Comments on City of Seaside Draft General Plan (Nov'17 version)

By Fred Watson & Scott Waltz – FORTAG proponents. 29 Jan 2018.
(Note: We are also professors at CSUMB, but our comments should not be construed as an official comment on behalf of the university.)

Thank you for the opportunity to comment on the Draft General Plan, and for the opportunity to work with the City in the years leading up to this milestone.

General Comments:

- We agree with the DGP with respect to trails, active transportation, recreation, open space, and nature conservation.
- The DGP contains many elements that are consistent and resonant with FORTAG.
- All elements relating to FORTAG are consistent with the FORTAG Vision, or are very nearly so.
- The DGP does not contain substantial elements that are inconsistent with FORTAG.
- **Specific Comments**:
  We have marked up the DGP with **79 specific comments in the attached 46 pages**.

For the record, from the FORTAG web site (fortag.org):

- **FORTAG Overview**. The Fort Ord Rec Trail and Greenway (FORTAG) is proposed as a 30-mile regional network of paved recreational trails and greenways connecting communities to open space.
- **FORTAG Vision**. The Fort Ord Rec Trail and Greenway (FORTAG) is proposed as a continuous 12-ft wide paved bikeway with an open-space buffer on both sides incorporating habitat, parks, playing fields, developed outdoor recreation sites, associated amenities, unpaved trails, and agriculture. The open-space buffer should extend at least 150-ft on each side of the trail for the majority of its length. The northern loop of FORTAG encircles Marina, following a 13 mile route that includes 3 miles of the existing "Coastal Rec Trail". The southern loop of FORTAG encircles Seaside and bisects Del Rey Oaks, following a 15 mile route that includes 4 miles of the existing coastal trail system. The Trail includes spurs connecting with existing bike/pedestrian infrastructure and plans. Several sections of the paved trail will be accompanied by nearby unpaved trails running loosely parallel to the main paved trail. Many of these unpaved trails already exist.

  FORTAG's intended purposes include: connecting people to open-space from their homes, workplaces, and hospitality bases; connecting together core habitat areas; facilitating social interaction between Fort Ord, Monterey Peninsula, and the Salinas Valley; and acting as an artery from which to launch numerous other recreational activities. The paved trail is intended to be a pleasant and visually obvious route that invites safe use by families with young children on bikes, and that can be jointly used by walkers, joggers, children in strollers, wheelchairs (in key segments), commuter cyclists, and recreational cyclists (including those with narrow tires). Substantial portions of the greenway are intended to support unpaved paths used by hikers, mountain bikers, equestrians, and naturalists. FORTAG will involve approximately three underpasses and one overpass for pedestrians and bikes.

- **FORTAG Values**
  FORTAG should:
  - Connect people to open space
  - Be a pleasant experience
  - Be useable by anyone
  - Have room for everyone
  - Be complementary to the built environment
  - Have loops, of different sizes
  - Be 100% connected all the way around each loop
  - Have no 'red flags' from land owners and/or jurisdictions
  - Function as a habitat corridor for dispersal of native plants and movement of wildlife
  - (with the exception of certain constrained segments where this is impractical)

13. A City with a Focus on Active Transportation

Seaside supports a multi-modal transportation network that enhances neighborhood connectivity and provides opportunities for active transportation and complete streets. New pedestrian and bicycle connections and programs will make it easier, more comfortable, and safer for residents, workers, and visitors to meet their daily needs and access regional destinations, such as the Fort Ord National Monument, Fort Ord Dunes State Park, Seaside Beach, CSUMB, and adjacent communities.

14. A Safe City

Seaside promotes safe neighborhoods free from violence and crime that have a trusting, collaborative relationship between law enforcement and residents. The City fosters safe neighborhoods through good community and environmental design that promotes a mix of uses and active streets.

15. A Creative City

Seaside embraces the creative culture and the artistic pursuits of our diverse community by cultivating their talents and expertise. The City continues to support cultural events and parades that promote the cultural diversity and ecological sustainability ideals.

16. A Sustainable, Resilient City

Seaside supports innovative programs and policies for environmental sustainability and climate change. The City uses cleaner energy, conserves water, and reduces greenhouse gas emissions to increase community awareness and resiliency to climate change. These efforts also provide additional co-benefits for the community, including increased public safety, reduced greenhouse gas emissions, and greater economic stability.

17. An Environmentally-Sensitive City

Seaside stewards natural resources and habitat in the City and former Fort Ord lands. New development uses land efficiently to protect sensitive areas. Native trees are maintained and protected, when feasible.

18. A Responsible, Transparent, and Responsive City

Seaside is a Peninsula leader by actively working towards its vision, monitoring its actions, and adjusting course. Seaside conducts business in an open and transparent way that encourages everyone to participate. The City works with residents and organizations to achieve its vision.

Community engagement in Seaside.

Summary of Comments on Seaside-GP-Public-Draft-11072017-Screen-2__FORTAGComments_180129.pdf

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| Author: Fred | Subject: Highlight | Date: 1/26/2018 1:31:24 PM |
| Good | | |

| Author: Fred | Subject: Highlight | Date: 1/26/2018 1:32:07 PM |
| Good | | |

4. Preserve established neighborhoods

Existing low-density neighborhoods contain the majority of Seaside's families and long-term residents, and make Seaside a wonderful place to live. Moving forward, the priority is to preserve and enhance these residential areas by maintain the overall scale and character, while improving current issues, such as lack of parking access to recreational parks and open spaces, and improving the bicycle network. The homes in these areas will continue to evolve as houses are renovated, sensitive additions added and second units constructed that add to the overall supply of housing in the City.

5. Renovate multifamily areas with a greater diversity of housing

Seaside needs a diverse housing inventory to meet the changing needs of the community. Demographic shifts in the last two decades require a range of housing options that can give residents choice and the ability to age in place as their housing needs evolve over time. While Seaside has more affordable housing inventory compared to other communities in the Monterey Peninsula, rising costs have compelled many, especially those with lower incomes, to live in inadequate and overcrowded housing. The City's mixed density neighborhoods adjacent to Fremont Boulevard present an ideal opportunity to expand affordable housing choices, which will benefit many, including young professionals looking to remain or relocate to Seaside, first-time buyers, or seniors looking to downsize, among others. The General Plan promotes a diverse mix of building types and unit sizes, encourages new deed-restricted affordable housing, and incentivizes the renovation or redevelopment of older multifamily buildings.

Example of corridor mixed-use development.

6. Build a "campus town" adjacent to CSUMB

A long-term opportunity exists to capitalize on the adjacency of CSUMB by providing campus-supporting uses, including jobs, retail, entertainment, and services for students. This new neighborhood can also provide students with diverse housing options, new community parks, and safe and convenient walking and biking paths with easy access to CSUMB. This area has the potential to expand the number and diversity of jobs in Seaside by attracting R&D, industrial, and "makerspace" uses close to the University.

7. Develop a mixed-use gateway at "Main Gate."

Located immediately to the east of Highway 1, the General Plan envisions that this area will transform into a mixed-use center with retail, residential, and entertainment uses. This area can also serve as an entryway to the Fort Ord National Monument and Fort Ord Dunes State Park with appropriate signage and monument-supporting uses. The General Plan will guide the form and character of this new district, calling for an urban streetscape character, organized around a central community space or spaces, in order to create a "main street" shopping experience. Street and block patterns will be designed to provide safe, convenient, and comfortable circulation for pedestrians and bicyclists. Natural open spaces and the area adjacent to Highway 1 will be preserved.

8. Expand auto dealerships

The creation of a luxury auto mall south of Lightfighter Drive will provide opportunities for employment and expand the tax base. The employment area will include a range of auto dealers and be well-integrated with the adjacent Main Gate and Campus Town areas.

9. Create entryways to the City's key amenities and destinations

In order to draw regional tourism to the City's unique natural and recreational assets, and to maximize the exposure and usage of these areas, there will be visitor-serving uses at identified entrances to Fort Ord Monument and the Dunes State Park (located at the eastern ends of Hilby, Broadway, Military, Eucalyptus, Gigling, and others). Appropriate uses might include cafes, restaurants, and other food retail, recreational services (bicycle shops, kayaking, etc.), arts and entertainment, and lodging.

10. Develop Seaside East with sustainable neighborhoods and the preservation of natural areas

Seaside East, one of the City's primary growth areas identified in the Fort Ord Reuse Plan, will be developed in a way that balances new diverse neighborhoods and mixed-use retail areas with the preservation of significant natural resources. New development will be clustered into traditional, walkable neighborhoods with a diversity of low and moderate density housing types, including "neighborhood centers" that provide retail, services and amenities for residents. Significant natural areas, habitat corridors and buffers to the National Monument will be developed to enhance the City's open spaces. Significant new recreational facilities will be developed to provide much-needed sports and athletic fields. Finally, new office and R&D uses will be included to diversify the City's economic base.

11. Construct new and enhance existing parks

Anticipated population and employment growth in the City will increase demand for new park and recreational facilities. Former Fort Ord lands, including Seaside East, Campus Town, and Main Gate will provide new neighborhood, community, and recreational commercial areas. Adding innovative green spaces, re-programming unused spaces for public use, and improving pedestrian and bicycle connections to existing parks and open spaces within existing Seaside neighborhoods can improve park access for residents in the Terrace West, Terrace East, and Olympia neighborhoods, who are living greater than one-half mile walking distance from a park.

12. Create an active trail network

Seaside will continue on its path to create a regional network of active open space trails and bicycle facilities that improve access to the Fort Ord National Monument, Dunes State Park, Seaside beach, open space, and other neighborhood and community parks. Trails will connect to formal and informal trailheads in the National Monument and link to the Fort Ord Rec Trail and Greenway (FORTAG), a regional network of paved recreational trails and greenways connecting communities to open space.

New park equipment in Seaside.

13. Preserve habitat

As future development occurs on former Fort Ord lands and within existing Seaside neighborhoods, the City will require new development to protect sensitive habitats and preserve the extensive natural resources in Seaside. In particular, new growth in Seaside East will be accompanied by active open space corridors with trails that support natural vegetation communities, scenic vistas, sensitive habitats, and connections to the National Monument and FORTAG trail. Important oak woodlands and oak linkages will be protected and managed, and an open space buffer between future development and the National Monument will be created.

14. Create a multimodal network of complete streets

The General Plan envisions a citywide network of "Complete Streets" that meet the needs of all users, including bicyclists, children, persons with disabilities, drivers, movers of commercial goods, pedestrians, public transportation, and seniors. Street standards ensure all travel modes are accommodated on new streets and street retrofit projects. The General Plan calls for "road diets" on East Broadway, Del Monte Boulevard, and Fremont Boulevard to reduce the number of motor vehicle traffic lanes to allow for a reallocation of roadway space on segments of key commercial streets with excess capacity.

15. Construct a complete bicycle network

Seaside residents desire a high-quality, connected bikeway network. The General Plan builds on the existing regional and local planned bikeway network, identifying new on-street bike lanes, off-street bike paths, and separated cycle tracks to increase the convenience and use of cycling as a daily form of transportation. By increasing cycling in Seaside, the community will realize a number of community benefits, including improved health, reduced traffic, less need for costly roadway improvement projects, and improved air quality.

16. Ensure a sustainable water supply to support economic development

Seaside faces significant water supply limitations that may affect existing residents and future growth. Developing a strong framework of policies and practices that encourage sustainable water management is a critical step to strengthen the local (and regional) economy. These actions include: promoting water conservation and efficiency in existing buildings, increasing the City's recycled water supply, optimizing groundwater recharge, and supporting a portfolio of new water sources under development by Cal-Am, MCWD, MRWPCA and MPWMD. Once this occurs, intensification and redevelopment can occur in areas such as Downtown Seaside and Fremont Boulevard.

Oak woodlands on former Fort Ord lands.

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| | Author: Fred | Subject: Highlight | Date: 1/26/2018 1:39:40 PM |
Good!

| | Author: Fred | Subject: Highlight | Date: 1/26/2018 1:48:39 PM |
Good

| | Author: Fred | Subject: Sticky Note | Date: 1/26/2018 1:56:44 PM |
Need a better picture.

This one has iceplant all over the ground. Iceplant is an invasive non-native species.
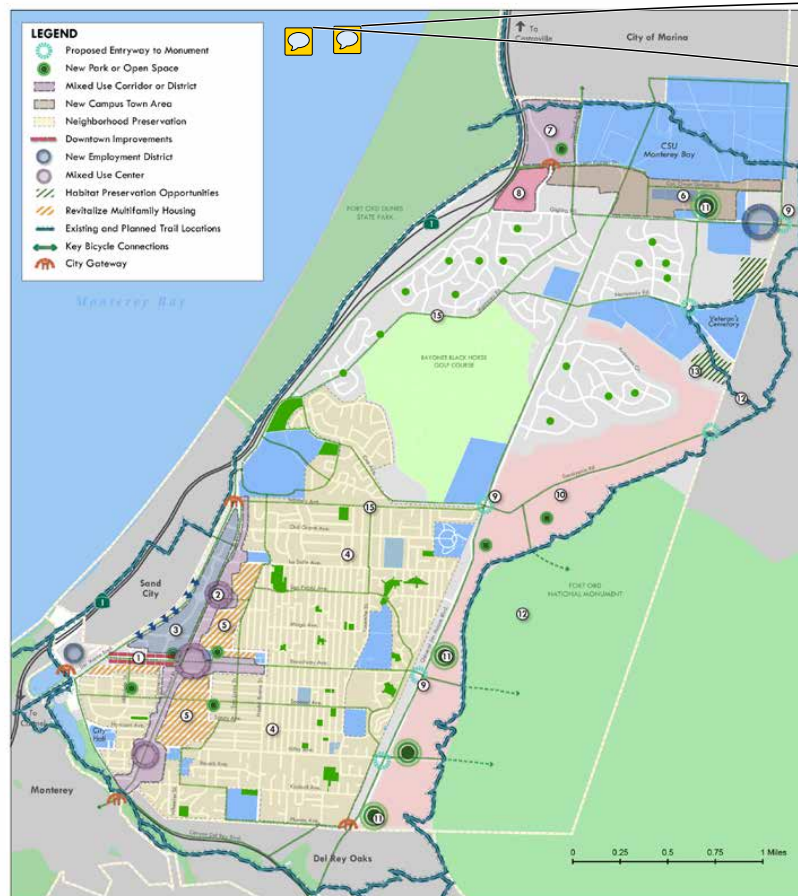
The point of the picture is to celebrate the natural value of oak woodlands, so it should depict a more pristine, native oak woodland.

I'm happy to supply a different photo. I have many good photos of oak woodland.

Figure 2: Major Strategies

Author: Fred   Subject: Sticky Note   Date: 1/26/2018 2:24:19 PM
FORTAG trunk is good as shown.
But FORTAG spurs need tweaking to accommodate terrain & external constraints such as the location of connector trails & roads.
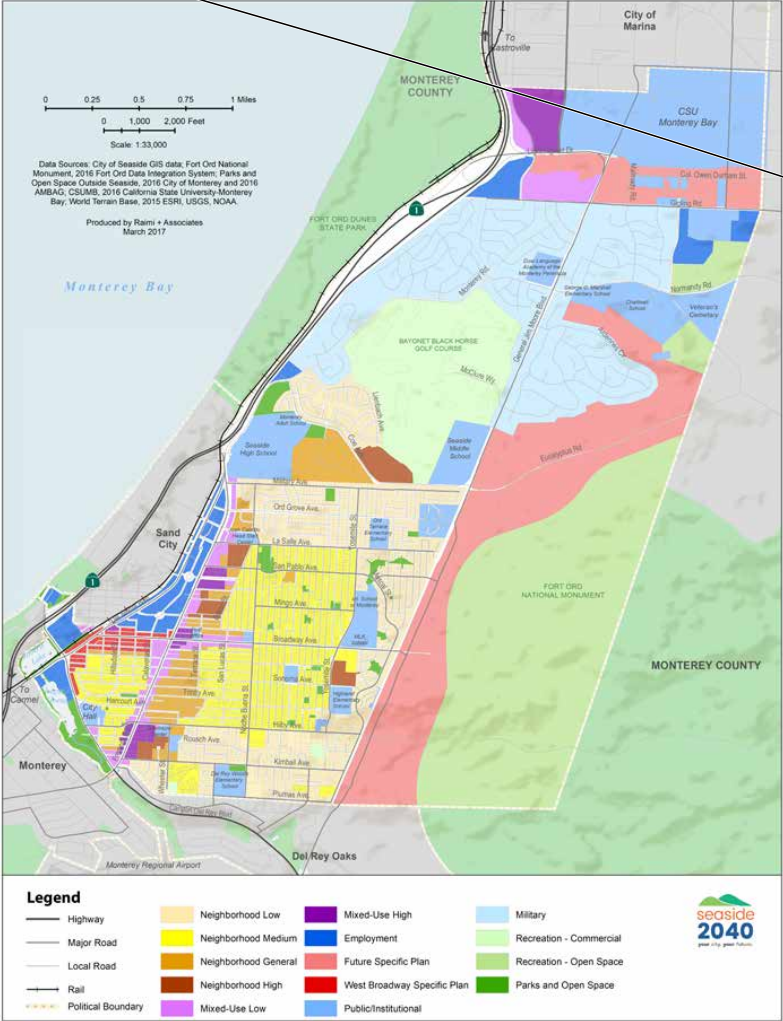
Will provide more-detailed comment on this later in document.

Author: Fred   Subject: Sticky Note   Date: 1/26/2018 2:19:18 PM
Legend is incomplete / unclear.
Hard to see how items in legend match-up with items on map.

Also, image quality is poor / grainy. Need better pixel resolution.

Figure 6: General Plan Designations

Author: Fred   Subject: Sticky Note   Date: 1/26/2018 2:51:16 PM
In Seaside East, the designations should include an open-space buffer (P-OS or R-OS) around the FORTAG trail, so that the integrity of the "Greenway" portion of FORTAG is attained, not merely the "Trail" portion.

The majority of the Greenway overlaps with a 200-ft fuel break that is required to be maintained on the Seaside side of the boundary with FONM. Because of this, the Greenway does not, for the most part, reduce the developable area in Seaside East.

Some FORTAG segments do encroach into the developable area, in order to either:
1. Make a trail connection to Mescal/Hilby, Broadway, San Pablo, and Seaside Resort.
2. Maintain an accessible trail gradient
3. Reach a prominent viewpoint

We can supply a shapefile indicating a suggested minimum width of the greenway that would achieve consistency with FORTAG Values - recognizing that the city may wish to reserve as much non-greenway land as possible within the "Future Specific Plan" designation.

Author: Fred   Subject: Highlight   Date: 1/29/2018 2:42:33 PM
Caption should be clear that this refers to designations that are being defined by this GP update, as opposed to preexisting designations.

Legend

- Highway
- Major Road
- Local Road
- Rail
- Political Boundary
- Neighborhood Low
- Neighborhood Medium
- Neighborhood General
- Neighborhood High
- Mixed-Use Low
- Mixed-Use High
- Employment
- Future Specific Plan
- West Broadway Specific Plan
- Public/Institutional
- Military
- Recreation - Commercial
- Recreation - Open Space
- Parks and Open Space

Public

PI Public/Institutional

Reserves areas for public, educational, and institutional uses.

Allowed Land Uses: Schools, cemetery, parks, public utilities, libraries, fire, police, and other government uses.

Allowed Intensity: 0.4 FAR or as determined by Council.

POS Parks and Open Space

Preserves natural resources and provides for public open space.

Allowed Land Uses: Parks and recreational uses, habitat management, amphitheaters, community centers and gyms.

Allowed Intensity: 0.01 FAR

R-OS Recreation – Open Space

Protects open space and natural resources on former Fort Ord lands. Habitat management, passive recreation, trails/paths, restoration, ecotourism, and environmental educational activities are allowed.

Allowed Land Uses: Habitat management, passive recreation, ecological restoration, ecotourism activities, and environmental educational activities.

Allowed Intensity: 0.005 FAR

Author: Fred   Subject: Highlight   Date: 1/26/2018 2:52:45 PM
Add "trails" to this list. It is perhaps obvious and implied, but would be worth stating explicitly.

Author: Fred   Subject: Highlight   Date: 1/26/2018 2:53:31 PM
Add "trails"

Goals and Policies

Citywide Land Use

The following section provides overarching citywide goals and policies. These are intended to implement the vision and guiding principles of the General Plan.

Goal LUD-1: An urban form and structure that enhances the quality of life of residents, meets the community's vision for the future, and weaves new growth areas together with long-established Seaside neighborhoods.

Intent: To provide an appropriate mix of housing, employment, retail/services, recreation, arts, education and entertainment for the City's residents and businesses. To grow responsibly and sustainably in a manner which benefits the community now and into the future.

Policies:

- **Balanced land uses.** Maintain a balanced land use pattern to support a broad range of housing choices, retail businesses, employment opportunities, educational and cultural institutions, entertainment spaces, and other supportive uses on former Fort Ord lands and within long-established Seaside neighborhoods.

- **Overall city structure.** Establish a clearly defined city structure as described below by:

  - Establishing West Broadway as the City's pedestrian-oriented Downtown that is a local and regional-serving mixed-use district.

  - Maintaining existing residential neighborhoods and creating new residential neighborhoods on former Fort Ord lands with a character that reflects Seaside's identity. New residential neighborhoods should be arranged around neighborhood centers and community gathering spaces, such as schools and parks.

  - Creating mixed-use corridors along East Broadway Avenue, Fremont Boulevard, Lightfighter Way, and Del Monte Boulevard that contain a mix of retail, service, office, and residential uses. Corridors should have defined nodes that provide a mix of local and regional serving uses.

  - Maintaining the auto center area as a critical economic engine for the City.

  - Creating a "Campus Town" adjacent to CSUMB that provides for higher-density housing, R&D and employment areas, retail and entertainment uses, and active parks and recreational spaces to support CSUMB students and faculty, as well as permanent Seaside residents.

  - Transforming the Main Gate area into a mixed-use center with retail, residential, and entertainment uses.

  - Protecting and maintaining parks and open space on former Fort Ord lands, including supporting FORTAG implementation, developing open space corridors, and creating new neighborhood and community parks that support Seaside residents and create regional destinations.

- **Connecting new and old.** Connect new growth areas on former Fort Ord lands with existing Seaside neighborhoods through transportation investments, open space connectivity, wayfinding, and urban design strategies.

Author: Fred   Subject: Highlight   Date: 1/29/2018 1:16:48 PM
Add a policy to avoid development on high-visibility ridge-lines and high-points (other than for trails, lookouts, observing platforms etc.).

Author: Fred   Subject: Highlight   Date: 1/26/2018 2:54:40 PM
Good!

Goal LUD-5: Visitor-serving amenities that support and strengthen the City's relationship to the Fort Ord National Monument and the Dunes State Park.

Intent: To draw regional tourism inward to the City's unique natural and recreational assets, and to maximize the exposure and usage of these areas.

Policies:

- **Visitor-oriented amenities.** Encourage the development of visitor-serving amenities at access points to Fort Ord Monument and the Dunes State Park. Appropriate amenities might include:

    - Cafes, restaurants, and other food retail

    - Recreational services (bicycle shops, kayaking, etc)

    - Arts and entertainment

    - Lodging

- **Amenities and identity.** Encourage these visitor-serving amenities and the surrounding public realm to develop a unique identity that is related to the specific adjacent activities in the Fort Ord Monument and the Dunes State Park.

- **Consistent design.** Require each new visitor-serving area to have an internally consistent design that reflects its natural setting. Promote a pedestrian and bicycle-friendly design in these areas. Promote natural art installations.

- **Visitor and resident balance.** Balance visitor-serving and local-serving uses in an effort to preserve the character and economic vitality of the Seaside community, while seeking new opportunities for economic development.

Fort Ord National Monument entrance.

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Author: Fred   Subject: Highlight   Date: 1/26/2018 3:07:22 PM

Add business that support the management of the major natural lands (like FONM and FODSP)

e.g. business that grow native plants in support of long-term habitat management obligations in several very large land units in or near Seaside.

There's already a local private industry that is contracted to perform these land management functions, but it is based in fairly ad hoc places. Seaside could plan to *attract* that industry within city limits.

(appropriate perhaps for LUD-5, or perhaps LUD-2 or LUD-3

Author: Fred   Subject: Highlight   Date: 1/26/2018 3:02:01 PM
and bike manufacturing

Author: Fred   Subject: Sticky Note   Date: 1/26/2018 3:08:24 PM
Replace picture.

This looks like a small, lonely sign.

There are now much bigger, grander signs with a more scenic backdrop.

Goal LUD-9: A City with beautiful and vibrant architecture and building design that reflects the culture and character of Seaside.

Intent: To beautify the City, enhance the image of the community, and encourage integrated urban design.

Policies:

- **Quality construction.** Use simple, urban building forms made with permanent materials with high-quality detailing that stands the test of time.

- **Ornamentation.** Use building organization and construction to derive scale and articulation rather than surface ornamentation.

- **Building materials.** Convey façade articulation through the strength, depth, and permanence of building materials. Thinner cladding materials, such as stucco, masonry veneers, and wood or simulated wood, may be used when finished to appear as durable and authentic of the materials they simulate.

- **Articulation.** Articulate residential building façades with smaller-scale increments than office building facades.

- **Building entrances.** Use visual and physical design cues within a building's design and entries to emphasize the building entrance and connections to public spaces.

- **Iconic design.** Allow iconic and memorable building designs, particularly on larger non-residential properties in the Main Gate and Campus Town areas.

- **Natural areas.** Design sites and buildings adjacent to natural areas with transparent design elements. Employ bird-safe design practices near habitat areas or migratory routes.

Example of vertical residential building articulation.

Example of high-quality, residential building entrances.

Goal LUD-10: A network of pedestrian-oriented, human-scale and well-landscaped streetscapes throughout Seaside.

Intent: To encourage a vibrant public realm and to promote walking as a safe, comfortable, healthy, and viable mode of transportation.

Policies:

- **ADA requirements.** All streets should be ADA compliant and meet NACTO standards for sidewalks, street trees and planting strips, and pedestrian-oriented lighting. Street lighting should provide adequate night-time visibility for pedestrians.

- **Landscaping and urban forest.** Plant new drought-tolerant street trees and high-quality landscaping where it is currently lacking.

- **Pedestrian amenities.** Commercial area streets should have high-quality and attractive pedestrian amenities, including planters, bicycle racks, bus shelters, benches, trash cans, and other similar amenities.

- **Street lighting.** Commercial area street lighting should be pedestrian-oriented, attractively-designed and provide for visibility and security.

- **Multimodal streets.** Design regional streets, including Fremont Boulevard, Del Monte Boulevard, Gigling Road, and Broadway Avenue, to balance regional travel needs with pedestrian and bicycle travel needs.

- **Improved connections.** Improve pedestrian and bicycle mobility by identifying opportunistic connections within the City's neighborhoods to increase access to local parks, schools, neighborhood centers, and neighborhood gathering spaces.

- **CPTED.** Rely upon CPTED principles when designing streetscapes.

Example of a pedestrian-oriented street.

Example of a multimodal street with buffered bicycle lanes.

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Author: Fred   Subject: Highlight   Date: 1/26/2018 3:13:11 PM
Regional trails should strive to meet State Parks standards for accessible trails.

Author: Fred   Subject: Highlight   Date: 1/26/2018 3:12:23 PM
...and to open spaces.

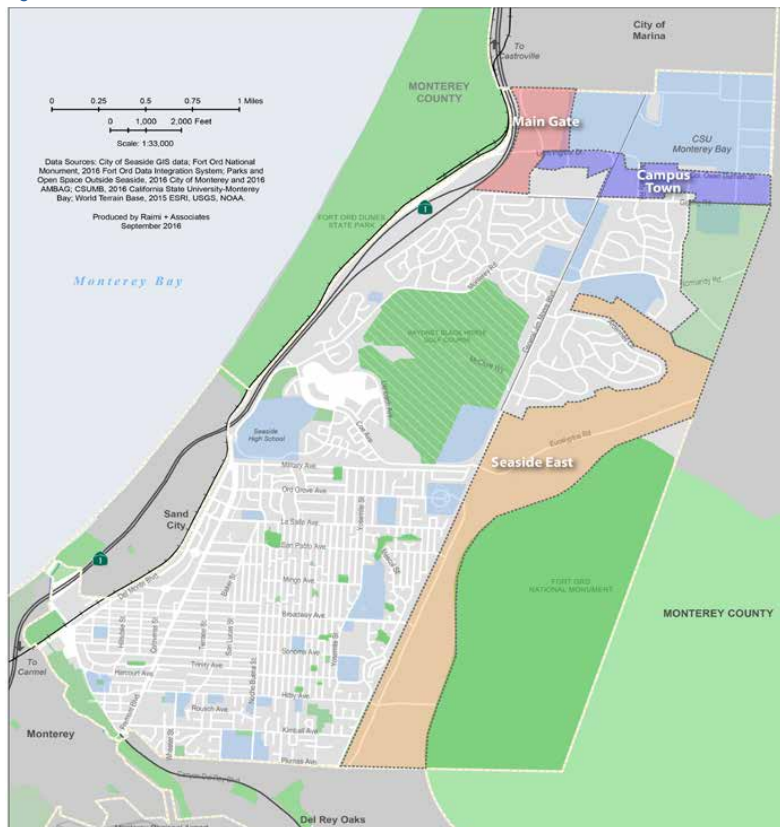# Former Fort Ord Lands Goals and Policies

The following section includes goals and related policies that apply to all former Fort Ord lands. Detailed sub-area goals and policies for Seaside East (including the area north of Eucalyptus Road), Campus Town, and Main Gate follow after overall area goals.

Figure 12: Former Fort Ord lands

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Author: Fred   Subject: Highlight   Date: 1/29/2018 1:19:32 PM

Not sure where it fits in this section, but city should *consider* a policy requiring major new developments to pay for regional multi-purpose trail segments and connections both within their project area and within certain adjacent areas (e.g. within a certain radius, as as far as the nearest major regional trail node).

The FORTAG trunk and spurs lay out a system of "major regional multi-purpose trail segments" in Seaside.

FORTAG is currently funded at $20M of the expected $40M total. The $40M includes some 'spurs' (connectors) but not all. The currently unfunded segments and connections are anticipated to be funded through a variety of mechanisms like state and federal grants, and also DEVELOPERS of major new projects.

Goal LUD-17: Abundant and high-quality natural open space on former Fort Ord lands.

Intent: To leverage the undeveloped Fort Ord lands to provide new active and passive open space for the Seaside community. To create connected open space and habitat corridors that maximize ecological quality.

Policies:

- **Sensitive habitat.** Protect and maintain sensitive habitat areas as feasible.

- **Open space corridors.** Balance the need to create more housing, employment, retail, and entertainment uses on former Fort Ord lands with open space corridors that support natural vegetation communities, scenic vistas, and sensitive habitats within new growth areas. Open space corridors should connect to formal and informal trailheads in the National Monument, where possible.

- **Open space buffer.** Provide an open space buffer consistent with the Base Reuse Plan (BRP).

- **Regional efforts.** Participate in regional programs and in partnerships with land trusts to seek funding to preserve, maintain, and acquire open space as opportunities allow.

Goal LUD-18: Design new Seaside neighborhoods on former Fort Ord lands sustainably by linking land use, transportation, and infrastructure development to increase non-automobile travel, protect sensitive habitat, and reduce infrastructure costs.

Intent: To expand the City in a sustainable, smart growth manner that minimizes the carbon footprint of new development, while also benefiting the existing community.

Policies:

- **Diverse neighborhoods.** Create diverse mixed-income neighborhoods with a range of residential housing types for different economic levels, household sizes, and age groups.

- **Job generation.** Create at least two new employment-designated areas, with a minimum of one district in both Seaside East and Campus Town, in accordance with the terms of the base closure agreement.

- **Access to amenities.** Strive to create development patterns such that the majority of residents are within one-half mile walking distance of a variety of neighborhood-serving uses, such as parks, grocery stores, restaurants, churches, cafes, dry cleaners, laundromats, banks, hair care, pharmacies, civic uses, and similar uses.

Example of neighborhood-serving amenities.

Author: Fred   Subject: Highlight   Date: 1/26/2018 3:21:42 PM
Two additions:

1. Avoid development on high-visibility ridge-lines and high-points (except trails and lookouts).

2. Conserve oak woodlands to the greatest extent practicable. Reference state and county acts, regulations, & funding mechanisms to do with "Oak Woodland Protection Plans" etc.

Author: Fred   Subject: Highlight   Date: 1/26/2018 3:16:59 PM
Unclear what this is referencing.

Perhaps it's referencing the fuel-break that is required to be on the west side of the western and northern boundaries of FONM?

Author: Fred   Subject: Highlight   Date: 1/26/2018 3:17:21 PM
and conservancies

Author: Fred   Subject: Highlight   Date: 1/26/2018 3:22:35 PM
and natural areas

- **New urban spaces.** Require new developments to provide public parks, plazas and squares that provide interesting urban spaces in planned districts and neighborhoods. Require project developers to establish mechanisms, such as a Community Facilities District, to adequately maintain new parks, recreational facilities, and infrastructure.

- **Expanded mobility.** Ensure new development supports non-automobile mobility by providing safe, comfortable, and convenient pathways for pedestrians and bicyclists and waiting areas for transit.

- **Internal connectivity.** Require development projects to have a high-level of internal connectivity (minimum 150 intersections per square mile) and to be well-connected to the surrounding area.

- **Military designated lands.** Seek partnership opportunities with the federal government to increase transportation and open space access within and through military (M designated) lands.

- **Traffic modeling.** Ensure future traffic study methodologies balance automobile, transit, walk, and bike mode shares.

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Author: Fred   Subject: Highlight   Date: 1/26/2018 3:24:35 PM
Addition:Build on blight i.e. Prioritize re-development of previously developed and now abandoned or under-utilized areas

Goal LUD-19: Seamlessly connect new growth areas on former Fort Ord lands with the rest of the City.

Intent: To create a unified city where eastward growth does not diminish or ignore the existing city fabric, but rather reinforces and expands upon it.

Policies:

- **Visual connections.** Provide visual connections, including wayfinding, between existing development and new development, and between open space on former Fort Ord lands.

- **Physical connections.** Require future development projects to better integrate with existing development by physically connecting new development on former Fort Ord lands with frequent streets, transit, bicycle, and pedestrian connections to ensure easy access from historic Seaside.

- **Prioritization.** Prioritize City programs and capital projects that actively work to integrate historic Seaside with new development on former Fort Ord lands.

- **Contiguous expansion.** Locate initial new development on former Fort Ord lands adjacent to Seaside's built environment and CSUMB to create a contiguous expansion of the City.

Goal LUD-20: New development supports the preservation or enhancement of the City's natural resources.

Intent: To protect the most valuable natural areas and species in former Fort Ord lands.

Policies:

- **Clustered development.** Cluster new development on former Fort Ord lands, as feasible, to minimize impacts on sensitive habitat.

- **Development adjacent to habitat.** Require new construction adjacent to habitat management areas to minimize new impervious surface, minimize light pollution, and emphasize native landscaping.

- **Low-impact development.** Require new construction to use low-impact development techniques to improve stormwater quality and reduce run-off quantity.

- **Steep slopes**. Preserve areas with steep slopes greater than 40 percent by prohibiting commercial and residential development. Open space and trails may be allowed in these areas.

- **Native species.** Encourage new development to support a diversity of native species and manage invasive species.

- **Green Streets.** Explore opportunities for Green Streets, when feasible. When Green Street demonstration areas are identified, include unobtrusive educational signage.

Goal LUD-21: Resilient neighborhoods on former Fort Ord lands.

Intent: To ensure new development is not unduly threatened by natural hazards and the worsening impacts of climate change.

Policies:

- **Wildfire risk.** Require that all future developments on former Fort Ord lands take steps to reduce wildfire risk as part of the site review process.

- **Hazard mitigation.** Support plans and policies that mitigate existing hazards and reduce the risk of urban and wildfire threats.

- **Resource efficiency.** Through more stringent water and energy standards, require new development to be more water and energy efficient and use fewer natural resource in order to increase long-term neighborhood resilience.

Example of native landscaping and bioswales.

Author: Fred   Subject: Highlight   Date: 1/26/2018 3:36:37 PM
Additions:

1. Avoid high-vis ridge-lines. See previous comments about this.

2. Minimize noise impacts, in relation to things like:
- fast vehicles
- specific road surface types that make a lot of tire noise
- truck engines
- vehicle backing alarms
- locations on ridge-lines
- ...

3. Require utility projects to permit and facilitate public access along utility corridors

e.g. when installing a new pipeline and associated access road, upgrade the access road to double as a multi-purpose bike/ped path. This minimizes wasting and disturbing land by having separate, adjacent recreational and utility corridors. It also reduces *total* cost to taxpayers & ratepayers, with minimal extra costs to the utility agencies themselves.

Seaside East

Goal LUD-22: Balanced, diverse, and sustainable growth.

Intent: To guide development towards a diverse community that balances habitat and wilderness with new low-impact residential development clustered around neighborhood centers, supporting public use, and employment districts.

Policies:

- **Gateways.** Provide ample gateways to the National Monument, through formal and informal entryways to trailheads. Entryways shall provide distinctive signage and gateway elements.

- **New infrastructure.** Plan for significant improvements to existing infrastructure in the area.

- **FORTAG trail.** Support implementation of the FORTAG regional trail. Coordinate with FORTAG about trail design and connectivity, as well as art installation opportunities.

- **Habitat preservation.** Support the preservation of open space and sensitive habitat including:

  - Oak woodlands and linkages.

  - An open space buffer between future development and the National Monument.

  - Open space corridors that support natural vegetation communities, scenic vistas, and sensitive habitats.

- **Balanced land use mix.** Create a complete community in Seaside East with a mix of parks, recreation, employment, retail and services, and housing. Specifically, the eventual build-out of the area will include all of the following, in the approximate quantities specified in Table 3:

  - A range of park types and community recreation facilities, including a regional recreation area with multipurpose athletic fields, courts, and other park uses.

- Visitor-serving amenities (retail and services) at primary National Monument access points.

- New office, research and development (R&D), and/or flex space to increase employment in the area as required as a condition of the City's acquisition of the land.

- Traditional, walkable residential neighborhoods with a diversity of low and moderate-density housing types built around "neighborhood centers" with a mix of retail, services, parks, and other amenities for residents.

- New schools and public facilities to support the expected population and worker growth in the area.

- **Connections across General Jim Moore Boulevard.** Improve connections to the rest of the City, especially across General Jim Moore Boulevard.

- **Walkable grid.** Plan new streets to form an interconnected grid of street and greenway circulation within the subarea. Design street and block patterns to provide safe, convenient, and comfortable circulation for pedestrians and bicyclists.

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Author: Fred   Subject: Highlight   Date: 1/26/2018 4:02:04 PM
Good!

Related to "art installation" opportunities, a comprehensive list could be created here that include opportunities for:
- art installation
- nature interpretation
- historical interpretation (particularly military history)
- outdoor classrooms e.g. for elementary school walking field trips
- birding
- native plant appreciation
- senior mobility
- safe "Just Run" routes for kids from the nine Seaside schools that participate in the highly successful "Just Run" program operated by the Big Sur International Marathon organization (20,000 kids per year; 4 million miles run; see justrun.org)
- "ParkRun" - i.e. informal non-commercial 5k races for people of all ages (see parkrun.org)
- commercial & charity fun runs (like the annual Honor Our Fallen 5k/10k)
- certain lower-intensity bike events, like the "Gran Fondo" of the Sea Otter Classic

Author: Fred   Subject: Highlight   Date: 1/26/2018 3:51:35 PM

Author: Fred   Subject: Highlight   Date: 1/26/2018 4:06:41 PM
Good

Could specifically consider a bike/ped bridge over GJMB at Mescal/Plumas, potentially in collaboration with City of DRO.

Bridge could also serve as a visual "Gateway" to Seaside for vehicles entering Seaside from south on GJMB.

Would need to located where adjacent terrain is naturally elevated above GJMB.(Bikes/peds don't like climbing up to bridges; they prefer staying at existing terrain grade with vehicles in "canyon" below)

Campus Town

Goal LUD-23: Transform the City's northern area into a mixed-use, economically-vibrant Campus Town that serves the student population and leverages its geographic adjacency to CSUMB.

Intent: To build a stronger rapport with CSUMB by housing and servicing its students, improving physical connections to the University, establishing areas for high-tech research and development, and redeveloping old derelict military areas into a higher and better use.

Policies:

- **Coordination with CSUMB.** Strengthen the relationship between the City and Cal State University-Monterey Bay, Marina, and other regional partners. Hold regular meetings with CSUMB to discuss plans for the "campus town" area.

- **High density and mixed-use.** Establish a coordinated, mixed use area that supports higher-density housing, shopping, services, jobs, offices, and open space. Future development shall accommodate the following uses:

  - High-density residential development, with some developments targeting students and/or CSUMB staff, as appropriate.

  - New R&D, flex space, live/work, and "makerspaces" close to CSUMB, to expand the number and diversity of jobs in Seaside.

  - A minimum 1 to 2 acre community gathering space surrounded by retail and entertainment uses.

  - Dynamic research and development uses (including labs and light manufacturing) with easy access to the university. These uses will accommodate new public-private ventures and entrepreneurial activities.

  - Active recreation and gathering places, trails, and new parks, plazas and ground level landscaped open spaces to serve students, employees and residents.

- **Pedestrian-supportive design.** Require new projects to follow best practices for pedestrian-supportive design. Ground floors should be active along all primary frontages.

- **FORTAG trail.** Support implementation of the FORTAG regional trail and coordinate with FORTAG about trail design and connectivity, and art opportunities.

- **Intersection density.** Design street and block patterns to provide safe, convenient, and comfortable circulation for pedestrians and bicyclists. Intersection density should be at least 300 intersections per square mile (including both motorized and non-motorized segments).

- **Connectivity.** Improve access and connections for all modes to CSUMB.

- **Area-wide coordination.** Promote coordinated design and development between plans, new projects, and existing uses and properties.

- **Gateway points.** Signage and gateway elements should be implemented by new development to draw visitors to the Dunes State Beach and the National Monument. At these entry points, visitor-serving amenities, such as restaurants, bike and water sport rentals, and lodging are encouraged.

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Author: Fred   Subject: Highlight   Date: 1/26/2018 4:16:50 PM
Addition:

A FORTAG spur should provide safe (i.e. physically protected), accessible (i.e. paved & low gradient), multi-purpose (i.e. bike/ped/wheelchair/stroller/dog) connections to and *through* Campus Town, specifically connecting to:
- the existing terminus of the Class I bike path on the east of GJMB at Normandy, utilizing: (a) a short stretch parallel to east Normandy, (b) the under-used road behind the old Chamberlin Library, (c) the wide under-used PG&E electric transmission line easement & oak woodland corridor (see FORTAG maps)
- the Tanimura & Antle Library at CSUMB, via the old straight-line Army road grade that is now mostly overgrown
- the CSUMB Academic 3 building under-construction and the proposed CSUMB Recreation building west of Acad 3 (a different route to the library route; both connections are needed)

Main Gate

Goal LUD-24: Transform the "Main Gate" area into a mixed-use center with retail, residential, and entertainment, and develop a major auto mall south of Lightfighter Drive.

Intent: To create a regional destination that capitalizes on proximity to Highway 1 and acts as a gateway to the City's assets.

Policies:

- **Destination and gateway.** New development at Main Gate will contribute to establishing the City of Seaside as a destination and gateway for tourists seeking access to the beach/ocean and the Fort Ord Monument.

- **Development and public realm character.** Create a vibrant, active district with attractive streetscapes and walkable blocks, including:

  - Development should be organized around a central community space or spaces.

  - Locate retail frontages on internal streets and plazas and adjacent to remaining surface parking lots to create a "main street" urban shopping experience.

  - Plan new streets to form an interconnected grid of street and greenway circulation within the area. Design street and block patterns to provide safe, convenient, and comfortable circulation for pedestrians and bicyclists. Intersection density should be relatively high.

  - Require that the first level of buildings generally have a minimum 15 feet floor to floor height to allow for flexibility.

- **Public viewsheds.** Preserve the unique public views visible from the Highway 1 corridor between Fremont Boulevard and the northern boundary of the City as identified in the Fort Ord Reuse Authority (FORA) Plan. Follow the Highway 1 Design Corridor setback policies. Reinforce the natural landscape setting consistent with the local site character.

- **High-quality parking.** Structured and surface parking facilities should have adequate landscaping, emphasizing native species and drought-tolerant plants.

- **Sustainable development.** High levels of sustainability are expected of new buildings and the site generally, especially including stormwater treatment, drought-tolerant and native plantings, cool roofs, and indoor water conservation.

- **FORTAG trail.** Support implementation of the FORTAG regional trail. Coordinate with FORTAG about trail design and connectivity.

- **Luxury auto mall.** Create a luxury auto mall south of Lightfighter Drive.

Author: Fred   Subject: Highlight   Date: 1/29/2018 1:22:49 PM
This is important. Great efficiency can be achieved by working directly with the FORTAG team early during project conceptualization. Campus Town did it with the charrette. We strongly encourage Main Gate to do the same.

The FORTAG trail should provide a safe, accessible, enjoyable trail connection to and through Main Gate, connecting both to FODSP and CSUMB Main Campus.

Within Main Gate, FORTAG should connect closely to and visually complement dining and accommodation uses.

The greenway portion of FORTAG should be maintained through Main Gate, although more narrowly than when FORTAG runs through more open spaces. A good template for this is the Monterey Bay Sanctuary Scenic Trail as it runs through Monterey & Pacific Grove.

Curves and bends will be required to maintain accessible gradients.

Author: Fred   Subject: Highlight   Date: 1/29/2018 8:41:54 AM
Use the existing PG&E regional gas line easement as an opportunity for a future trail connection on the east side of Hwy 1 between Lightfighter and Seaside Highlands / Seaside High School.

Figure 23: General Plan Street Classification Map

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Author: Fred   Subject: Sticky Note   Date: 1/29/2018 8:51:11 AM
Map is unclear about whether State Highway 218 extends all the way to Hwy 1, or is only east of Fremont.

Changes to Traffic Lane Configurations

The Mobility Element envisions the following physical modifications to reduce the number of motor vehicle traffic lanes (often referred to as "road diets") to allow for a reallocation of roadway space on segments of key commercial streets with excess traffic capacity to other modes. The reallocation of roadway space will allow for pedestrian and bicycle enhancements to support complete street goals, and will result in safer pedestrian environments and shorter pedestrian crossing distances, while providing a combined capacity on Broadway and Del Monte Boulevards of three lanes in each direction (north and southbound). The "road diet" locations, as illustrated on Figure 30, are on the following streets:

- **Broadway Avenue.** Reduction from four to two travel lanes between Del Monte Boulevard and General Jim Boulevard.

- **Del Monte Boulevard (north of Broadway).** Reduction from four to three travel lanes (two southbound, one northbound) between Broadway Avenue and Fremont Boulevard.

- **Fremont Boulevard.** Reduction from four to three travel lanes (two northbound, one southbound).

Figure 30: Future Lane Configurations

Author: Fred   Subject: Highlight   Date: 1/29/2018 1:24:33 PM

This map is unclear. The text implies that it depicts "road diet" locations. But it is unclear whether the number of lanes shown on the map is the current or future number of lanes. If it's future (as stated in the caption), then the map contains errors, because many of these roads *already* have this number of lanes. In at least one location, the map depicts an *increase* in the number of lanes. Unclear if that's what's intended.

Overall it's just confusing. The text and map need a re-work. Once this is done, comment should be sought on the concepts being communicated. For now though, such comment is precluded by ambiguity in what's being communicated.

Truck Routes

The Mobility Element identifies designated truck routes to accommodate the regional circulation needs of large trucks, while discouraging truck travel through residential areas, and avoiding cut-through traffic by trucks passing through Seaside. In addition, local truck access streets are designated to ensure that deliveries can be made to local businesses. Restrictions on truck access would not apply to small delivery vehicles. Truck routes and local truck access streets are shown on Figure 31.
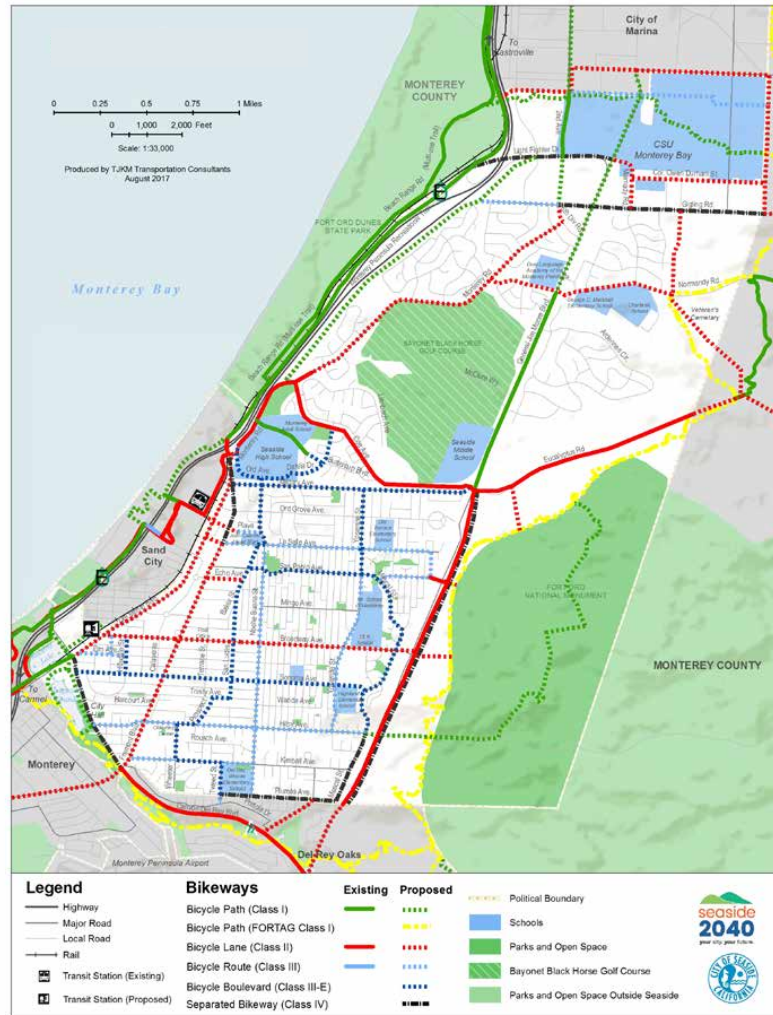
Figure 31: Truck Route Map

Figure 32: General Plan Bikeway Network Map

Legend

Legend		Bikeways	Existing	Proposed	
Highway		Bicycle Path (Class I)			Political Boundary
Major Road		Bicycle Path (FORTAG Class I)			Schools
Local Road		Bicycle Lane (Class II)			Parks and Open Space
Rail		Bicycle Route (Class III)			Bayonet Black Horse Golf Course
Transit Station (Existing)		Bicycle Boulevard (Class III-E)			Parks and Open Space Outside Seaside
Transit Station (Proposed)		Separated Bikeway (Class IV)			

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Author: Fred   Subject: Sticky Note   Date: 1/29/2018 1:30:54 PM
Minor error: Solid green here is not existing. It's proposed.
What's shown is the proposed FORTAG alternate route that would be considered if the Eastside Parkway was constructed to run along the east side of Artillery Hill (east of the Veterans Cemetery).

The FORTAG plan includes two potential routes between 8th/Gigling and Eucalyptus/PF-Cutoff. The choice between these two (or something intermediate) depends on the level, location, and timing of development that is planned for this area.

Author: Fred   Subject: Sticky Note   Date: 1/29/2018 1:33:53 PM
FORTAG trunk is good here, but FORTAG spurs need work.
Future applications to supplement existing FORTAG funds with State grants will be more successful if sufficient treatment is given to the spurs - i.e. by showing we're not just building trails, but we're incorporating safe, accessible connections to those trails from each school, residential area, & employment cluster.

All FORTAG spurs connecting east from GJMB should be Class I, and should retain the curves indicated in the FORTAG maps & FORTAG GIS data.

The curves have been carefully designed to retain accessible gradients. If they are straightened now, they would have to be curved again later in order to meet accessibility standards. It will be more efficient to curve them now at the master planning stage.

They should be Class I to promote safe use by kids, especially from the SEVEN elementary and middle schools that are walking distance from this area.

Some FORTAG spurs have been omitted:
- Hilby Connector #2 - South to Ryan Ranch (mostly through City of DRO)
- One of the two Broadway connectors, designed to facilitate accessible gradients regardless of an individuals choice to then travel northward or southward travel along the FORTAG trunk
- Seaside Resort connector west of Eucalyptus
- Campus Town connector - running north/south from Normandy to CSUMB through Camps Town. See FORTAG maps and reference outcomes of Campus Town charrette.
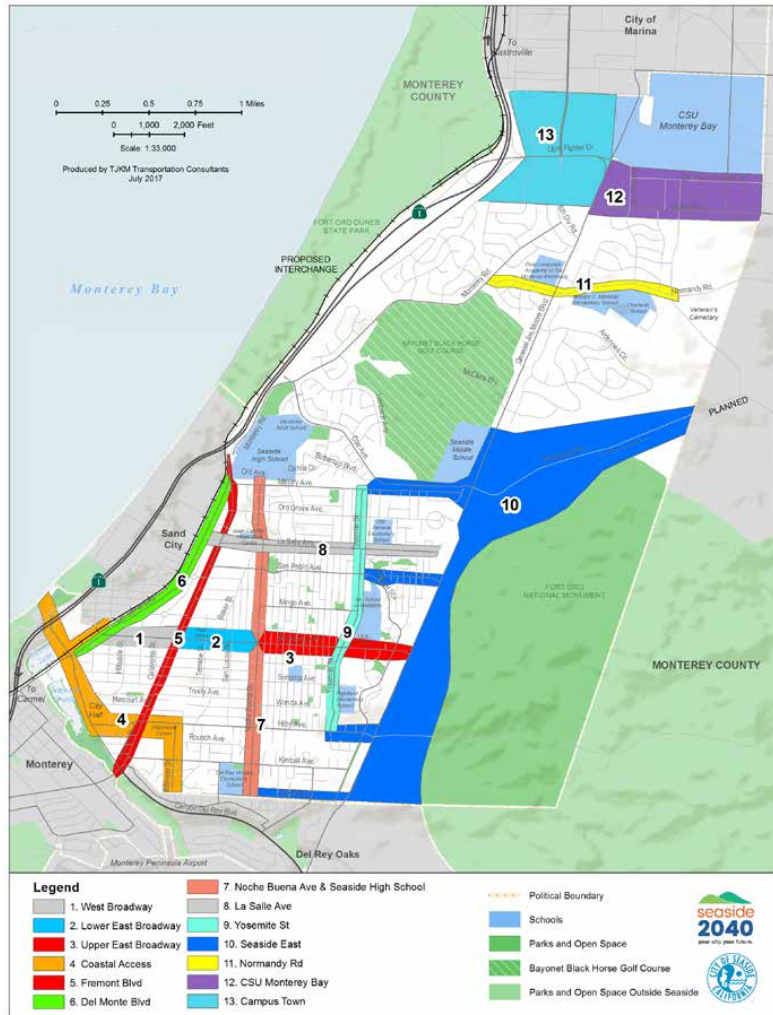
Addition: Show a potential future overpass. Discussions are underway about a potential pedestrian overpass over GJMB at Plumas/Mescal. This would create a great connection for people in the Del Rey Woods Elementary neighborhood, and it would serve as a visual gateway to the City for people traveling north on GJMB. The terrain at this location is well suited to an overpass, as opposed to an at-grade crossing.

Author: Fred   Subject: Sticky Note   Date: 1/29/2018 9:26:10 AM
Hilby west of Fremont: Should be upgraded to Class II, not just Class III.

Highland: Consider bike upgrade, to meet recent bike improvements on Carlton by City of DRO (and further future Carlton changes being envisioned).
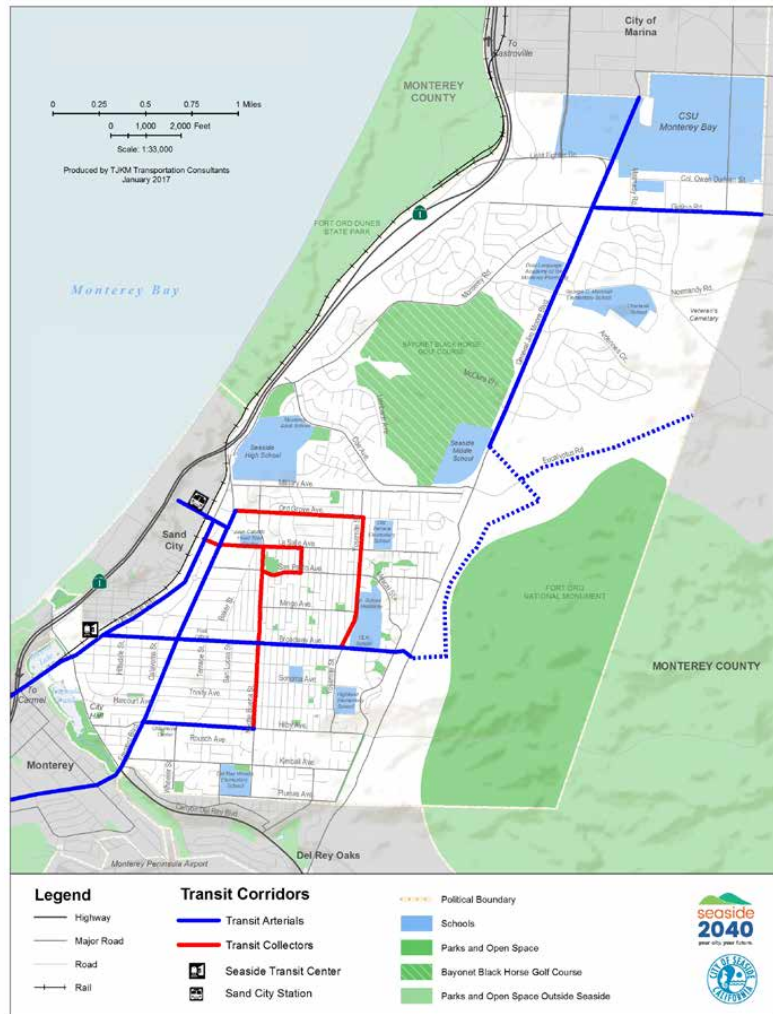
Figure 33: Pedestrian Improvement Focus Areas

Author: Fred   Subject: Sticky Note   Date: 1/29/2018 9:29:38 AM
Extend Main Gate polygon to incorporate the existing underpasses beneath Hwy 1 at Divarty.

Author: Fred   Subject: Sticky Note   Date: 1/29/2018 1:34:40 PM
Add a bike/ped corridor / focus-area along the electric transmission line easement that is to the east of GJMB between Normandy and Gigling.

GREAT opportunity here for safe, pleasant, accessible bike/ped connections to/through Campus Town (replaces a dangerous bike/ped option along GJMB).

Figure 34: Transit Priority Corridors

Legend

Highway
Major Road
Road
Rail

Transit Corridors

Transit Arterials
Transit Collectors
Seaside Transit Center
Sand City Station

Political Boundary
Schools
Parks and Open Space
Bayonet Black Horse Golf Course
Parks and Open Space Outside Seaside

Author: Fred   Subject: Sticky Note   Date: 1/29/2018 1:35:12 PM

As with the truck route, future transit routes in Seaside East should be more cognizant now of the terrain. These maps show truck/bus routes heading straight up some of the steepest slopes in Seaside East onto a very high visibility ridge.

There's room in Seaside east to keep such things more in the less-visible terrain areas.

Goals and Policies

Goal M-1: A citywide network of "complete streets" that meets the needs of all users, including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, public transportation, and seniors.

Intent: To make travel safe for users, including bicyclists, pedestrians, motorists, and transit vehicles, an access for riders and people of all ages and abilities. Complete Streets principles are incorporated into the General Plan, consistent with the California Complete Streets Act (AB 1358).

Policies:

- **Planning for all modes and transportation/land use integration.** Design streets holistically, using a complete streets approach, which considers pedestrians, bicyclists, motorists, transit users, and other modes together to adequately serve future land uses.

- **Universal access.** Incorporate universal design techniques to accommodate pedestrians of all ages and abilities. Ensure compliance with the ADA.

- **Commercial corridors and neighborhood connections.** Focus on improving automobile-oriented streets, such as Fremont Boulevard, Del Monte Boulevard, and East Broadway Avenue to support safe and comfortable access to retail and services by pedestrians, transit users, and bicyclists from adjacent neighborhoods and nearby destinations.

- **Reallocate space for Complete Streets.** Reallocate roadway space to allow complete streets improvements on streets with excess traffic capacity, including implementation of the following "road diets:"

  - Broadway Avenue: reduce to one motor vehicle lane per direction to provide space for bicycle lanes and wider sidewalks.

  - Fremont Boulevard: reduce to one southbound motor vehicle lane, to provide space for bicycle lanes and wider sidewalks while retaining on-street parking where desired.

  - Del Monte Boulevard: reduce to one northbound lane, to provide space for bicycle lanes and wider sidewalks while retaining on-street parking where desired.

- **CSUMB and former Fort Ord lands.** Increase multi-modal access to CSUMB and former Fort Ord lands.

- **Block length:** Limit block sizes to 600 feet to enhance multi-modal circulation and connectivity wherever feasible.

- **Alleys.** Maintain existing alleys as important resources for auto and pedestrian mobility.

- **Shared streets.** Encourage the concept of shared streets on low volume streets with limited right-of-ways, particularly on Seaside's one-way streets.

- **Maintenance as funds allow.** Maintain all streets, on-street paths, and sidewalks in a state of good repair. Coordinate street improvements and maintenance with other major transportation and infrastructure improvement programs.

- **Public use of rights-of-way.** Allow for the flexible use of public rights-of-way to accommodate all users and support neighborhood placemaking activities, community events, and temporary public spaces.

- **Street trees.** Maintain street trees to enhance the pedestrian environment and support Seaside's open space system and urban forest.

- **Wayfinding.** Provide wayfinding signage that helps travelers navigate to transit facilities, local and regional bicycle routes, public and cultural amenities, and visitor and recreation destinations.

- **Transportation performance measures.** Evaluate transportation performance holistically, taking into consideration multi-modal system performance measures as a consideration of new mobility priorities. Transportation performance measures should emphasize the efficient movement of people.

Goal M-3: Pedestrian facilities that connect land uses, address safety concerns, and support land use and urban design goals.

Intent: To prioritize the provision of pedestrian improvements and ensure that adequate pedestrian access is provided to land uses and destinations.

Policies:

- **Pedestrian paths and sidewalks.** Provide adequate sidewalk widths and clear paths of travel based on the street classifications, neighboring land uses, and anticipated pedestrian demand.

- **Pedestrian amenities.** Widen sidewalks in areas of high pedestrian activity to provide space for streetscape improvement and amenities, as appropriate and feasible.

- **Pedestrian access to land uses.** Provide pedestrian access to all land uses in Seaside.

- **Pedestrian Improvement Focus Areas.** Allocate resources and/or pursue funding to plan and construct pedestrian improvements in the pedestrian improvement focus areas shown on Figure 20.

- **Crossings at barrier locations.** Enhance pedestrian and bicycle crossings and pathways at key locations across physical barriers such as highways and road barriers.

- **Pedestrian facility maintenance.** Allocate funds for adequate regular maintenance of pedestrian facilities. Ensure existing facilities are maintained to continue compliance with accessibility standards. Maintain clearly marked crosswalks.
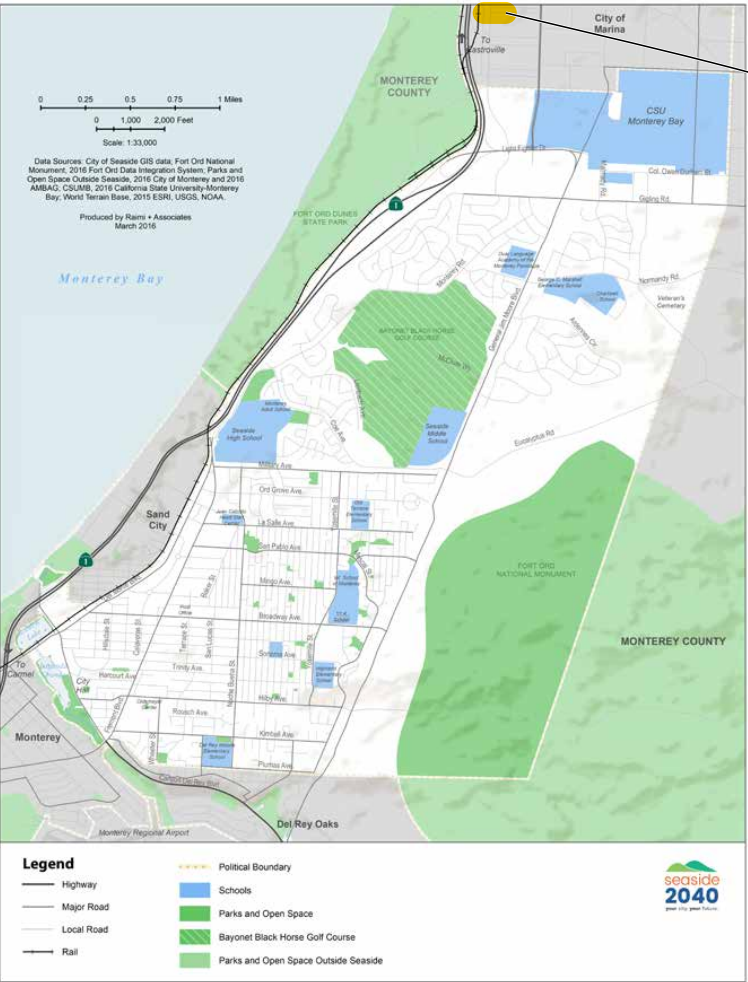
Goal M-4: Accessible regional connections to parks, recreational facilities, and open space.

Intent: To ensure that mobility network planning is coordinated with related planning efforts pertaining to parks, recreational facilities, and coastal access.

Policies:

- **FORTAG trail.** Support implementation of the FORTAG regional walking and bicycling trail. Coordinate with FORTAG on trail design and connectivity.

- **Trail art.** Enhance walking and biking trails with public art, including infrastructure facilities, installations, and programming.

- **Connections to Fort Ord National Monument.** Promote the development of safer routes and trails connecting Seaside to the National Monument, and support provision of visitor serving amenities that complement bicycling.

- **Coastal access.** Promote the development of safer routes and trails connecting Seaside to the coast.

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Author: Fred   Subject: Highlight   Date: 1/29/2018 9:40:08 AM
Good!

Figure 35:

Seaside shares much of its western border with the Fort Ord Dunes State Park, which opened in 2009. The park area includes approximately 990 acres of State parkland, including a boardwalk, four mile path with beach access, and interpretive exhibits. Visitors can enjoy the coastal landscape via bike or foot. Fort Ord Dunes is dominated by a continuous coastal sand dune formation and remnants from former Fort Ord's military history. In 2017, the California Coastal Commission approved a permit for California State Parks to build a campground in Fort Ord Dunes State Park including 45 RV sites, 43 tent sites and 10 hike-in/bike-in sites. Construction is expected to begin in 2019.

South of the Fort Ord Dunes State Beach, Seaside Beach serves as a gateway to more than 21 miles of coast linking six contiguous beach front parks: Monterey State Beach, Fort Ord Dunes State Park, Marina State Beach, Salinas River State Beach, Moss Landing State Beach, and Zmudowski State Beach. These parks are linked together by the Monterey Bay Coastal Trail, which connects to the City of Monterey in the south and Marina in the north, extending to Pacific Grove and just south of Castroville. The trail is paved, provides access to cyclists and runners/walkers, and offers coastal views and access to the beach, natural habitat, and some of the highest dunes on California's central coast.

Oak Woodlands on former Fort Ord lands.

Seaside Coastal Zone

The Seaside LCP identifies the coastal zone with approximately 90 acres of land that extend from the Pacific Ocean to the terminus of the Canyon Del Rey Creek on the southeastern portion of Laguna Grande. The coastal zone includes a beach visitor parking lot and the Monterey Bay Trail system, in addition to access to Sand Dunes Drive and Highway 1. The area includes approximately 500 feet of beach frontage along the Pacific Ocean.

The coastal zone area is part of a former estuarine complex, composed of Robert's Lake at the center and Laguna Grande to the south. Highway 1 separates the beach from Robert's Lake, although they are connected by an outfall located at the foot of Humboldt Street and in the seawall adjacent to the Monterey Beach Hotel. Del Monte Boulevard and the abandoned Southern Pacific Railroad right-of-way separate Robert's Lake from Laguna Grande.

Recreational Facilities

Along with the park and recreational sites, Seaside owns a variety of recreation facilities, including the Oldemeyer Center, Pattullo Swim Center, Wheeler Tennis Courts, the Bayonet and Black Horse Golf Courses. These centers are designed primarily for large group gatherings and provide activities for all age groups.

The City also owns sport facilities, such as fields and courts, which are incorporated into existing park and recreational sites. These sport facilities include three youth baseball/softball fields, but, as of 2017, no soccer fields. In 2017, Seaside began a project to transform Cutino Park to include soccer.

The City also partners with the Monterey Peninsula Unified School District to use their athletic facilities as a short-term alternative. Seaside could benefit from additional specialized recreation facilities including a skate park, multi-use and soccer fields, a group picnic area, amphitheater, adventure playground, and additional off-leash, dog areas

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Author: Fred   Subject: Sticky Note   Date: 1/29/2018 9:50:20 AM
see previous comment on this photo

need something without iceplant!

Recreational Programming

The Recreation Services Department provides recreational activities and classes to serve the needs of Seaside residents of all ages. The department offers targeted programs for youth, adults, and seniors, including the following:

- **Youth program** offerings vary in length, including daily, weekly, monthly, and seasonal programming. Activities are scheduled year-round and include athletic leagues, dance, recreational swim, and youth camps. The City also provides two types of educational programs: Tiny Tot University offers a preschool program for children between the ages of three and five; and the Kids Club, an afterschool program emphasizing the arts, environmental activities, and indoor and outdoor physical activity for students from kindergarten to fifth grade.

- **Adult classes** offer dance, exercise and swim programming for all levels. The City also partners with local organizations to support emotional and physical well-being, parent workshops, and other educational resources.

- **Senior programs**, activities, and services are meant to serve and enhance quality of life for older members of the Seaside community. Programming includes swimming, social activities, game nights, arts and crafts, and support services. The department also organizes a variety of day trips, walks, and excursions that are open to adults of all ages.

Examples of Seaside recreational programs.

Author: Fred   Subject: Highlight   Date: 1/29/2018 9:54:01 AM
This text sounds like it is just describing the current situation, not a plan for the future.

Text about the future could expand to specifically recognize opportunities for a wider range of (existing and future) activities, involving partnerships with relevant orgs e.g.

- Park Run
- Just Run / BSIM
- Plein air painting clubs
- Audubon
- CNPS
- Paralympic orgs
- ...

Figure 37: Vegetation Communities and Land Cover Types

0   0.25   0.5   0.75   1 Miles

0   1,000   2,000 Feet

Scale: 1:33,000

Data Sources: City of Seaside GIS data; Fort Ord National
Monument, 2016 Fort Ord Data Integration System; Parks and
Open Space Outside easide, 2016 City of Monterey and 2016
AMBAG; CSUMB, 2016 California State University-Monterey
Bay; World Terrain Base, 2015 ESRI, USGS, NOAA.

Produced by Raimi + Associates and Rincon Consultants, inc.
March 2016

Legend

- Highway
- Major Road
- Local Road
- Rail
- Political Boundaries

- Barren
- California Mixed Evergreen Forest and Woodland
- Chaparral
- Developed
- Developed Woodland/Shrubland

- Grassland
- Introduced Annual
- Introduced Perennial Grassland and Forbland
- Open Water
- Pacific Coastal Marsh
- Pacific Coastal Scrub

- Redwood Forest and Woodland
- Sparse Vegetation
- Western Oak Woodland and Savanna
- Western Riparian Woodland and Shrubland

seaside 2040
your city. your future.

CITY OF SEASIDE CALIFORNIA

Author: Fred   Subject: Highlight   Date: 1/29/2018 1:39:32 PM

This map is full of errors.

It looks like some kind of national land cover layer has been used that is largely inaccurate when applied at this scale.

For example:

Redwood Forest - does not occur in Seaside at all (there a few individual trees at Frog Pond in DRO)

"California Mixed Evergreen Forest and Woodland" does not dominate the interior of FONM

It's important to get a map like this right, because it provides a framework for community understanding of where key natural areas are - like oak woodlands, wetlands, maritime chaparral, coastal dune scrub etc.

A lot of this will come out in the EIR, but more should be done now at the draft GP stage, so that elements on other maps can be located in realistic places.

Scenic and Visual Resources

Seaside is situated along the Pacific Ocean and Monterey Bay Peninsula, central to federal, state, and regional parks and open space that provide stunning views from a variety of locations throughout the City. Laguna Grande Regional Park and Robert's Lake are visible from Highway 1 and local streets, providing a scenic natural landscape upon entering or leaving the southern limits of the City. The elevation of Seaside gradually increases from west to east, with expansive views of the Monterey Bay coastline, Monterey Peninsula's coastal cities, and surrounding mountains.

Both natural and man-made landscape features contribute to perceived visual character and the scenic attractiveness of an area's landscape. Natural landscape features in Seaside include the Pacific Ocean, coastal dunes and mountains, natural habitats, lakes, and topography. Man-made landscape features in Seaside include public roadways, coastal trails, streetscape features, such as lighting, street furniture, and water features, and urban structures. The City has identified several important viewsheds in the City, as shown in Figure 39, that should be enhanced and protected as redevelopment and development takes place. These viewsheds include:

- **Broadway Avenue.** Views down this roadway include expansive views of the ocean and Monterey Bay as well as residential and some institutional uses.

- **Highway 1:** Views west of Highway 1 include Monterey Bay and shoreline, coastal sand dunes of Fort Ord Dunes State Park, coastal mountains, and city views of the Monterey Peninsula. Views east of Highway 1 include Laguna Grande Regional Park and Robert's Lake.

- **Laguna Grande Regional Park and Robert's Lake:** Views of Laguna Grande Lake and Robert's Lake and the emergent wetland and riparian vegetation along their shores are visible from Del Monte Boulevard, Highway 218/Canyon Del Rey Boulevard, and Highway 1.

- **Bayonet and Black Horse public golf courses:** Views looking west from the golf course include Monterey Bay, coastal mountains, and city views.

- **Ridgeline along and west of General Jim Moore Boulevard:** Views of the Monterey Bay, coastal mountains, and city views are prominent along the ridgeline west of General Jim Moore Boulevard at the top of Broadway Avenue, San Pablo Avenue, La Salle Avenue, Ord Grove Avenue, and Coe Avenue. East of General Jim Moore Boulevard, views of the former Fort Ord lands and the surrounding mountains are visible.

- **CSUMB campus:** Views looking west from the campus.

These important viewsheds are identified to be protected as new development or redevelopment occurs in Seaside, and should be considered during the planning and approval phases of development.

Highway 1 is an officially designated State Scenic Highway, traversing over two miles of Seaside's western boundary. Highway 1 offers views of the coastal dunes in Seaside, Monterey Bay, and the Peninsula, surrounding mountains to the east, and the wetlands and channels of Laguna Grande Park and Robert's Lake. New development must also comply with FORA Highway 1 Design Corridor Design Guidelines, which provide a set of guidelines for the creation of design standards and zoning ordinances by jurisdictions with authority along the 30-mile stretch of Highway 1 beside the former Fort Ord, including Seaside.

Author: Fred   Subject: Highlight   Date: 1/29/2018 1:41:47 PM
To simply say "west" here is misleading. Need to re-word the heading and the paragraph.

At the broadest scale, there's a "ridgeline" up to the east of GJMB. "At finer scales, its actually a set of ancient sand dunes that generally run west to east, crossing GJMB.

So, yes, *some* segments of individual ridgelines are WEST of GJMB, and they have great views.

But the MAIN scenic assets to be emphasized in the Seaside East area are:
1. Views of the ocean from the ridgelines (plural) generally EAST of GJMB (many of these are closed to the public, but will be open in a couple of years)
2. Views of these same ridgelines from the coastal areas

The latter (#2 above) are an important part of Seaside's name and character i.e. a town beside the sea. Any buildings and roads constructed east of GJMB should be kept away from the high-visibility ridgelines in order to preserve the way in which open-spaces demarcate and frame Seaside, making Seaside a place away from the Bay Area, not an urban expanse that is perceived to extend indefinitely up the hills to the east and over the other side. The Bay Area is full of such places, where towns are indistinguishable from one another because development continues up and over ridgelines in every direction. Seaside can grow without having to ruin its ridgelines.

Author: Fred   Subject: Highlight   Date: 1/29/2018 10:13:24 AM
see previous comment. This sentence doesn't really capture it.

Author: Fred   Subject: Highlight   Date: 1/29/2018 10:01:45 AM
very generic text. need something more specific to Seaside

Figure 39: <mark>Important Viewsheds and Scenic Highways</mark>

Author: Fred   Subject: Highlight   Date: 1/29/2018 10:16:08 AM
This map seems arbitrary, ad hoc, and too approximate. It captures some important viewpoints, but it misses many (e.g. all the great viewpoints to/from Seaside East).

We've done a detailed GIS-based viewshed analysis. We'll send it to staff.

Goals and Policies

Goal POC-1: Abundant new park and recreational facilities to serve Seaside.

Intent: The lack of park space in the City will only intensify with future population growth. Close proximity to parks, open space, and recreational facilities encourages use, but can also facilitate opportunities to engage in physical exercise. Creating new parks in areas with limited access to park space is particularly important. Incorporating the principles of active design can help improve health and promote civic engagement. This goal seeks to increase the amount and availability of park and recreational facilities for all Seaside residents. Figure 40 illustrates a complete vision for the proposed additions to Seaside's open space network.

Policies:

- **Park ratio and standard.** Strive to meet a city-wide park standard ratio of twelve acres per thousand residents, excluding the Fort Ord National Monument.

- **Parks in existing neighborhoods.** If sufficient water supply is available to make the project feasible, increase the number and acreage of mini- and neighborhood parks in areas with low park levels of service, including the Terrace, Olympia, Noche Buena, and Rousch neighborhoods. Ensure that all neighborhoods are served by a park within a reasonable walking or bicycling distance. Maintain existing parks, as funds allow, and supplement with volunteer opportunities or partnerships when possible.

- **Parks on former Fort Ord lands.** Provide a range of park types and community recreation facilities on former Fort Ord, including a regional recreation area in Seaside East.

- **FORTAG.** Support implementation of the FORTAG regional trail and coordinate with FORTAG on trail design and connectivity and promote trail art.

- **Innovation in park design.** Encourage innovation in new park design allowing community gardens, urban agriculture and orchards, paseos, plazas, tot lots, roof-top gardens and other urban parks and green spaces.

- **Art in public spaces.** Ensure new park facilities have adequate spaces and equipment for active and passive recreation as well as public art.

- **New fields, courts, and gyms.** Provide multi-purpose fields and courts and new indoor gyms for Seaside residents and visitors.

- **Funding and dedication requirements.** Explore park funding and dedication requirements for new development, including the addition of park-like features, such as tot lots, paseos, and urban orchards in new developments.

- **New park maintenance.** Require project developers to establish mechanisms, such as a Community Facilities District, to adequately maintain new parks and recreational facilities.

- **Recreation programs.** Promote opportunities for physical activities for all ages and abilities by improving and expanding community recreation programs.

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Author: Fred Good   Subject: Highlight   Date: 1/29/2018 10:16:36 AM

Figure 40: Existing and Proposed Open Space Network

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Author: Fred   Subject: Sticky Note   Date: 1/29/2018 10:21:50 AM
This is obviously a controversial area. Regardless of what happens, emphasize the value of high-visibility oak-wooded ridgelines, which dominate this area.

Author: Fred   Subject: Sticky Note   Date: 1/29/2018 10:20:51 AM
Need open-space here on very steep-sloped oak woodland opposite cemetery.

Author: Fred   Subject: Sticky Note   Date: 1/29/2018 1:42:30 PM
Need at at least some kind of park here to encompass the unique Elfin Oaks woodland (which has an existing and very unique trail running through/under it).

Author: Fred   Subject: Sticky Note   Date: 1/29/2018 10:17:56 AM
Need at least a small park here to encompass the prominent viewpoint.

Author: Fred   Subject: Sticky Note   Date: 1/29/2018 10:17:46 AM
Need at least a small park here to encompass the prominent viewpoint.

Goal POC-2: Natural open space on former Fort Ord lands.

Intent: As former Fort Ord lands redevelop, this goal aims to create a high-quality and well-connected series of natural open spaces that support expanded recreational opportunities. Open space corridors include trails connecting to the Fort Ord National Monument, parks, and other destinations. It also includes passive corridors to preserve habitat, consistent with the Base Reuse Plan (BRP).

Policies:

- **Active open space corridors.** In partnership with regional and local agencies, develop active open space corridors that support natural vegetation communities, scenic vistas, and sensitive habitats within former Fort Ord lands. Open space corridors should connect to formal and informal trailheads in the National Monument where possible.

- **Open space buffer.** Provide an open space buffer consistent with the BRP between future development in Seaside East and the National Monument.

- **Partner with outside agencies.** Participate in regional and federal programs and partner with land trusts or other nonprofits to seek funding to preserve, maintain, and manage natural open space.

- **Educational opportunities.** Promote educational opportunities to emphasize the need to maintain and manage biological resources to maintain the uniqueness and biodiversity of the former Fort Ord.

Goal POC-3: Well-maintained and safe parks, recreational facilities, and open spaces.

Intent: Safe and well-maintained parks encourage greater community use. Improving infrastructure around parks, implementing safer park design, and ensuring adequate staff and resources support active and passive recreational opportunities for existing and future residents.

Policies:

- **Park upgrades.** Continue making improvements to existing parks and recreational facilities, including ADA and Title 24 compliance, upgrading and adding new recreational equipment, and enhancing park sustainability.

- **Low-maintenance design.** Promote low-maintenance design principles in the renovation and maintenance of parks and recreation facilities.

- **Crime Prevention through Environmental Design** (**CPTED).** Utilize CPTED principles in the design and renovation of existing parks and open space facilities to improve safety.

- **Lighting.** Provide appropriate lighting and visibility in park facilities while minimizing adverse impacts to adjacent properties.

- **Resources and staff.** Provide the appropriate resources and staffing to improve and maintain existing park and recreational facilities in Seaside.

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Author: Fred   Subject: Highlight   Date: 1/29/2018 10:24:07 AM
Addition:

Integrate with FORTAG. The 'G' in FORTAG stands for 'Greenway' - i.e. parks & other open spaces.

Trails through open-space corridors.

Author: Fred   Subject: Highlight   Date: 1/29/2018 10:25:27 AM
See previous comments with lists of things to do in open spaces: birding, botanizing, plein air painting, senior events, family running events, etc etc.

Author: Fred   Subject: Highlight   Date: 1/29/2018 10:24:17 AM
and trails

Goal POC-4: Accessible connections to parks, recreational facilities, and open space.

Intent: Safe and accessible bicycle and pedestrian connections to the park, open space, and recreational facilities encourage greater park use. These access improvements include providing bicycle and pedestrian priority routes to parks, as well as ADA and Title 24 improvements. Transportation improvements and wayfinding can also increase access to regional open spaces, such as the Fort Ord National Monument and Seaside beach.

Policies:

- **Access to parks.** Increase connectivity between parks and open space through bicycle facilities and priority pedestrian routes.

- **ADA improvements.** Support ADA and Title 24 improvements to improve access to existing parks.

- **Park visibility.** Increase park visibility through signage, wayfinding, and well-marked entry points.

- **National Monument connectivity.** Promote the development of trails within Seaside East to the National Monument.

- **Coastal and beach access.** Improve coastal and beach access from existing Seaside neighborhoods.

- **On-site open space.** Encourage on-site open space, (e.g. courtyards, to be connected to streets and other public spaces through physical access and sightlines).

Example of safe and visible access to parks.

Example of open spaces connected with bikeways.

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Author: Fred   Subject: Sticky Note   Date: 1/29/2018 10:26:30 AM
Great!

Double-check that this concept is policy, not just the caption of a photo.

Goal POC-5: The coast is easily accessible from existing Seaside neighborhoods and former Fort Ord lands by different transportation modes.

Intent: Providing public access to California's coast is a central premise of the California Coastal Act. This goal seeks to maintain and enhance public access through the provision of multiple access points, increased visibility and signage, and increased opportunities for alternative modes to safely travel to the beach.

Policies:

- **Public access areas.** Strive to implement pedestrian and bicycle access improvements along Canyon Del Rey Boulevard and from the Main Gate area to provide safe passage to the coast.

- **Signage program.** Implement the coastal access / directional signage program for all public access points.

- **Coastal parking.** Provide free and unrestricted parking at all public access and public parking areas within the coastal zone during daylight hours. Pursue opportunities to share existing parking lots with adjacent businesses, such as the Embassy Suites Hotel.

- **Trails and bicycle network.** Continue to participate in regional trail planning efforts, such as FORTAG, and local bicycle planning to better link existing Seaside neighborhoods and former Fort Ord lands to the California Coastal Trail.

- **Minimal impact to access.** Require new development and substantial redevelopment projects to minimize impacts to existing public access to the coast.

Goal POC-6: Partnerships and agreements that improve park access.

Intent: The Monterey Peninsula Unified School District, CSUMB, federal government, and Monterey Peninsula Regional Parks District all maintain parks, open spaces, and recreational facilities within or directly adjacent to Seaside. Area nonprofits also help with park design, construction, maintenance and funding. This goal seeks to maintain and expand joint use agreements with these agencies and organizations to facilitate greater park access for Seaside residents and visitors.

Policies:

- **Joint use agreements.** Maintain joint use agreements with the Monterey Peninsula Unified School District, CSUMB, federal government, and Monterey Peninsula Regional Parks District to allow greater park access.

- **Partnerships.** Strengthen public-private partnerships with groups, such as the Friends of Seaside Parks Association, to build and maintain public parks and recreational facilities. Continue working with Sustainable Seaside and other partners, when programming ecology education.

- **Regional coordination.** Participate in coordinated regional planning for parks and open space development and access.

- **Green space near schools.** Work with Seaside schools to ensure that students have adequate access to green space.

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Author: Fred   Subject: Highlight   Date: 1/29/2018 10:27:44 AM
Good.

Crucial here are those 'FORTAG spurs' e.g. the ones that have already been laid out by the FORTAG team to connect safely and accessibly from Hilby, Broadway, etc.

Author: Fred   Subject: Highlight   Date: 1/29/2018 10:28:52 AM
Good!

Goal POC-9: New development supports the preservation or enhancement of the City's natural resources.

Intent: Former Fort Ord lands contain higher-quality, contiguous habitats and special status species. As future development occurs on former Fort Ord lands, this goal fosters sustainable development practices that provide to sensitive habitats and species.

Policies:

- **Clustered development.** Cluster new development on former Fort Ord lands to minimize impacts to oak woodlands and linkages, preserve habitat management areas, and protect steep slopes, wetlands, and waterways.

- **Integrating oak woodland.** Work with developers to promote an understanding of existing oak trees and previously-identified oak woodland linkages as they design new developments.

- **Development review.** When projects are adjacent to or contain sensitive habitat, require projects to submit analysis showing the existing habitat, proposed plan.

- **Development near habitat management areas.** Require new development adjacent to habitat management areas to minimize new impervious surface, minimize light pollution, and emphasize native landscaping.

- **Hillside protection.** When grading is necessary, encourage grading for new development that complements the surrounding natural features.

- **Low-impact development.** Use low-impact development techniques to improve stormwater quality and reduce run-off quantity.

- **Dark sky lighting standards.** Require new construction or modifications to existing development and public facilities to adhere to: dark sky lighting standards or the control of outdoor lighting sources by shielding light in the downward direction and limiting bright white lighting and glare.

- **Dark sky education.** Promote dark sky education in the community in order to excel at efforts to promote responsible lighting and dark sky stewardship.

- **Native species.** Encourage new development to support a diversity of native species and manage invasive species.

- **Invasive species.** Discourage the use of plant species on the California Invasive Plant Inventory.

- **Stormwater area and wetlands.** Incorporate wetland features into stormwater control facilities to the extent practicable.

- **Water quality.** Incorporate water quality and habitat enhancement in new flood management facilities.

- **Green streets.** When feasible, explore opportunities for green streets, and using natural processes to manage stormwater runoff. When green street demonstration areas are identified, include unobtrusive educational signage.

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Author: Fred   Subject: Highlight   Date: 1/29/2018 10:29:43 AM
and high-visibility ridge lines

Goal POC-13: Scenic vistas, views, and highways are protected and enhanced.

Intent: Views and scenic vistas help define the scenic value of Seaside. This goal seeks to protect important viewsheds in Seaside by protecting views, supporting the enhancement of natural resources, and landscape design.

Policies:

- **Views.** Protect public views of significant natural features, such as the Monterey Bay, the Pacific Ocean, the surrounding mountains, and other important viewsheds, as identified in Figure 5. Review all major redevelopment projects to ensure they will not significantly obstruct views from the public right-of-way of these major scenic resources.

- **Highway 1.** Preserve the unique public views visible from the Highway 1 corridor between Fremont Boulevard and the northern boundary of the City. Adhere to the Highway 1 Design Corridor setback policies when developing Seaside North.

- **Landscape design.** Require new public and private landscape installations to consider access to vistas from the public realm and encourage landscape design that protects or enhances those views.

- **Signage and infrastructure.** Encourage signage, infrastructure, and utilities that do not block or detract from views of scenic vistas.

- **Light pollution.** Preserve skyward nighttime views and lessen glare by minimizing lighting levels along the shoreline by continuing to follow dark sky guidelines.
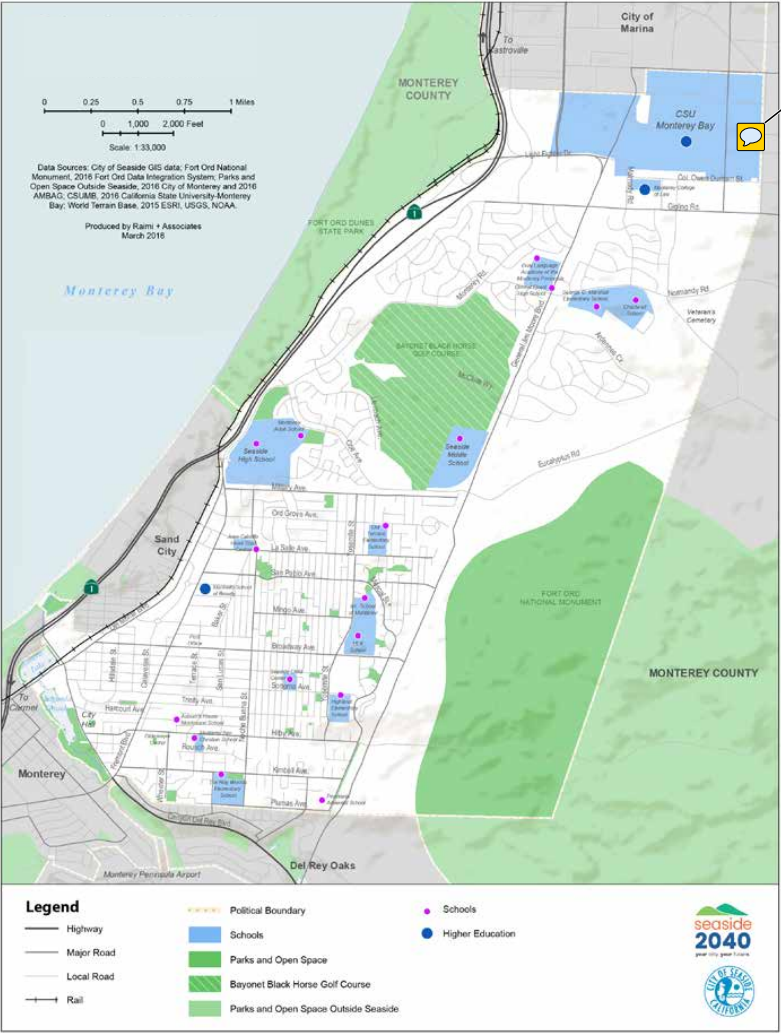
Goal POC-14: A strong sense of cultural resources and historical places.

Intent: To help preserve, conserve, enhance, and educate the public about Seaside's cultural and historical assets, including archaeological and tribal cultural resources. To achieve this, the City will promote educational resources and integrate cultural and historical resources as part of coordinating land use and community design decisions.

Policies:

- **Identify and conserve resources.** Identify, protect, preserve and restore significant cultural resources in the City and former Fort Ord lands in the City. Establish a known list of cultural and historic resources in the City.

- **Protect Native American cultural resources.** Provide for the protection and/or support of tribal cultural resources in the city and at the former Fort Ord.

- **Historic preservation.** Work with State and Federal agencies, such as California Historical Resources, to help guide and fund future restoration efforts. Support efforts to memorialize significant people, places, and events in the history of Seaside through public art and plaques.

- **Wayfinding signage.** Increase historical and cultural facility visibility through signage and wayfinding.

- **Historical resource development.** Work with local organizations to continue to document and educate the public about the history of Seaside.

Figure 52: Schools and Higher Education

Author: Fred   Subject: Sticky Note   Date: 1/29/2018 10:34:22 AM
Monterey Bay Charter School future campus on CSUMB

Goals and Policies

Goal CFI-1: City-wide infrastructure to support existing development and future growth.

Intent: To plan new and improved city-wide infrastructure that supports future growth and sustainable infrastructure best practices. To achieve this, the City will consider strategic approaches to mitigate the cost of services and utilities, while meeting the needs of current and future residents.

Policies:

- **Aging infrastructure.** Continue to manage and upgrade the City's aging infrastructure, as funds allow and leverage funds whenever possible.

- **Funding levels.** Explore options available to attain sustainable funding levels for maintaining existing infrastructure in the City.

- **Infrastructure for new development.** Require a plan to provide adequate infrastructure and utility service levels before approving new development.

- **Fair share.** Require that new and existing development pay its fair share of infrastructure and public service costs.

- **Utilities below grade.** To the maximum extent feasible, install infrastructure to facilitate the delivery of all utilities below grade when feasible.

- **Sustainable materials.** Promote the design of infrastructure projects that use sustainable materials and fewer natural resources during construction.

- **Climate change risks.** As feasible, identify the long-term risks from climate change, including changes in flooding, storm intensity, sea level rise, water availability, and wildfire, during infrastructure planning and design to adapt to those changes.

Goal CFI-2: A sustainable water supply that supports existing community needs and long-term growth.

Intent: To create a strong framework of policies and practices that encourage sustainable water management, accommodate projected growth, and provide benefits beyond the horizon of the General Plan. To achieve this, the City will continue to coordinate with water utilities and regional water supply agencies to seek new water sources and ensure adequate supply for current and future residents. The City will also continue to work to reduce water use and find alternative sources of potable water to ensure a sustainable water supply.

Policies:

- **Regional coordination.** Continue to work cooperatively with local and regional water utilities, suppliers and agencies to maintain an adequate water supply for existing uses and develop new water supplies for development of the former Fort Ord lands and redevelopment within the city.

- **New water sources.** Aggressively seek new water sources for the Seaside Municipal Water System service area.

- **City review of new development.** Continue to review development proposals to ensure that adequate water supply, treatment, and distribution capacity is available to meet the needs

of the proposed development without negatively impacting the existing community.

- **Water conservation.** Continue to actively promote water conservation by City residents and businesses through policies and programs outlined within the Climate Change and Sustainability Element.

- **Recycled water.** Continue to promote the use of recycled water for irrigation of parks, golf courses, and public and private landscaped areas in Seaside.

- **Stormwater infiltration.** Continue to promote recharge of drinking water aquifers by stormwater infiltration.

Goal S-5: Minimization of risk of fire hazards in the City and wildfire hazards on former Fort Ord lands through fire prevention design and fuel reduction strategies.

Intent: To encourage planning and design strategies that mitigates wildfire risk. To achieve this, the City will assess and evaluate fire hazards, encourage fire mitigation, and ensure a level of service that meets or exceeds resident needs.

Policies:

- **Inventory risk levels.** Reduce fire hazard risks to an acceptable level by inventorying and assigning risk levels for wildfire hazards and regulating the type, density, location, and/or design and construction of new developments, both public and private.

- **Fire prevention by design.** Ensure that planning and design of development in very high fire hazard areas minimizes the risks of wildfire through structure development in accordance with the California Building Code Chapter 7A and includes adequate provisions for vegetation management, emergency access, and firefighting.

- **Fire Protection Former Fort Ord.** Provide fire suppression water system guidelines and implementation plans for existing and acquired former Fort Ord lands equal to those recommended in the Fort Ord Infrastructure Study for fire protection water volumes, system distribution upgrades, and emergency water storage.

- **Landscaping and buffer zones.** Work with the U.S. Army, private property owners, and adjacent jurisdictions to maintain fire safe landscaping and buffer zones in areas of wildfire risk.

- **Water pressure.** Coordinate with water districts to ensure that water pressure for existing developed areas and former Fort Ord lands is adequate for firefighting purposes

- **Fire education.** Continue to provide fire hazard education and fire prevention programs to Seaside residents and businesses.

- **Facility siting.** Ensure that the location of new and existing fire protection facilities provides a consistent level of service on former Fort Ord lands.

- **Update building code.** Reduce the risk of impacts from wildfire through updating development standards that meet or exceed the California Code of Regulations Title 14 State Responsibility Area Fire Safe Regulations and Fire Hazard Reduction Around Buildings and Structures Regulations and ensure new development meets the fire safe requirements.

- **Development in the Very High Fire Hazard Severity Zone.** Require new development in the Very High Fire Hazard Severity Zone to develop a fire protection and evacuation plan and ensure that the plan includes adequate fire access to new development.

- **Fire protection of public facilities.** Ensure new public facilities are located outside of Very High Fire Hazard Severity Zones when feasible.

Fire redevelopment. Evaluate soils and waterways for risks from flooding, water quality, and erosion to ensure that they are suitable to support redevelopment following a large fire.

Fire education services in Seaside.

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Author: Fred   Subject: Highlight   Date: 1/29/2018 10:42:07 AM

Here, reference the already designated & cleared fuel break that runs along the FONM / City boundary on the City side of the fence.

Also note that trails (like FORTAG) are a desirable land use within fuel breaks (in concert with provision for emergency vehicle access).

In general, the things that make trails safe and accessible are also the things that reduce fire risk and facilitate fire-fighting.

Goals and Policies

Goal N-1: Appropriate noise environments that are compatible with existing and proposed land uses based on guidelines provided in the Noise Element.

Intent: To regulate the noise environment and to protect the health and welfare of Seaside residents and visitors. Some land uses are more sensitive to noise than others. Elevated noise levels affecting sensitive land uses can be disruptive and adverse to quality of life for residents and visitors. To achieve this, the City will ensure that the noise environment is appropriate for proposed land uses and that noise sensitive land uses are not exposed to high noise levels.

Policies:

- **Noise standards.** Adopt, maintain, and enforce planning guidelines that establish the acceptable noise standards identified in Table 1.

- **Compatible development.** Assess the compliance of individual developments, including new development and reuse/revitalization projects, with noise land use compatibility standards in Table 2. Where proposed projects are not located in an area that is "clearly compatible," the City may require that an acoustical study be prepared as a condition of building permit approval demonstrating compliance with the noise standards shown in Table 1.

- **Compatible development on former Fort Ord lands.** Ensure that new development in the City's portion of the former Fort Ord lands complies with the noise guidelines presented in the FORA Base Reuse Plan (Table 3) such that it does not adversely affect existing or proposed uses.

- **Noise sensitive land uses.** Protect noise-sensitive land uses or sensitive receptors, including residences, schools, hospitals, libraries, established religious gatherings, convalescent homes, community open spaces and recreation areas, and sensitive wildlife habitat on former Fort Ord lands, from high noise levels emitted by both existing and future noise sources.

- **Noise guidelines and local coordination.** Participate with other local jurisdictions in the FORA planning area to establish a consistent set of guidelines for controlling noise.

- **Enforcement of stationary noise standards.** Review and enforce the noise limits and construction and operation regulations contained in this Noise Element and in the City's Municipal Code.

- **Non-transportation related noise.** Encourage reduction of stationary noise impacts from commercial and industrial land uses, activities, events, and businesses on noise-sensitive land uses.

- **Limit on hours of operation.** Limit delivery or service hours for stores and businesses with loading areas, docks, or trash bins that front, side, border, or gain access on driveways next to residential and other noise sensitive areas, such as residences, schools, hospitals, religious meeting spaces, and recreation areas.

	• **Incubator Space.** Allow collaborative incubator spaces for emerging innovative start-ups and spinoffs, including those associated with regional institutions of higher-learning; and • **Innovation Marketplace.** Allow collaborative "innovation marketplaces", where start-ups, spinoffs, researchers, and industry professionals can exchange ideas and showcase innovation. • Accelerated and by-right entitlement processing to attract and expand targeted businesses and to incentivize catalyst projects at key locations. • Identify a suitable environment to attract research and business park uses in the former Fort Ord area in North Seaside through updated zoning standards that provide appropriate locations for flexible R&D and advanced manufacturing space.			
LUD 7.	**Development review.** As feasible, streamline the development review and update process for projects that conform with the goals and policies of the General Plan to ensure that development applications are implemented in a timely manner. This may include ministerial review for projects that fall within the building height and intensity limits. Zoning code updates should address this development review process.	High	Short	Planning, Community and Economic Development
LUD 8.	**Development fees.** Develop city-wide or area-wide development impact fees for infrastructure, community benefits, and long-range planning. As part of this process, complete the following activities: • Review and modify existing fees. • Work collaboratively with developers to establish a common set of development impact fees for infrastructure, parks and recreation, transportation, affordable housing, and others as needed.	High	Medium	Planning, Community and Economic Development
LUD 9.	**Development fact sheets.** Create and promote a series of one-page fact sheets about permitting, zoning, building, and development requirements and questions. Incorporate sustainability practices related to building construction, site design, and renovation into materials.	Medium	Ongoing	Planning, Community and Economic Development
LUD 10.	**Infill housing incentive program.** Establish an infill housing incentive program. Potential incentives may include an expedited building permit process, impact fee waivers or other incentives.	Medium	Long	Planning, Community and Economic Development
LUD 11.	**General Plan Reviews.** Review the General Plan on a five-year cycle, including a review of individual elements and community programs. Periodically revise the General Plan and respond to individual Plan Amendment petitions.	High	Short	Planning, Community and Economic Development

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Author: Fred   Subject: Highlight   Date: 1/29/2018 1:01:51 PM

Additional item near here:

Implement online permit condition tracking system like the one operated by the County of Monterey: https://aca.accela.com/Monterey/

This system promotes transparency.

Major sub-division permits are usually accompanied by 50-100 conditions with timelines that may extend for many years. A tracking system allows staff and the public to track compliance with conditions so that the appropriate steps are taken and not forgotten as people move on.

M 5.	**Fremont Boulevard Complete Streets Corridor.** Construct street improvements on Fremont Boulevard, as identified in the Seaside 2040 Mobility Element to include: • Install bicycle lanes in both directions. • Reduce to one southbound through lane for motor vehicles to allow for a reduction in pedestrian crossing distances, wider bicycle lanes. • Coordinate signals to reduce delays to all travel modes. • Provide transit stop amenities at MST JAZZ stops. Consider the provision of transit signal pre-emption, and bus queue-jump lanes at some locations, to reduce delays to MST JAZZ service on Fremont Boulevard.	High	Ongoing	Planning, Engineering
M 6.	**LaSalle Avenue Safe Routes to School & Traffic Calming Improvements.** Plan, design and install pedestrian improvements along the LaSalle Avenue, from Del Monte Boulevard to Old Terrace Elementary School. Initial planning could occur as part of the Pedestrian Master Plan (see Mobility Programs).	High	Medium	Public Works
M 7.	**FORTAG Trail.** Construct the FORTAG trail. Add wayfinding, viewing platforms, seating, and other amenities. Connect the FORTAG trail to the circulation network at Broadway Avenue, Hilby Avenue, San Pablo Avenue, Eucalyptus Road, and under Highway 1.	High	Medium	Public Works
M 8.	**Coastal Access Pedestrian Improvement Focus Area Design.** pursue funding for, and construct pedestrian improvements between Oldemeyer Center and the coastline.	High	Medium	Public Works, Caltrans
M 9.	**Bicycle Boulevards.** Design, pursue funding for, and construct bicycle boulevards to connect Seaside neighborhoods and schools as identified in the Mobility Element.	High	Medium	Public Works
M 10.	**Del Monte Boulevard Complete Streets Corridor.** North of Broadway: reduce to one northbound through lane for motor vehicles (concurrent with elimination of one southbound lane on Fremont Boulevard) to allow for bicycle lanes (without requiring removal of on-street parking), and reduced pedestrian distances. Coordinate signals for southbound travel.	High	Medium	Public Works
M 11.	**Seaside East: Complete Streets Network & Pedestrian Improvement Focus Area improvements.** Construct the complete street improvements to serve Seaside East concurrent with, and primarily funded by, new development in Seaside East.	High	Ongoing	Community and Economic Development, Public Works

Author: Fred   Subject: Highlight   Date: 1/29/2018 1:03:51 PM
Good. (This of course will occur in conjunction with TAMC, through which the Measure X funding is routed.)

Author: Fred   Subject: Highlight   Date: 1/29/2018 1:09:21 PM
Note:
- Clarify that the existing text refers to the *northeastern* end of Hilby (the southwestern end is also relevant)

Should add:
- Campus Town
- Main Gate

Could add, if the city so chooses:
- Bike/ped bridge at Mescal/Plumas

Also relevant: Ensure the city streets Class II network is well-connected to FORTAG in Canyon Del Rey at:
1. Del Monte
2. Hilby (southwestern end)
3. Fremont

Table 33: Parks, Open Space, and Conservation Physical Improvements

	Description	Priority	Time Frame	Responsibility
POS 1.	**Seaside East Regional Park.** Build approximately 50 acres of commercial recreational open space and parks in Seaside East, as identified in the Base Reuse Plan.	High	Medium	Public Works
POS 2.	**FORTAG. Connect the FORTAG trail.** Add wayfinding, viewing platforms, seating, and other amenities. Connect the FORTAG trail to the circulation network and consider place making opportunities.	High	Medium	TAMC
POS 3.	**Parks in Existing Seaside Neighborhoods.** Create new parks within existing Seaside Neighborhoods as funds and opportunities are available	Medium	Long	Public Works
POS 4.	**Parks in existing Seaside neighborhoods.** Create new parks within existing Seaside neighborhoods, as identified in the West Broadway Urban Village Specific Plan, the Parks Master Plan, and north of East Broadway (as funds are available).	High	Long	Public Works

Table 34: Infrastructure Physical Improvements

	Description	Priority	Time Frame	Responsibility
CFI 1.	**Capital Improvement Projects.** Implement capital improvement projects identified in the Water System Master Plan.	Medium	Ongoing	Public Works
CFI 2.	**Water Supply.** Modify the SMWS system to allow new supplies developed in conjunction with regional partners (Cal-Am, MCWD, MRWPCA, and/or MPWMD) to be transmitted and connected to the SMWS system.	High	Short	Public Works
CFI 3.	**Short-Term (Priority) Storm Drainage Projects.** Implement near-term capital improvement projects identified in the Stormwater Master Plan.	High	Short	Public Works
CFI 4.	**Long-Term Storm Drainage Projects.** Implement medium- and long-term capital improvement projects identified in the Stormwater Master Plan.	Medium	Medium/ Long	Public Works