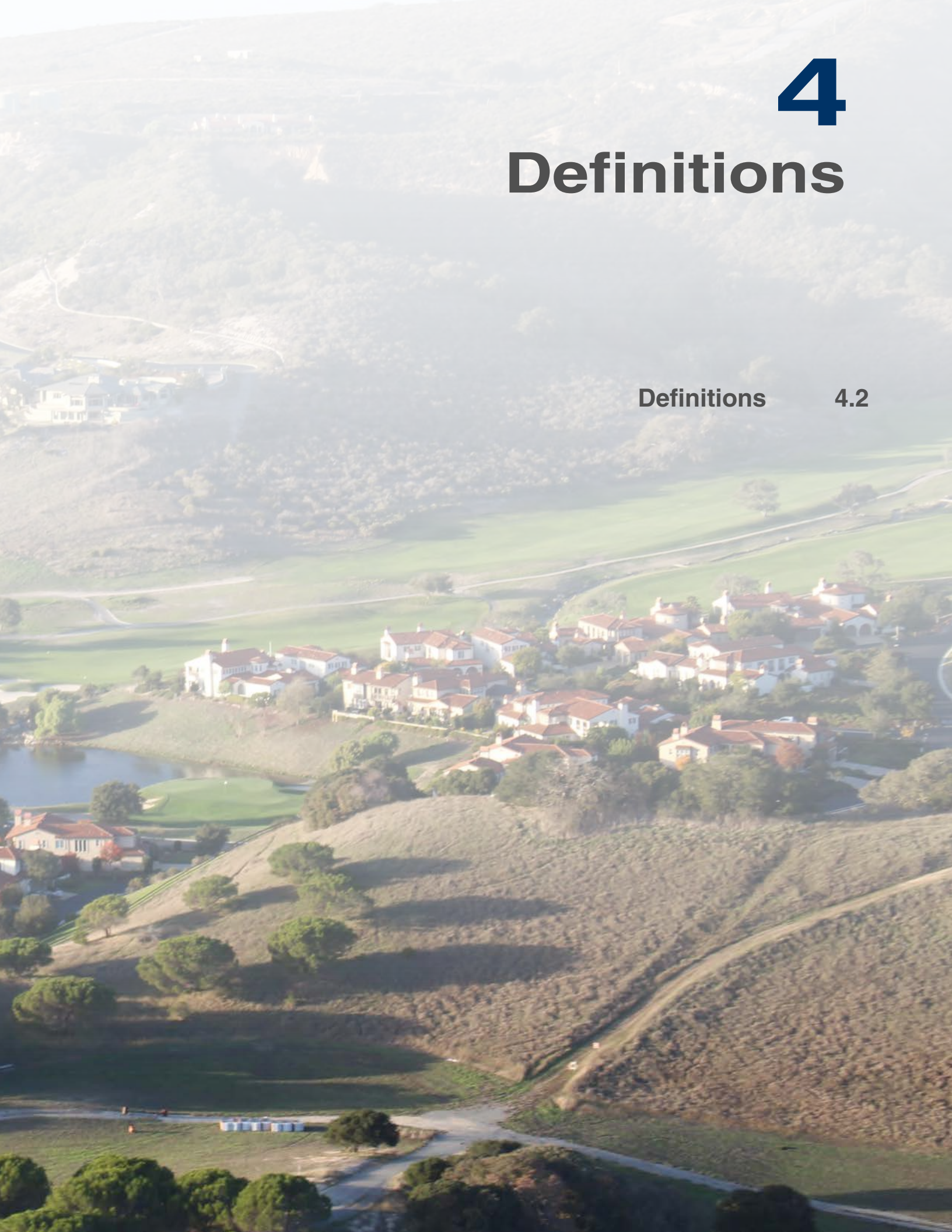Alley: A vehicular way located at the rear of lots providing a location for utility easements and access to service areas, parking, and outbuildings.

Apartment Building: A building type that accommodates multiple units and may be managed as either a rental property in which units are not awned by residents or as a condominium, where each unit is privately held.

Apartment House: A building type that contains multiple units but is scaled to have a similar character as a large detached house.

Arcade: A covered pedestrian way within or along the side of a building at the ground floor level.

Arch: A structure that spans a space while supporting weight through compression.

Attic: The interior part of a building contained within its roof structure above the ceiling of a top story.

Awning: An architectural projection roofed with flexible material supported entirely from an exterior wall of a building.

Balcony: An unenclosed habitable structure cantilevered from a facade or building elevation.

Block: The aggregate of private lots, passages, alleys, and lanes circumscribed by thoroughfares.

Block Face: The aggregate of all building facades on one side of a block.

Building Footprint: Any structure built for the support, shelter, housing or enclosure of persons, animals or property of any kind, including appurtenances to buildings such as chimneys, stairs, and elevated stoops, porches, terraces and decks.

Building Frontage: The side of a building which faces the street.

Centers: Centers are the main points of interest in settlements. Centers act as a place to gather or accumulate in a cluster.

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.

Compact Development: Development that optimizes its use of land.

Complete Community: A community whose mix of housing offers many types of homes affordable to people with a wide range of incomes in multiple stages of their lives.

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.

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

Detached House: A building type that accommodates a single family residences.

Facade: The exterior wall of a building that is set along a frontage line.

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

Gallery: A private frontage typically used in retail applications where the facade is aligned close to the frontage line with an attached cantilevered shed or a lightweight colonnade overlapping the sidewalk, with no enclosed habitable space above.

Gateways: Provide a sense of arrival and signal that one is entering or leaving a defined location. Gateways should be located around points of significance, such as National Monument entries, or transitions between Centers.

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 civic space type for unstructured recreation spatially defined by landscaping rather than building frontages.

Greenfields: vacant, or previously undeveloped land.

Guideline: a rule or instruction that shows or tells how something should be done, not a legal term of art with no particular legal meaning.

Illustrative Exhibits: Non-binding Illustration(s) serving to explain a design concept.

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

Impervious Surface: Any surface through which rainfall cannot pass or be effectively absorbed such as roads, buildings, paved parking lots, sidewalks, etc.

Infill Development: Infill projects use vacant or underutilized land in previously developed areas for buildings, parking, and other uses.

Infrastructure: Water and sewer lines, roads, urban transit lines, street trees, schools and other public facilities needed to support developed areas.

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

Liner Building: A building with habitable space specifically designed to mask a parking lot or a parking garage from public spaces or street frontages.

Live-Work Unit: A building type that provides flexible space at the street level for retail or office, with a complete living unit above. The ground floor should be designed to accommodate change in use. This type of structure may have a single owner or may be managed as a condominium, with lower and upper units owned separately.

Lot: A parcel of land having specific boundaries and recorded as such in a deed or subdivision plat.

Lot frontage: The property line adjacent to the frontage street.

Lot Line: The boundary that legally and geometrically demarcated a lot.

Lot width: The mean horizontal distance measured from side lot line to side lot line.

Main Street Building: A building type that is mixed-use in nature and features shopfronts along the sidewalk at the ground level, with office or residential spaces in the upper floors.

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.

Neighborhood: 1. A neighborhood is compact, pedestrian-friendly, and mixed-use. There are five basic design conventions that provide a common thread linking neighborhoods: identifiable center and edge, walkable size, integrated network of walkable streets, mix of land uses and building types, and special sites for civic purposes.

Opportunity Corridors: Key Corridors throughout the former Fort Ord that have been previously identified or were identified as key corridors during the public process in February 2015.

Opportunity Gateway Sites: Gateway sites indicated in the regional urban design guidelines were identified previously or were identified during the public process in February 2015.

Opportunity Town and Village Center Sites: Town and village center sites indicated in the regional urban design guidelines were identified previously or were identified during the public process in February 2015.

Parking Structure: A building containing two or more stories of parking above natural grade.

Planning: The process of setting goals and policy, gathering and evaluating information, and developing alternatives for future actions based on the evaluation of information.

Right-of-Way: The strip of land dedicated to public use for pedestrian and vehicular movement, which may also accommodate public utilities. This strip of land is either publicly owned or subject to an easement for right-of-way purposes benefiting the general public.

Rowhouse: A building type that is a single-family dwelling that shares a party wall with another of the same type and occupies the full frontage line. Small front dooryards, and private walled rear yards are often accommodated. Corner rowhouses may have their primary entrances facing the side street, and may step forward to provide vistas down the street.

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.

Shared Parking: An accounting for parking spaces that are available to more than one function or building due to their use at differing times of the day.

Shopfront: A private frontage, typically for retail use with substantial glazing and an awning, where the facade is aligned close to the frontage line with the building entrance at the level of the sidewalk.

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

Storefront: Building frontage at the ground floor usually associated with retail uses.

Story: A habitable level within a building.

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

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.

Thoroughfare: A way for use by vehicular and pedestrian traffic that provides access to lots and open spaces, and that incorporates vehicular lanes and the public frontage.

Townhouse: See Rowhouse.

Traditional Neighborhood Development: Development that emphasizes three broad goals: to reduce the destruction of habitat and natural resource, to reduce dependency on automobiles and their associated impacts, and to reduce polluting emissions, excessive use of energy and fragmentation of the landscape. Traditional neighborhood design is a development approach that reflects historic settlements, patterns and town planning concepts such as gridded, narrow streets, reduced front and side setbacks, and an orientation of streets and neighborhoods around a pedestrian oriented "town center" where residences are within walking distance to neighborhood stores, services, schools, recreational activities and open greenspaces.

Trail: Specific alignments of bike/pedestrian trails are currently part of ongoing regional trail planning. Trails should take into account their surroundings, from trails along major thoroughfares to natural trails entirely within the habitat areas.

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

Urban Design: The aspect of architecture and city planning that deals with the design of urban structures and spaces.

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.