

**Table 5 Index of BRP Corrections and Updates**

Corrections
Institutional Land Use Program B-1.1 (Seaside) typographical error
Streets and Roads Program D-1.3 typographical error
Land Use and Transportation Program A-2.1 typographical error
Recreation Policy A-1 (Marina and Seaside) typographical error
Recreation Policy A-2 (Marina) typographical error
Recreation Policy G-1 (all) typographical error
Soils and Geology Program A-2.3 (Seaside/County) format
Soils and Geology Policy A-4 (all) out-of-date reference
Soils and Geology Program A-6.1 (all) clarification
Soils and Geology Program C-2.1 (all) clarification
Hydrology and Water Quality Policy B-1 (all) format
Hydrology and Water Quality Program B-1.2 to 1.7 (Seaside/County) format
Hydrology and Water Quality Program B-2.4 to 2.7 (County) incorrect reference
Hydrology and Water Quality Program B-1.5 (all) clarification
Hydrology and Water Quality Program C-1.2 (all) out of date reference
Hydrology and Water Quality Program C-1.5 (County) typographical error
Hydrology and Water Quality Program C-2.1 (all) wording/format
Hydrology and Water Quality Policy C-3 (all) typographical error
Hydrology and Water Quality Program C-6.1 (Seaside/County) format
Biological Resources Objective A (all) period missing
Biological Resources Program A-3.2 (County) clarifications
Biological Resources Program A-3.2 (County) clarifications
Biological Resources Program A-7.1 (County) typographical error
Biological Resources Program A-8.1 (County/Del Rey Oaks) out-of-date reference
Biological Resources Program A-8.2 (County/Del Rey Oaks) out-of-date reference
Biological Resources Program C-2.2 (County) typographical error
Cultural Resources Program B-2.3 (County) out of date reference

Corrections
Noise Programs B-2.1 and B-2.2 (Seaside and County) mis-numbered
Seismic and Geologic Hazards Policy A-2.3 (all) out-of-date reference
Seismic and Geologic Hazards Policy A-3 (all) typographical error
Seismic and Geologic Hazards Program A-3.1 (Marina and Seaside) typographical error
Seismic and Geologic Hazards Program B-1.1 (all) out-of-date reference
Seismic and Geologic Hazards Program C-1.1 (Seaside) format error
Fire Flood and Emergency Management Program A-2.1 (Marina) out-of-date reference
Mitigation Measure (hydrology/water quality) typographical error
Mitigation Measure (biological resources) typographical error
Figure Corrections (Various map formatting and content inconsistencies)

**Potential Options:**

- Make no corrections to the existing typographical and other non-substantive errors found in the BRP.
- Direct FORA staff to modify the BRP with all corrections listed in Table 5.
- Deliberate all or some of the corrections listed in Table 5 before providing direction to FORA staff to modify the BRP with selected corrections.

**Synopsis of Public Comments:**

None

**Text Corrections**

Most of the text corrections referenced in Table 5, Index of BRP Corrections and Updates, were identified in the Scoping Report. Others have been independently identified by FORA staff apart from the Scoping Report process. The corrections are largely associated with BRP policies, programs, or mitigation measures. The corrections are grouped by the BRP Element in which the subject text is found. In

instances where the correction may not be obvious, an explanatory note is provided in *italics*. Some corrections are repeated two or three times, typically with different page references, one occurrence for each member jurisdiction to which the subject text applies. Text deletions are noted in ~~striketrough~~ and text insertions are underlined.

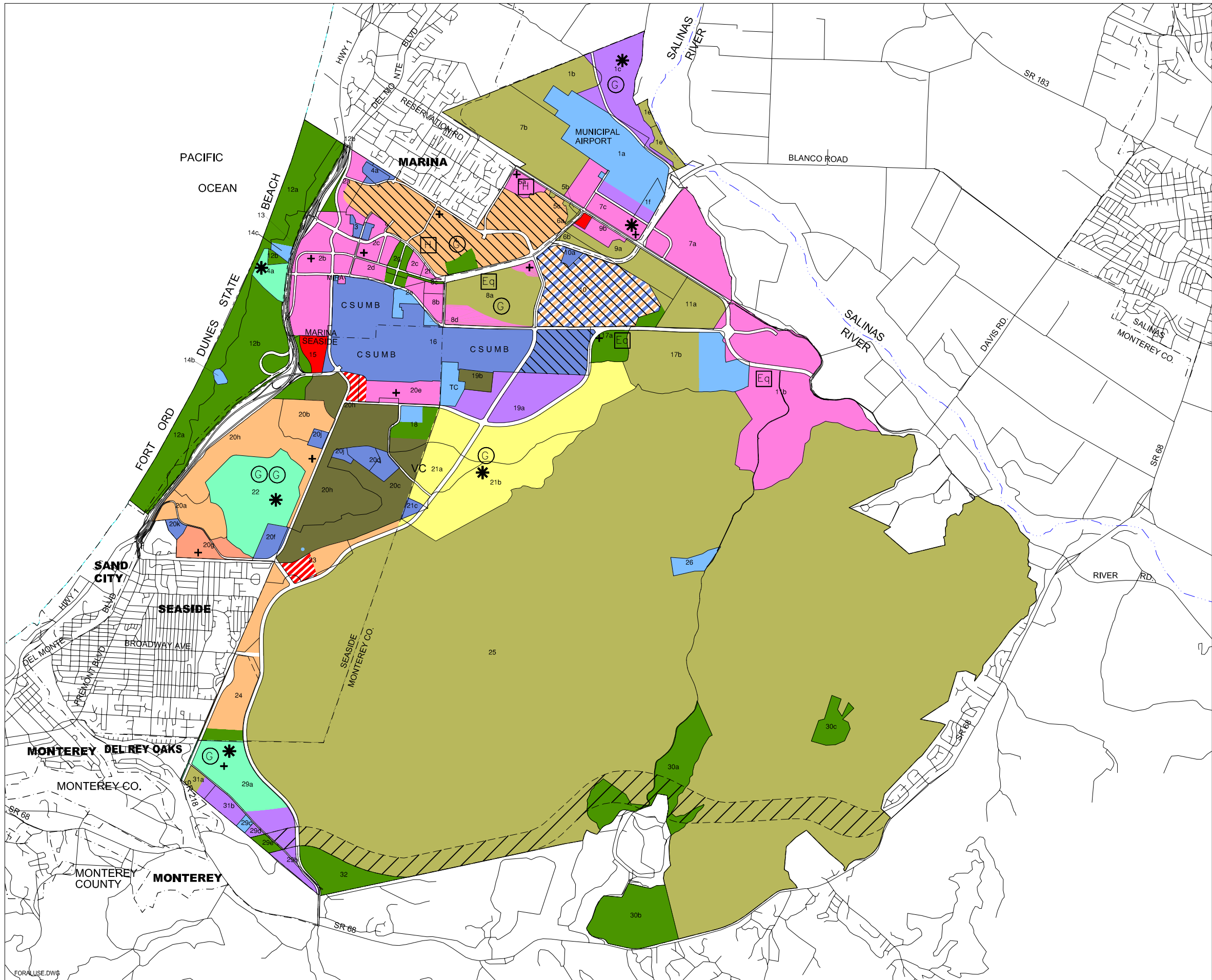
**Land Use Element**

Volume II, Page 237

Program ~~E-1.2~~ E-1.3: The City of Marina shall designate convenience/specialty retail land use on its zoning map and provide standards for development within residential neighborhoods.

Volume II, Page 241

Program C-1.2: The City of Seaside shall zone and consider development of a golf course community in the New Golf Course Community District totaling 3,365 units. The ~~district~~ District includes the existing 297-unit Sun Bay apartment complex on Coe Road and 3,068 new housing units within the remainder



# FORT ORD REUSE PLAN

Fort Ord Reuse Authority (FORA)

Land Planning	EDAW, Inc.
Market Analysis	EMC Planning Group, Inc.
Transportation Engineering	Sedway Kotin Mouchly Group
Civil Engineering	JHK and Associates
Fiscal Analysis	Reimer Associates
Habitat Planning	Angus McDonald Associates
Public Communications	Zander Associates
Community Development	The Ingram Group
	Resource Corps International

**LEGEND:**

- SFD Low Density Residential
- SFD Medium Density Residential
- MFD High Density Residential
- Residential Infill Opportunities
- Hwy 68 Bypass ROW; Development with Restrictions
- Planned Development Mixed Use District
- Business Park/Light Industrial Office/R & D
- + Convenience Retail
- Neighborhood Retail
- Regional Retail
- Visitor Serving
- G Golf Course Opportunity Site
- \* Hotel Opportunity Site
- Eq Equestrian Center Opportunity Site
- Open Space/Recreation
- Habitat Management
- School/University
- University Medium Density Residential
- H Alternative High School Sites
- Public Facility/Institutional
- Military Enclave
- VC Veterans Cemetary

SHEET TITLE:  
**LAND USE CONCEPT  
 ULTIMATE DEVELOPMENT**

	 NORTH	SOURCE: Jones & Stokes, 1995 Reimer Associates, (Re-Projected), 1995 Monterey County, 1995 EDAW, Inc., 1996	FIGURE: <b>3.3-1</b>
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Some public input was received in support of modifications being directly reflected as modifications of the land use designations shown on BRP Figure 3.3-1, Land Use Concept Ultimate Development map ("Land Use Concept"). The map is the graphic representation of the types and arrangement of permitted land uses within the former Fort Ord and, therefore, serves as an important information tool for the FORA Board, local member jurisdictions, other agencies and interests, and the public.

The FORA Board has made numerous legislative consistency determinations for the cities of Seaside, Del Rey Oaks, and Marina, and the County of Monterey. The consistency determinations have either been major determinations (such as general plans and zoning amendments), or other actions or determinations that have resulted in land use distributions that differ from those shown in on the Land Use Concept map. The background FORA Board meeting agendas, staff reports, and minutes relating to these determinations are included in Appendix F of the Scoping Report.

**Description and Key Issues.** Implementation of this item would involve the FORA Board formally acting to modify the Land Use Concept map to reflect land use modifications made as a result of the FORA Board's prior consistency determinations. Changes to the Land Use Concept come up as an

issue because of provisions in the Master Resolution that allow for the rearrangement of land uses by the jurisdictions, provided an overall density balance is maintained. Therefore, with some consistency determinations, there have been locations where the jurisdiction's land use map does not match the BRP Land Use Concept map. Since the FORA Board consistency determinations did not speak to BRP Land Use Concept changes to keep the maps consistent, the question arises as to whether the Land Use Concept map should now be officially updated to reflect these jurisdictional differences that have been found consistent with the BRP. Lists of prior consistency determinations for the cities of Del Rey Oaks, Marina, and Seaside that result in the need to review and consider modifications to the Land Use Concept map to reflect the determinations are shown in Tables 7, 8, and 9, respectively.

**Potential Options:**

- Determine that the consistency determinations are adopted by the FORA Board and no further Board action is necessary.
- After receiving a revised map from FORA staff, adopt a resolution formally modifying the BRP Land Use Concept consistent with the general plans and specific plans for which the FORA Board has made prior consistency determinations.

**Table 7 Prior Del Rey Oaks General Plan Consistency Determinations Resulting in Need to Modify BRP Figure 3.3-1, Land Use Concept**

1997 Base Reuse Plan Designation	Changed to	Acres
Open Space/Recreation	General Commercial – Visitor/Office	6.9
Visitor Serving	General Commercial – Visitor/Office	11.0
Business Park/ Lt. Ind./Office/R&D	General Commercial – Visitor/Office	12.4
Visitor Serving	Neighborhood Commercial	4.6

*Notes:* Acres are estimated from GIS files.

*Source:* City of Del Rey Oaks 1996, FORA 1998, 2001.

**Table 8 Prior Marina General Plan Consistency Determinations Resulting in Need to Modify BRP Figure 3.3-1, Land Use Concept**

1997 Base Reuse Plan Designation	Marina General Plan Designation	Acres
Medium Density Residential	Single Family Residential (5 du/acre)	388.6
Open Space	High Density Residential	11.1
Regional Retail	Light Industrial/Service Commercial	9.8
Planned Development Mixed Use	Parks and Recreation	59.6

*Notes:* Most Planned Development Mixed Use was clarified for specific mixed use development purposes in the Marina General Plan. The only area of Planned Development Mixed Use included in the table is on the landfill parcel, where the Planned Development Mixed Use designation was changed to Parks and Recreation, hence significantly changing the use of the site. Acres are estimated from GIS files.

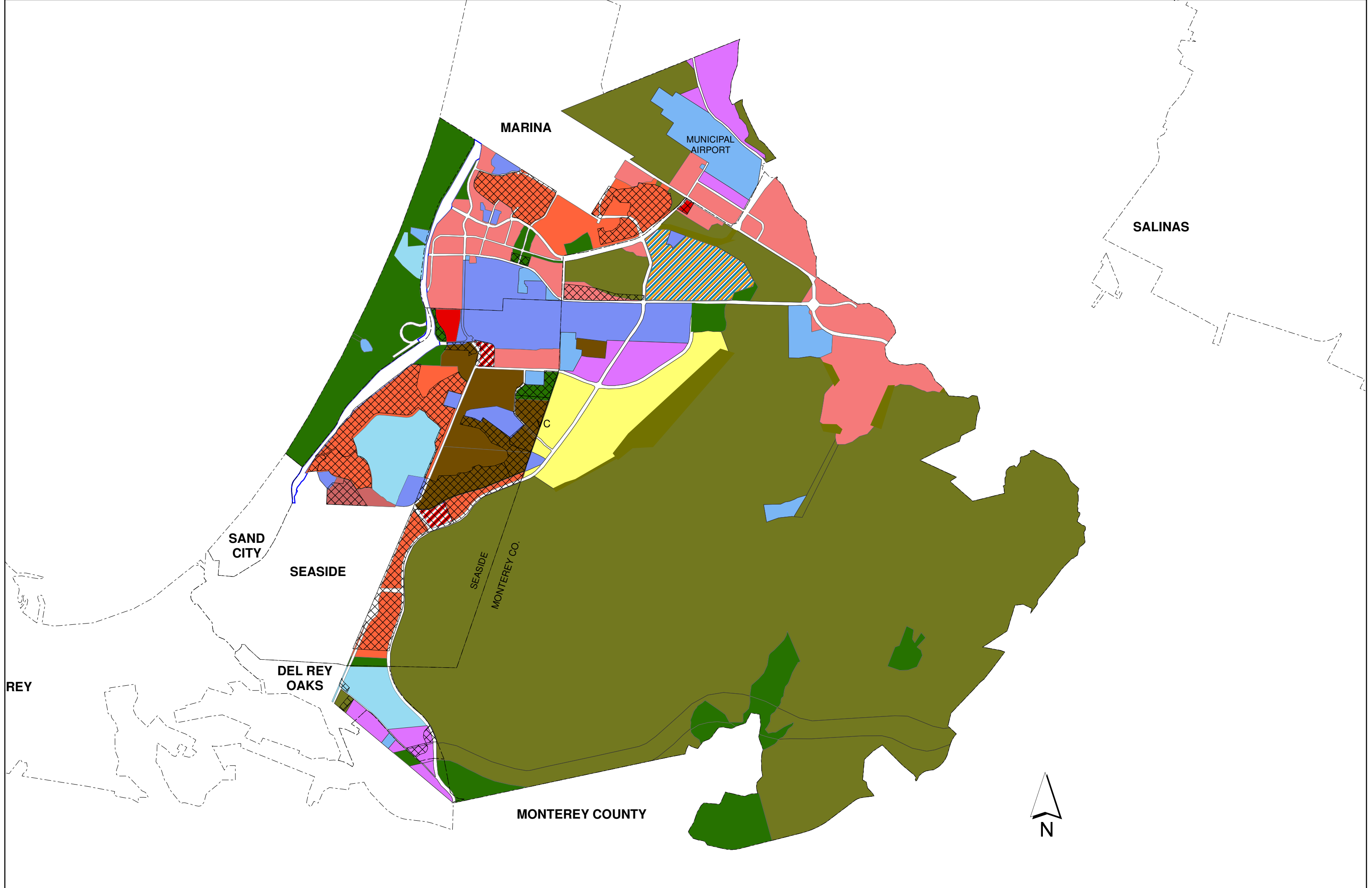
*Source:* City of Marina 2011, FORA 2001.

**Table 9 Prior Seaside General Plan Consistency Determinations Resulting in Need to Modify BRP Figure 3.3-1, Land Use Concept**

1997 Reuse Plan Designation	Seaside General Plan Designation	Acres
Medium Density Residential	Military <sup>M</sup>	316.4
Medium Density Residential	Park and Open Space	10.2
Medium Density Residential	Low Density Residential	325.1
Medium Density Residential	Community Commercial	5.2
High Density Residential	Medium Density Residential	53.8
Military Enclave	Commercial Recreation <sup>M</sup>	147.8
Military Enclave	Low Density Residential <sup>M</sup>	87.0
Military Enclave	Park and Open Space <sup>M</sup>	100.0
Military Enclave	Mixed Use <sup>M</sup>	22.5
Neighborhood Retail	Mixed Use	28.4
Neighborhood Retail	Low Density Residential	48.9
Open Space/Recreation	Regional Commercial	11.3
Open Space/Recreation	High Density Residential	43.3

*Notes:* Acres are estimated from GIS files. Changes marked with "M" are related to the land swap with the U.S. Army.

*Source:* City of Seaside 2004, FORA 2001, 2004.



MARINA

MUNICIPAL AIRPORT

SALINAS

SAND CITY

SEASIDE

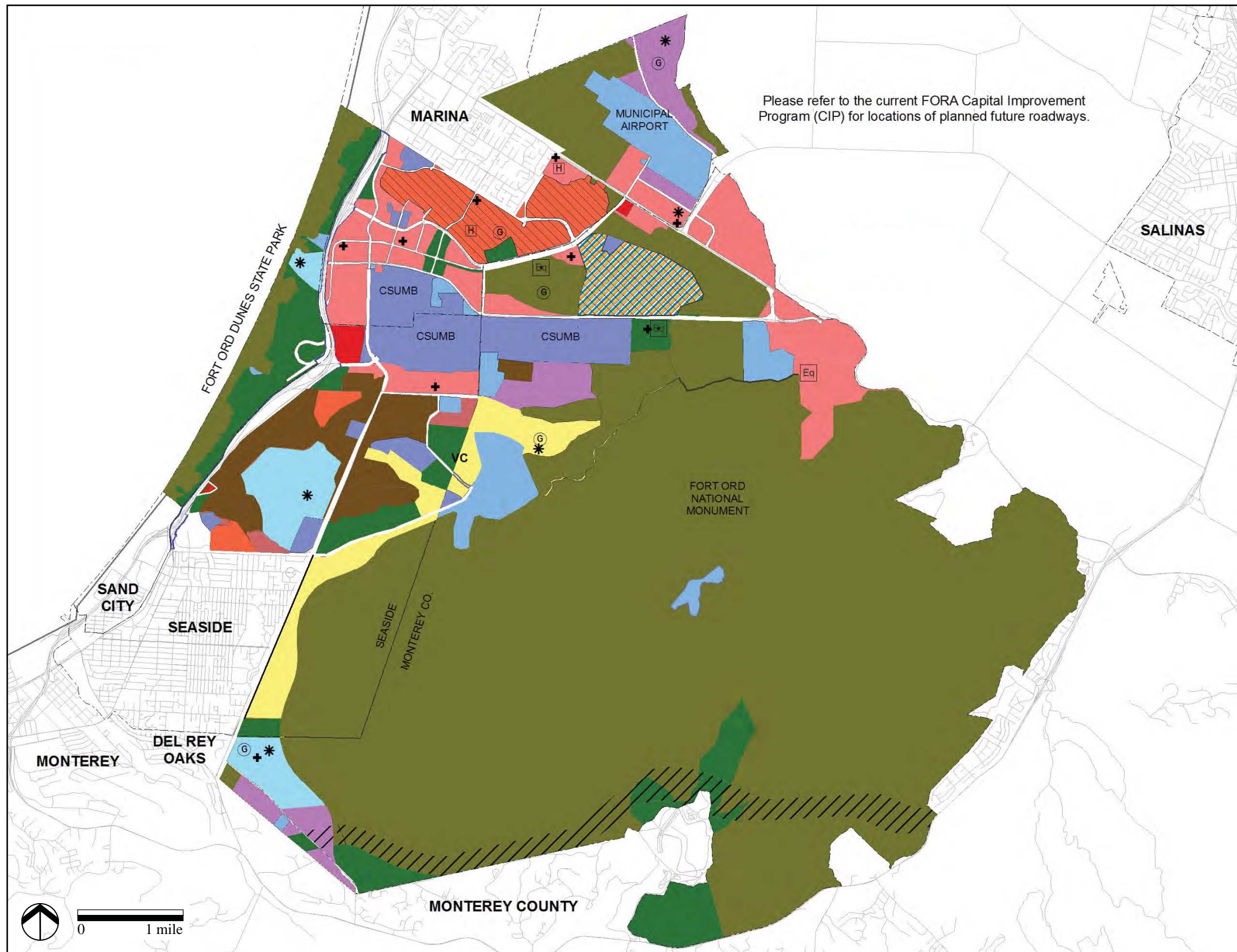
C

SEASIDE  
MONTEREY CO.

DEL REY  
OAKS

MONTEREY COUNTY





### Legend

- SFD Low Density Residential
- SFD Medium Density Residential
- MFD High Density Residential
- Residential Infill Opportunities
- Highway 68 Bypass ROW; Development with Restrictions
- Planned Development Mixed Use District
- Business Park/Light Industrial, Office/R&D
- + Convenience Retail
- Neighborhood Retail
- Regional Retail
- Visitor Serving
- G Golf Course Opportunity Site
- ✱ Hotel Opportunity Site
- Eq Equestrian Center Opportunity Site
- Open Space/Recreation
- Habitat Management
- School/University
- University Medium Density Residential
- H Alternative High School Sites
- Public Facility/Institutional
- Military Enclave
- VC Veterans Cemetery

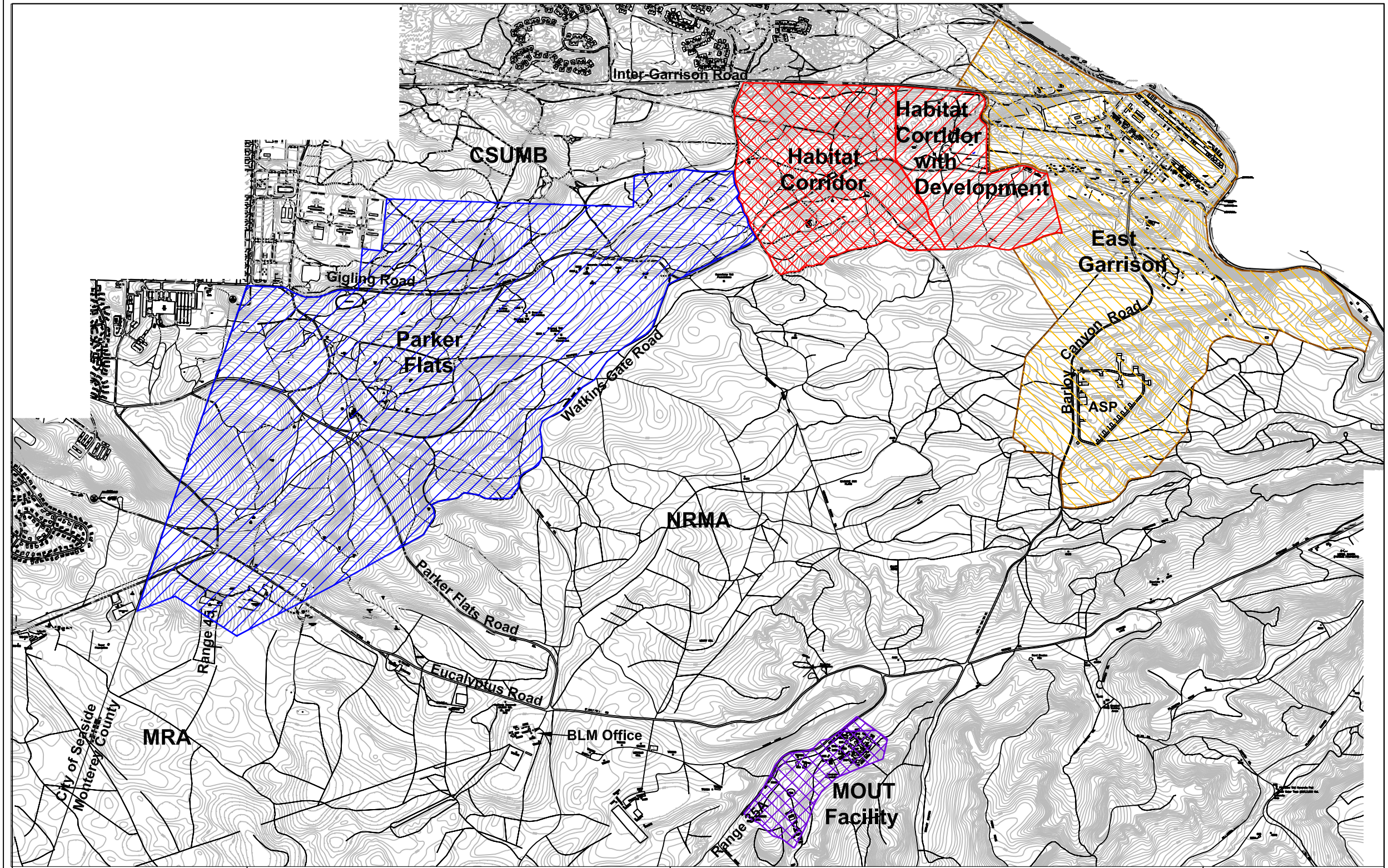
### Map Description

2012 Draft update to Figure 3.3-1 Land Use Concept Ultimate Development from the 1997 Fort Ord Base Reuse Plan.

Source: FORA 2012

Figure 7.2  
Base Reuse Plan Land Use Concept (2012 Draft)





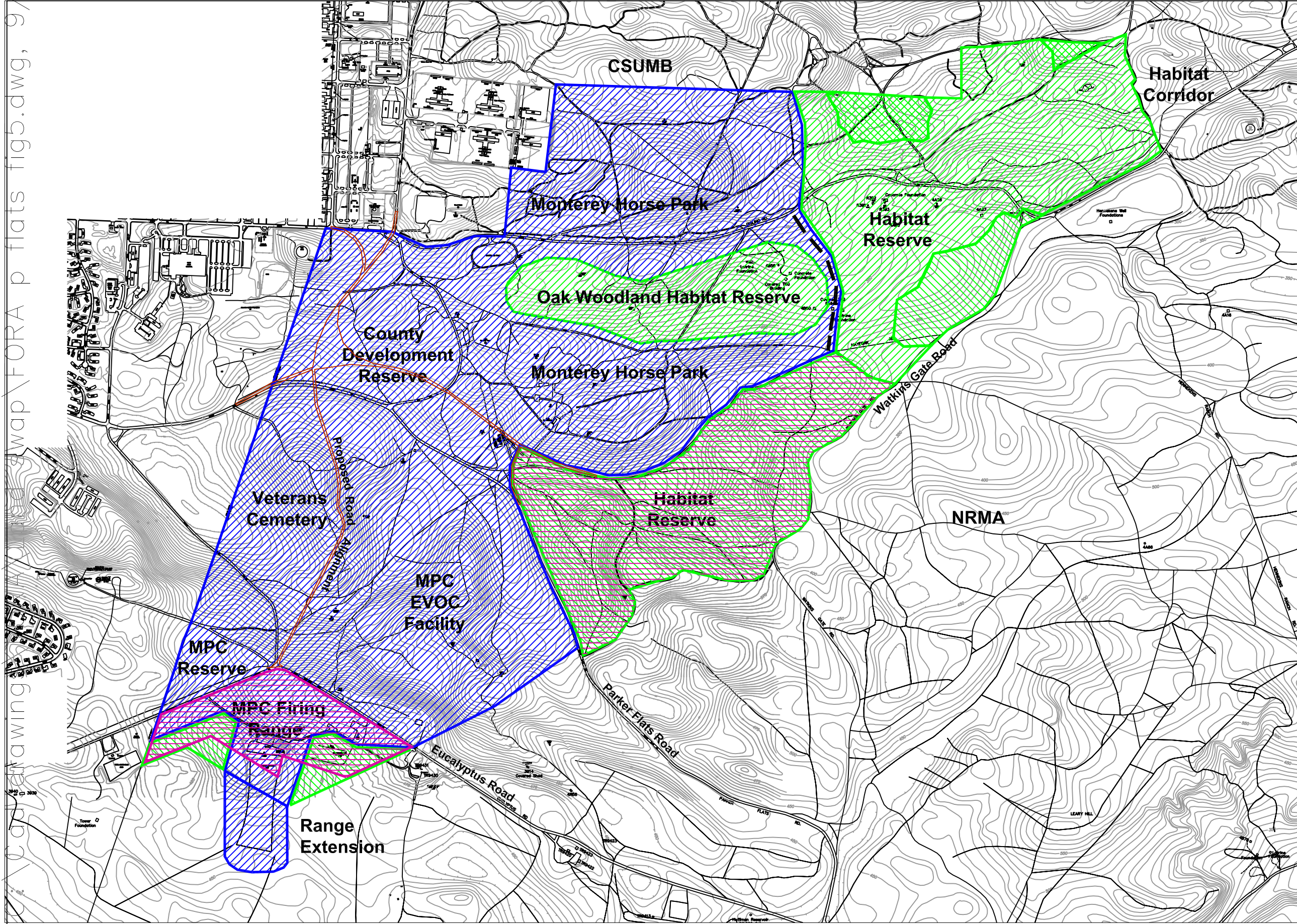
Scale: 1" = Approx. 2000'

Zander Associates  
 Environmental Consultants  
 150 Ford Way, Suite 101  
 Novato, CA 94945  
 (415) 897-8781

East Garrison, Parker Flats  
 and MOUT Facility Locations

Figure  
 2

Drawing: Parker Flats p flats fig5.dwg, 9/10/200



Scale: 1" = Approx. 1200'

**LEGEND**

- Habitat Reserve areas:
- Oak woodland
- Maritime chaparral
- Grassland
- Development
- Designated development
- Extended development
- Areas mechanically cleared
- Proposed location of Horse Park cross country trail

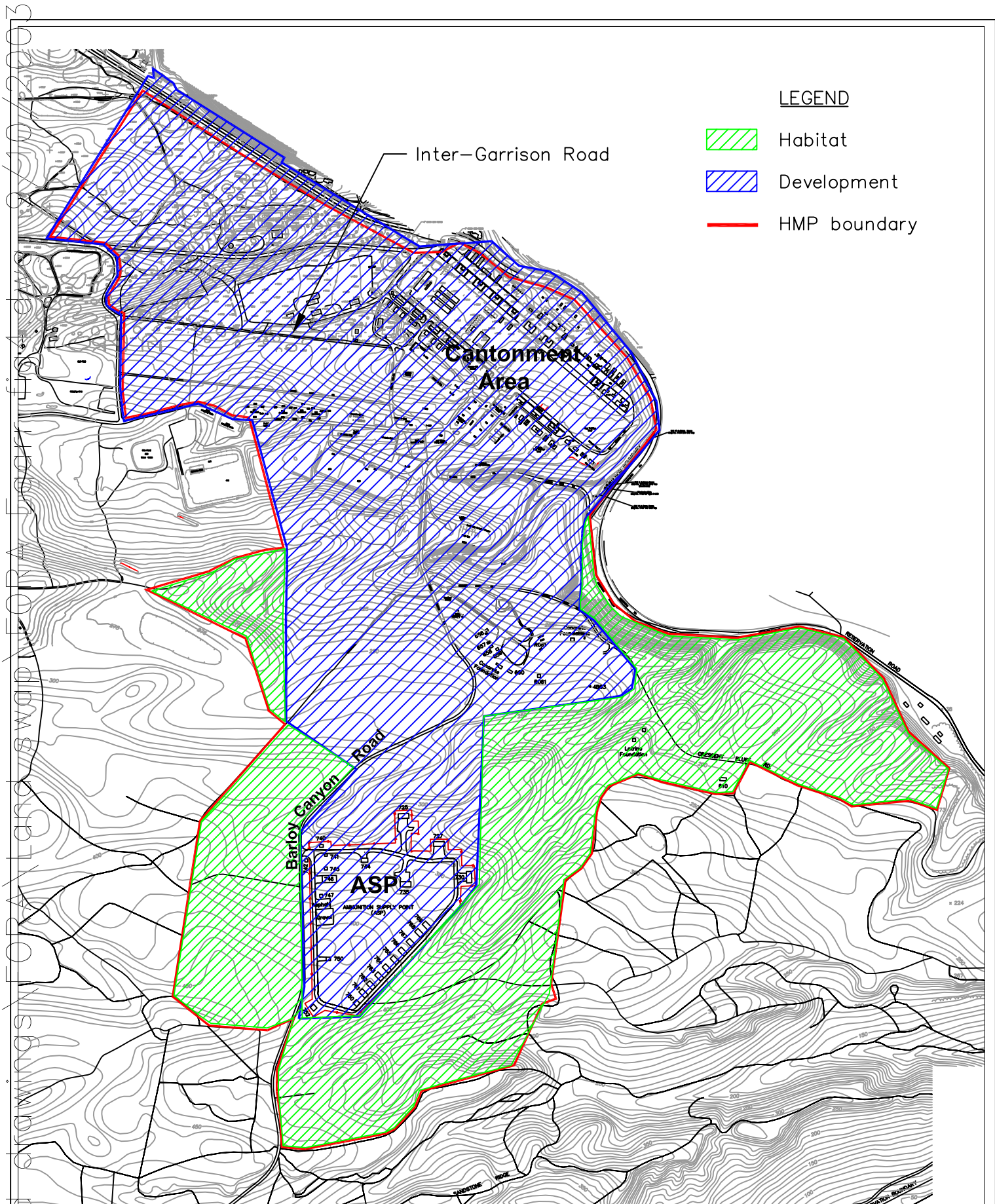
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 Environmental Consultants  
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 Novato, CA 94945  
 (415) 897-8781

Parker Flats  
 Development Concept

Figure  
 5

Page 12





LEGEND

- Habitat
- Development
- HMP boundary

Inter-Garrison Road

Cantonment Area

Barloy Canyon Road

ASP  
AMMUNITION SUPPLY POINT



Zander Associates  
Environmental Consultants  
150 Ford Way, Suite 101  
Novato, CA 94945  
(415) 897-8781

Proposed Development  
Footprint at East Garrison

Figure  
4

Scale: 1" = Approx. 1100'

TABLE 3: OVERALL HABITAT LOSSES/GAINS

	Maritime Chaparral	Oak Woodland	Grassland	Total
<b>East Garrison</b>				
Loss	<b>(5.6)</b>	<b>(189.9)</b>	<b>(14.5)</b>	<b>(210)</b>
<b>Parker Flats</b>				
Gain	195.8	249.5	17.9	463.2
Loss	<u>(16.1)</u>	<u>0</u>	<u>0</u>	<u>(16.1)</u>
Net	<b>179.7</b>	<b>249.5</b>	<b>17.9</b>	<b>447.1</b>
<b>MOUT</b>				
Gain	5.2	8.2	0	13.4
Loss	<u>(1.7)</u>	<u>(1.5)</u>	<u>(0.6)</u>	<u>(3.8)</u>
Net	<b>3.5</b>	<b>6.7</b>	<b>(0.6)</b>	<b>9.6</b>
<b>Overall Net</b>	<b>177.6</b>	<b>66.3</b>	<b>2.8</b>	<b>246.7</b>

**031-191-018-000**  
Zoning: IR-150-D2  
GP: Industrial  
BRP: Public Facilities/  
Institutional  
Acreage: 21.7

Under remediation -  
Transfers in 2015

**031-191-019-000**  
Zoning: PC  
GP: Industrial  
BRP: Business Park/  
Light Industrial/Office/R&D  
Acreage: 11.4

**031-191-006-000**  
Zoning: O  
GP: Open Space  
BRP: Open Space/Recreation  
Acreage: 24

**031-091-015-000**  
Zoning: IR-150-D2  
GP: Industrial  
BRP: Business Park/  
Light Industrial/Office/R&D  
Acreage: 0.74

**031-091-003-000**  
Zoning: IR-150-D2  
GP: Industrial  
BRP: Business Park/  
Light Industrial/Office/R&D  
Acreage: 32.8

CalTrans ROW  
1000 feet

FO Expressway ROW  
200 feet

**031-191-016-000**  
Zoning: IR-150-D2  
GP: Industrial  
BRP: Business Park/  
Light Industrial/Office/R&D  
Acreage: 36.9

**031-191-017-000**  
Zoning: IR-150-D2  
GP: Industrial  
BRP: Business Park/  
Light Industrial/Office/R&D  
Acreage: 5.8

BOUNDARY

CALLE DEL OAKS

CANYON DEL REY

RYAN RANCH  
PARK

MONTEERRA

THOMAS OWENS  
HARRIS

JUSTIN

UPPER RAGSDALE

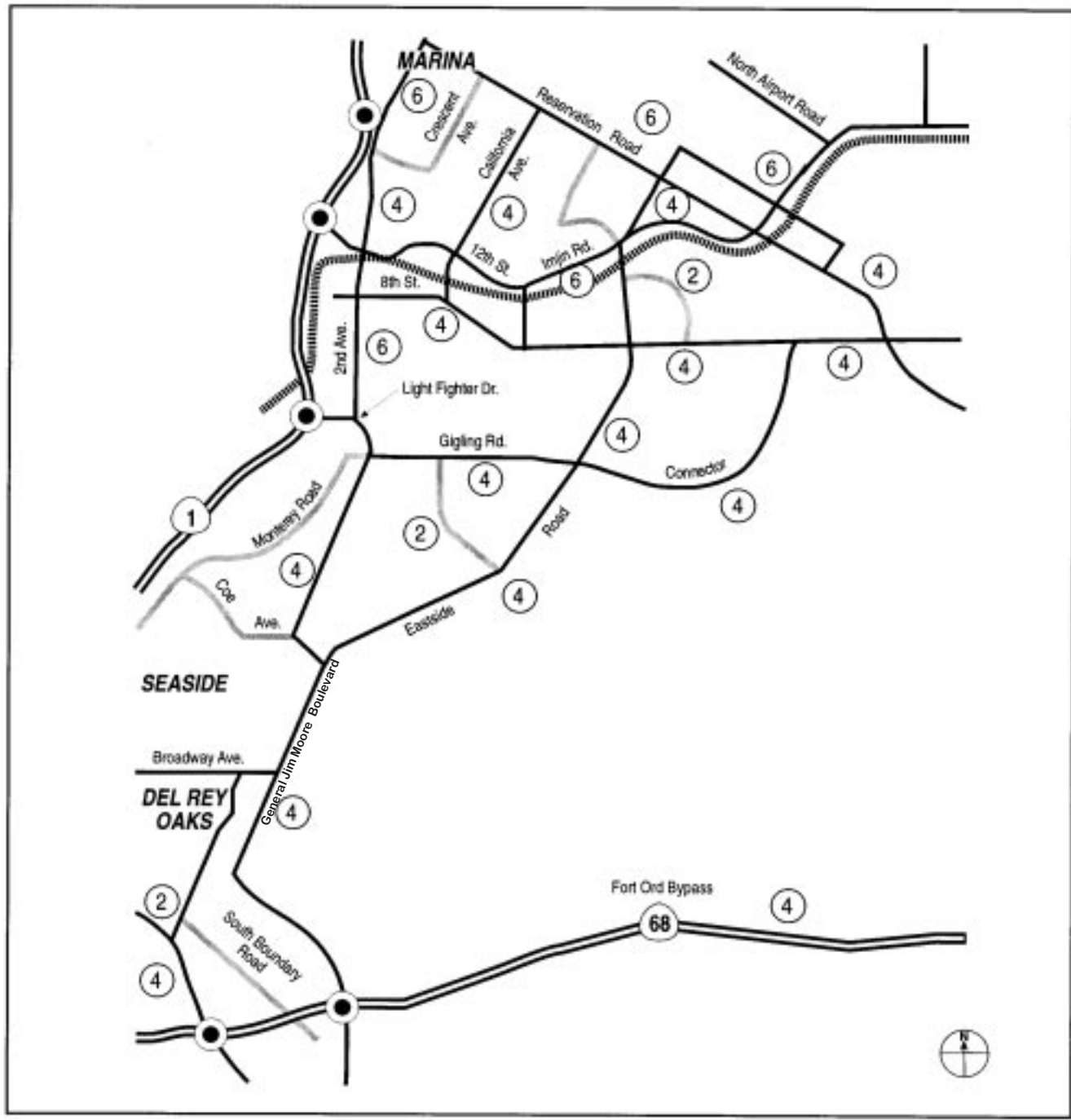
RAGSDALE

HWY 68

YORK













LEGEND	
	Freeway
	Arterial
	Collector
	Multimodal Corridor ROW
	Interchange
	Number of Lanes

Figure 4.2-3  
Buildout Transportation Network

# FORT ORD REUSE AUTHORITY BOARD REPORT

## CONSENT AGENDA

**Subject:** Designation of Multi-Modal Transit Corridor Alignment

**Meeting Date:** December 10, 2010

**Agenda Number:** 5c

**ACTION**

### RECOMMENDATION(S):

1. Designate the new Multi-Modal Transit Corridor ("MMTC") Alignment as described in Exhibit B of the fully executed MMTC Realignment Memorandum of Agreement ("MOA") (**Attachment A**).
2. Rescind the original MMTC Alignment as described in Exhibit A of **Attachment A**.

### BACKGROUND/DISCUSSION:

The MOA was fully executed by the Parties last month. Through the MOA, the Parties, excepting FORA, agreed to recommend rescission of the original MMTC Alignment and designation of the new MMTC Alignment to the FORA Board. According to the MOA, the pre-condition for the FORA Board to consider these actions is that the Parties formally agree to grant right of way reservations for the New Transit Corridor Alignment. The Parties make this formal agreement in Section 1.3 of the MOA.

### FISCAL IMPACT:


Reviewed by FORA Controller 

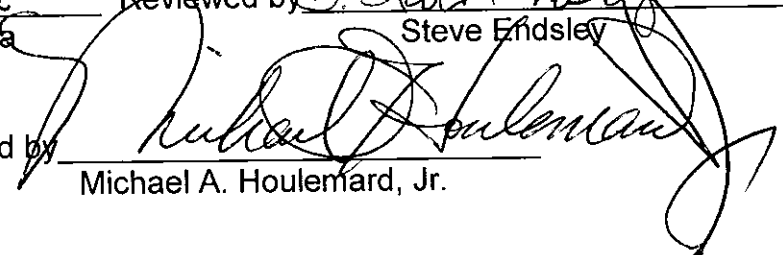
Staff time for this item is included in the approved FY 10-11 budget.

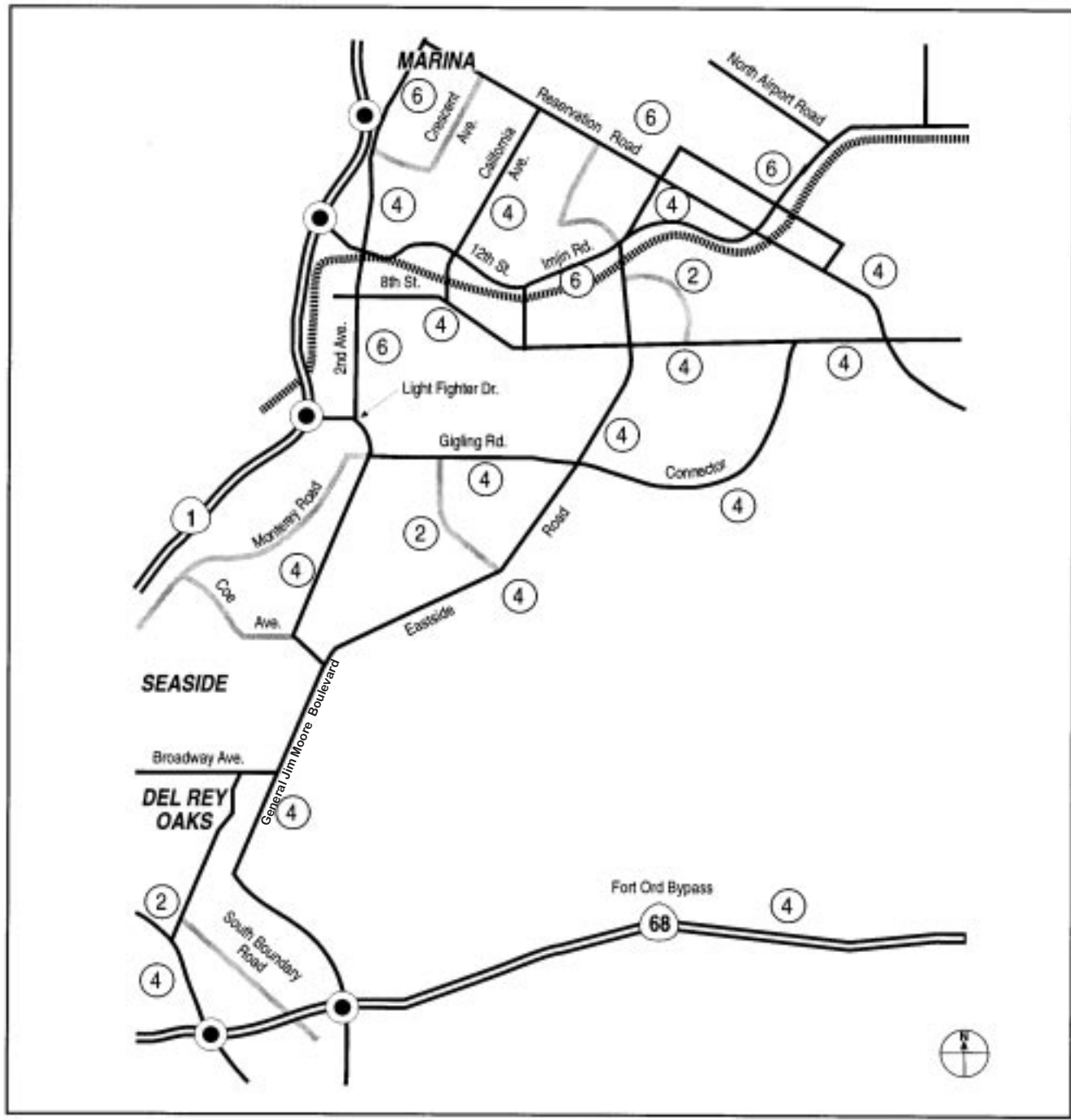
### COORDINATION:

Authority Counsel, Administrative and Executive Committees

Prepared by   
Jonathan Garcia

Reviewed by   
Steve Endsley

Approved by   
Michael A. Houlemard, Jr.



**LEGEND**







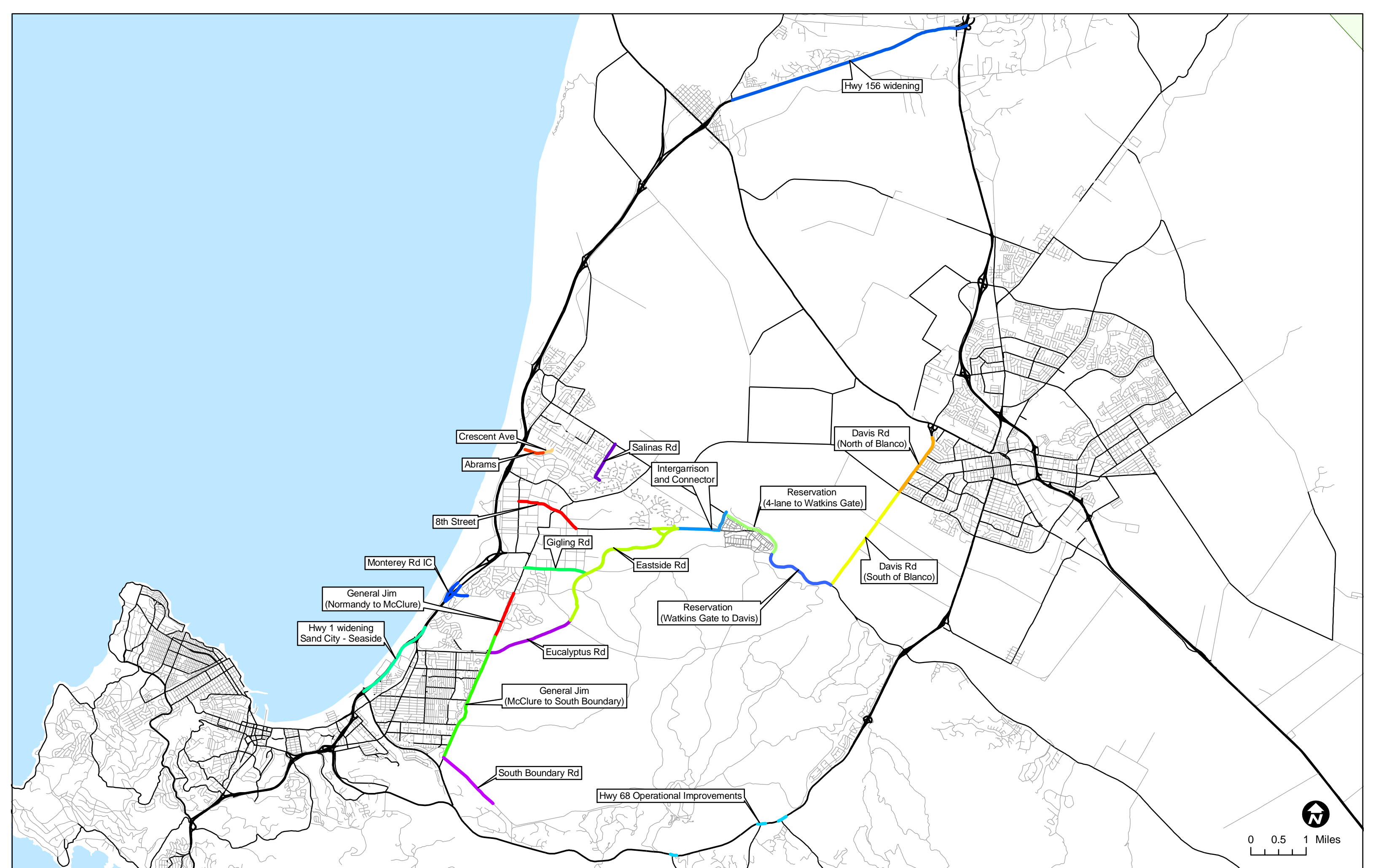
-  Freeway
-  Arterial
-  Collector
-  Multimodal Corridor ROW
-  Interchange
-  Number of Lanes

Figure 4.2-3  
**Buildout Transportation Network**





Hwy 156 widening

Crescent Ave

Abrams

Salinas Rd

Intergarrison and Connector

Davis Rd (North of Blanco)

Reservation (4-lane to Watkins Gate)

8th Street

Gigling Rd

Eastside Rd

Davis Rd (South of Blanco)

Reservation (Watkins Gate to Davis)

Monterey Rd IC

General Jim (Normandy to McClure)

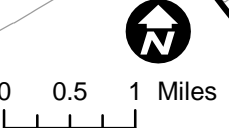
Hwy 1 widening Sand City - Seaside

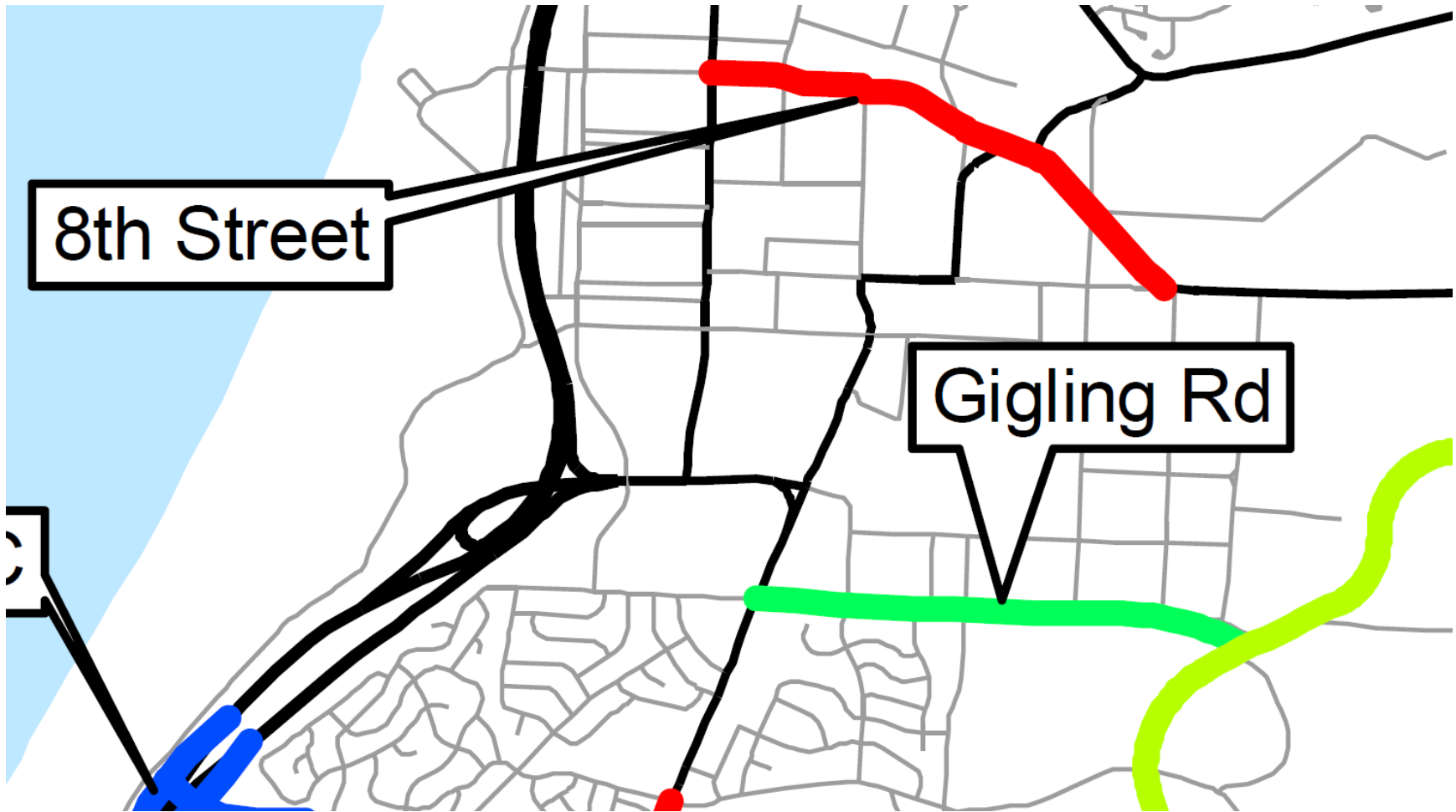
Eucalyptus Rd

General Jim (McClure to South Boundary)

South Boundary Rd

Hwy 68 Operational Improvements





8th Street

Gigling Rd

**Table 10 Regional and Local Plan Consistency Needs**

BRP Policy/Program Modifications for Regional and Local Plan Consistency	
Regional or Local Plan	New or Expansion of Existing Policies/Programs ( <i>Regional Plan Goals in Italics</i> )
TAMC Monterey County Regional Transportation Plan	<p>New Policies/Programs:</p> <ul style="list-style-type: none"> <li> <p>▪ prioritize improvements to and maximize use of existing infrastructure</p> <p><i>RTP Road and Highway Transportation Policy 1: Prioritize maintenance, improvement and implementation of safety and operational improvements on existing road and highway corridors to maximize the efficient use of existing transportation infrastructure.</i></p> </li> <li> <p>▪ apply new technologies for roadway efficiency</p> <p><i>RTP Road and Highway Transportation Policy 3: Where appropriate and feasible, apply new technologies, such as Intelligent Transportation System (ITS), to enhance the efficiency and safety of the existing facilities.</i></p> </li> <li> <p>▪ consider use of roundabouts</p> <p><i>RTP Road and Highway Transportation Policy 5: Consider installation of roundabouts in lieu of signalization for intersection improvement projects.</i></p> </li> <li> <p>▪ implement road and highway capacity improvements</p> <p><i>RTP Road and Highway Transportation Policy 6: Implement road and highway capacity improvements needed to address the projected traffic impacts of future growth on the most congested road and highway corridors where multi-modal transportation options or transportation demand management measures alone will not foreseeably improve travel times or Levels of Service on existing road and highway infrastructure.</i></p> </li> <li> <p>▪ utilize intelligent transportation systems</p> <p><i>RTP Road and Highway Transportation Policy 3: Where appropriate and feasible, apply new technologies, such as Intelligent Transportation System (ITS), to enhance the efficiency and safety of the existing facilities.</i></p> </li> <li> <p>▪ identify and prioritize funding for elimination of bicycle network gaps</p> </li> </ul>

	<p>RTP Bicycle and Pedestrian Policy 1: Identify gaps in the countywide bicycle facilities network, and needed improvements to and within key pedestrian activity centers and county community areas, and define priorities for eliminating these gaps and making needed improvements.</p> <ul style="list-style-type: none"> <li>▪ encourage bicycle facility maintenance</li> </ul> <p>RTP Bicycle and Pedestrian Policy 4: Encourage routine maintenance of bikeway and walkway network facilities, as funding and priorities allow, including regular sweeping of bikeways and shared-use pathways. Programs to support these maintenance efforts could include:</p> <ul style="list-style-type: none"> <li>• Sidewalk repair programs, including incentives to property owners to improve adjoining sidewalks beyond any required maintenance,</li> <li>• Continued administration of the Bicycle Service Request Form Program to alert public works departments to bicycle-related hazards,</li> <li>• “Adopt a Trail” programs that involve volunteers for trail clean-up and other maintenance,</li> <li>• Enforcement of sweeping requirements of towing companies following automobile accidents.</li> </ul> <ul style="list-style-type: none"> <li>▪ coordinate bicycle signage</li> </ul> <p>RTP Bicycle and Pedestrian Policy 8: Work with local agencies to develop a coordinated approach to bicycle signage, the system for which could include:</p> <ul style="list-style-type: none"> <li>• Directional and destination signs along bikeways and shared use trails</li> <li>• Location maps in downtown areas and other major pedestrian districts</li> <li>• A route identification system and common set of signs for the regional bicycle network identified in TAMC’s General Bikeways Plan.</li> </ul>
	<p>Expansion of Existing Policies/Programs:</p> <ul style="list-style-type: none"> <li>▪ provide bicycle facilities; and</li> <li>▪ support new bicycle and pedestrian facilities and bike racks and lockers</li> </ul> <p>RTP Bicycle and Pedestrian Policy 5: Continue to administer the Bike Protection Program to subsidize the cost of bike racks and lockers in locations most heavily used by bicyclists.</p>

RTP Bicycle and Pedestrian Policy 11: Accommodate, and encourage other agencies to accommodate, the need for mobility, accessibility, and safety of bicyclists and pedestrians when planning, designing, and developing transportation improvements. Such accommodation could include:

- Reviewing capital improvement projects to make sure that needs of non-motorized travel are considered in programming, planning, maintenance, construction, operations, and project development activities and products.
- Accommodating the needs of all travelers through a “complete streets” approach to designing new transportation improvements that includes sidewalks, bicycle lanes, crosswalks, pedestrian cut-throughs, or other bicycle and pedestrian improvements.
- Designation of low-traffic bicycle boulevards incorporating traffic calming features to facilitate safe, direct, and convenient bicycle travel within jurisdictions.

- encourage design of bikeways to Caltrans standards and utilize the Designing for Transit document for the design of transit, bicycle, and pedestrian projects

RTP Bicycle and Pedestrian Policy 12: In order to facilitate regional travel by bicycle, TAMC encourages its member agencies to construct bicycle facilities on new roadways as follows:

- In coordination with regional and local bikeways plans;
- According to the specifications in Chapter 1000 of the Caltrans Highway Design Manual;
- With consideration of bicycle lanes (Class 2 facilities) on all new major arterials and on new collectors with an Average Daily Traffic (ADT) greater than 3,000, or with a speed limit in excess of 30 miles per hour; and
- With special attention to safe design where bicycle paths intersect with streets.

- public transit

RTP Public Transit Services Policy 5: Encourage the consideration and incorporation of transit facilities and amenities in transportation improvements that meet the needs of transit customers and operations and that serve new land use development according to Monterey-Salinas Transit’s Designing for Transit guidelines manual.

RTP Public Transit Services Policy 6: Where appropriate and feasible, apply new technologies, such as Intelligent Transportation Systems (ITS), on existing transportation facilities to enhance the efficiency of transit service.

	<ul style="list-style-type: none"> <li>▪ transportation demand management <i>RTP Transportation Demand Management Policy 5: Encourage employers, new development, and county jurisdictions to provide carpool or vanpool parking.</i> <i>RTP Transportation Demand Management Policy 6: Encourage large employers to offer child care facilities as resources allow and encourage all employers to provide information on nearby child care resources.</i> <i>RTP Transportation Demand Management Policy 7: Encourage the location of child care facilities in or near employment centers.</i></li> <li>▪ environmental protection for new transportation projects <i>RTP Environmental Preservation Policy 5: Coordinate with Caltrans and resource agencies to support and expand advance acquisition of important habitat prior to construction of transportation projects.</i></li> <li>▪ greenhouse gas emissions <i>RTP Environmental Preservation Policy 4: Analyze the estimated greenhouse gas emissions associated with implementation of the Regional Transportation Plan’s funding-constrained projects against state-defined targets for the region, and support greenhouse gas reduction measures that may include modification of existing facilities or services, construction of new facilities, and incentive or funding programs.</i></li> </ul>
<p>MBUAPCD Air Quality Management Plan</p>	<p>New Policies/Programs:</p> <ul style="list-style-type: none"> <li>▪ implement signal synchronization programs <i>Transportation Control Measure 7.2.3: The Signal Synchronization TCM includes projects which would coordinate traffic signals that previously operated independently (two or more intersections must be coordinated). Signal synchronization improves traffic flow and thus reduces the amount of vehicle emissions associated with congested (slow) speeds.</i></li> <li>▪ alternative fuels <i>Transportation Control Measure 7.2.5: This TCM is implemented by projects that convert and replace gasoline and diesel-powered vehicles with vehicles powered by Compressed Natural Gas (CNG) Liquefied Natural Gas (LNG) or Propane fuels, as well as projects that increase the use of vehicles with electric motors. In addition, this TCM is implemented by projects which increase or improve 2008 Air Quality Management Plan infrastructure that supports increased use of alternative fuels, including electricity, as well as projects that demonstrate and promote the use of electric power for vehicles.</i></li> </ul>

# Chapter 3: Topics and Options

	<p><i>ASTM-certified biodiesel, an alternative to petroleum diesel, has become commercially available in the Air Basin.</i></p> <ul style="list-style-type: none"> <li>▪ regional initiatives to improve air quality</li> </ul> <p><i>Transportation Control Measure 7.2.6: Projects which implement this TCM foster more efficient land use patterns, improve mobility through reduced congestion, provide accessibility via more efficient transportation modes, improve efficiency of goods movement, and reduce the environmental impact of new development, especially impacts to air quality. Projects which implement this TCM may also develop area-wide source and indirect source control programs. AMBAG is in its second year of Blueprint Planning. Blueprint planning is a statewide initiative funded by Caltrans to encourage regionally integrated, comprehensive transportation and land-use planning. AMBAG continues to work with jurisdictions and other agencies to reduce air quality impacts of new development through Blueprint Planning and related policy and land use planning education efforts. Many projects listed as implementing other TCMs may also implement this one.</i></p> <ul style="list-style-type: none"> <li>▪ Other Air Quality Control Plan Policies/Programs are parallel to many of those listed under the TAMC Monterey County Regional Transportation Plan above.</li> </ul>
RWQCB Water Quality Control Plan for the Central Coast Basin	<p>These new Policies/Programs are recommended for the “optional” level of consistency of the Basin Plan:</p> <ul style="list-style-type: none"> <li>▪ Protection of groundwater during demolition activities</li> <li>▪ Protection of groundwater from industrial activities (including concrete and asphalt recycling)</li> <li>▪ Project design using low-impact development and best management practices to reduce non-point source pollutants</li> </ul>
<b>Actions for Local General Plan/BRP Consistency</b>	
City of Monterey General Plan	<p>Requires BRP Consistency Determination.</p> <p>The City of Monterey includes a small portion of the southwest corner of the former Fort Ord. The current <i>Monterey General Plan</i> Land Use map shows Industrial and Parks and Open Space designations within the former Fort Ord territory. The land use designation for the City’s land is Public Facility/Institutional. The <i>Monterey General Plan</i> has not been submitted for evaluation by FORA for consistency with the BRP. Through the consistency determination process, this inconsistency between land use designations would be addressed.</p>

<p>2010 Monterey County General Plan</p>	<p>Requires BRP Consistency Determination.</p> <p>The County’s <i>Fort Ord Master Plan</i> is part of the 2010 General Plan and was approved concurrently by the County on October 26, 2010. The Fort Ord Master Plan land use map essentially matches the BRP Land Use Concept, with the exceptions that: 1) the Youth Camp site near East Garrison is shown in the BRP as Public Facility/Institutional and in the Fort Ord Master Plan as Habitat Management; and 2) the Fort Ord Master Plan describes the East Garrison – Parker Flats land swap, but does not reflect changes on the land use map. The <i>2010 Monterey County General Plan</i> and <i>Fort Ord Master Plan</i> have not been submitted for evaluation by the FORA Board for consistency with the BRP. Through the consistency determination process, this inconsistency between land use designations would be addressed.</p>
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**Source:** EMC Planning Group 2012





*Objective D: Provide an adequate supply of on-street parking*

An adequate supply of parking provides important economic services to developments. Additionally, sufficient parking helps maintain efficient traffic circulation by minimizing the traffic created by drivers circulating in search of parking spaces. On-street parking provided as part of the streets and roads system is an important component of the parking supply at the former Fort Ord.

#### **4.2.2.5 Streets and Roads Policies and Programs**

*Objective A: An efficient regional network of roadways that provides access to the former Fort Ord.*

**Streets and Roads Policy A-1:** FORA and each jurisdiction with lands at former Fort Ord shall coordinate with and assist TAMC in providing funding for an efficient regional transportation network to access former Fort Ord and implement FORA's Development and Resource Management Plan (DRMP).

**Program A-1.1:** Each jurisdiction through FORA's DRMP, shall fund its "fair share" of "on-site," "off-site" and "regional" roadway improvements based on the nexus analysis of the TAMC regional transportation model. The nexus is described in the Public Facilities Improvement Plan, Volume 3 of the Reuse Plan, as amended from time to time. The nexus has been updated to reflect TAMC's re-prioritizing of improvements in the network and is reported in the "Fort Ord Regional Transportation Study," prepared by TAMC, January 6, 1997.

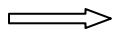
**Program A-1.2:** FORA will retain the flexibility to build roadway improvements to the "on-site" and "off-site" network, as described in the Reuse Plan to serve development activities at the former Fort Ord. FORA will participate in reimbursement programs to recover expenses beyond Fort Ord's fair share when alternative programs for financing roadway and transit improvements are established.

**Program A-1.3:** Each jurisdiction, through FORA's DRMP shall participate in a regional transportation financing mechanism if adopted by TAMC, as provided in 3.11.5.3(a) of the DRMP. If not, FORA will collect and contribute Fort Ord's "fair share" to construction of a roadway arterial network in and around the former Fort Ord. FORA's participation in the regional improvements program constitutes mitigation of FORA's share of cumulative impacts.

**Program A-1.4:** In order for FORA to monitor the transportation improvements and to prevent development from exceeding FORA's level of service standards, each jurisdiction shall annually provide information to TAMC and FORA on approved projects and building permits within their jurisdiction (both on the former Fort Ord and outside the former base), including traffic model runs, traffic reports, and environmental documents.

*Objective B: Provide direct and efficient linkages from former Fort Ord lands to the regional transportation system.*

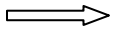
**Actions for Local General Plan/BRP Consistency**



City of Monterey General Plan

Requires BRP Consistency Determination.

The City of Monterey includes a small portion of the southwest corner of the former Fort Ord. The current *Monterey General Plan* Land Use map shows Industrial and Parks and Open Space designations within the former Fort Ord territory. The land use designation for the City's land is Public Facility/Institutional. The *Monterey General Plan* has not been submitted for evaluation by FORA for consistency with the BRP. Through the consistency determination process, this inconsistency between land use designations would be addressed.



2010 Monterey County General Plan

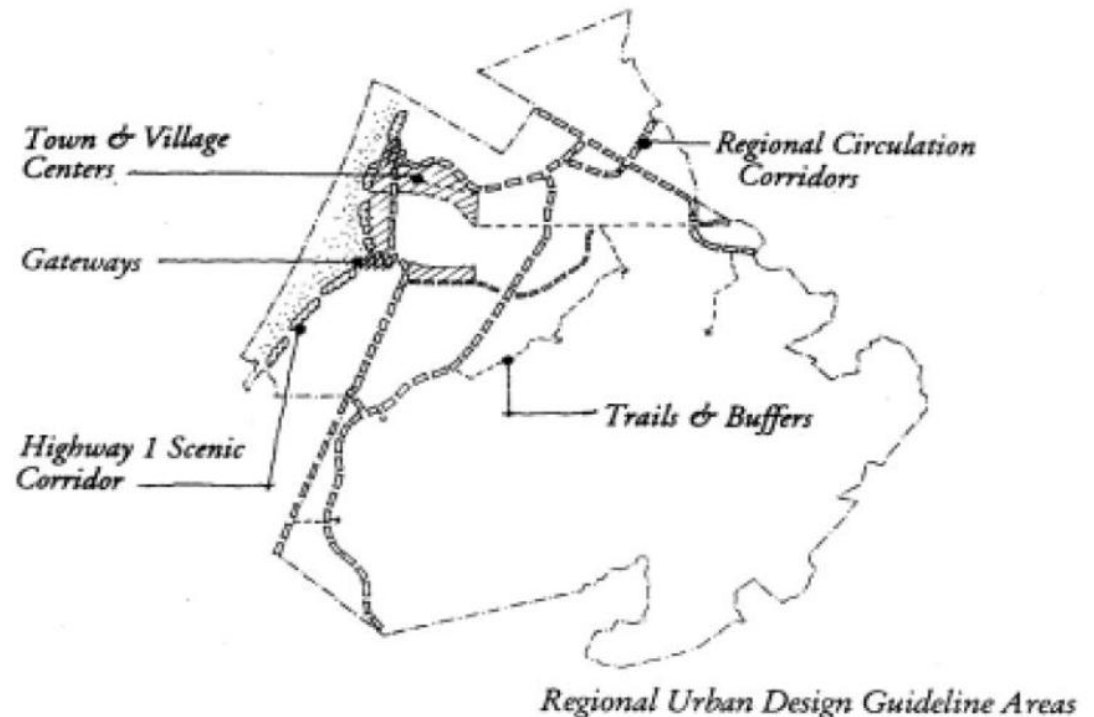
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that will support residential revitalization and new housing construction at the former Fort Ord.			infrastructure and services (e.g., water, wastewater, streets, transit, and emergency services) to meet current and future needs
<b><i>Objective E: Coordinate the location, intensity and mix of land uses with alternative transportation goals and transportation infrastructure.</i></b>			
<b>Residential Land Use Policy E-1:</b> The [jurisdiction] shall make land use decisions that support transportation alternatives to the automobile and encourage mixed-use projects and the highest-density residential projects along major transit lines and around stations.		See BRP Programs below	
Program E-1.1: The City of Seaside shall prepare a specific plan for the University Village mixed-use planning district and incorporate provisions to support transportation alternatives to the automobile.		Incomplete ●	This specific plan has not been completed.
Program E-1.2: The [jurisdiction] shall encourage CSUMB in the preparation of its master plan to designate high-density residential development near convenience corridors and public transportation routes.		Complete ■	CSUMB has completed a master plan that includes high density housing (for students and faculty) generally at the north edges of the campus. Much of the housing is near the University Villages (Dunes) Specific Plan area, which includes the intermodal corridor.
Program E-1.3: The [jurisdiction] shall encourage the development of an integrated street pattern for new developments which provides linkages to the existing street network and discourages cul-de-sac's or dead-end streets.		Ongoing ▲	The City has opened several streets that connect the established parts of the city to the Fort Ord lands, including Broadway Avenue after the base closed, and Hilby Avenue and San Pablo Avenue in 2012. Military Avenue is open for pedestrian and bicycle access to Coe Avenue. The Seaside Highlands subdivision included connecting streets with several connections to Coe Avenue.
<b>Residential Land Use Policy E-2:</b> The [jurisdiction] shall encourage neighborhood retail and convenience/specialty retail land use in residential neighborhoods.		See BRP Programs below	
Program E-2.1: The [jurisdiction] shall designate convenience/specialty retail land use on its zoning map and		Complete ■	The Seaside zoning map includes a Community Commercial designation at Monterey

# Regional Urban Design Guidelines

*“Design Principle 6: Adopt Regional Urban Design Guidelines. The visual character of the Monterey Peninsula plays a major role in supporting the area’s attractiveness as a destination for many visitors every year. The location of the Fort Ord property is such that it functions much like a gateway to Peninsula attractions such as the beach and dunes area which will be a state park; the communities of Monterey, Pacific Grove, Carmel; and the Carmel Valley, Big Sur and points south. Maintaining the visual quality of this gateway to the Peninsula and where necessary enhancing it is of regional importance to ensure the economic vitality of the entire Peninsula.*



# Reassessment Report “Category IV” topics

Cat.	Topics/Policies	FINAL Reassess. Report page ref.
IV	<b>Policy and Program Modifications</b>	
	<u>Land Use/General</u>	
	1. BRP Visions and Goals	3-71
	2. Evaluation of Land Use Designations Related to the East Garrison-Parker Flats Land Swap Agreement	
	3. Specific Applicability of Programs/Policies to Del Rey Oaks and Monterey	
	4. Support for the Needs of Disadvantaged Communities	
	5. Refinement of Integrated Mixed Use Concepts	
	6. Promotion of Green Building	
7. Climate Action and Greenhouse Gas Reduction		
8. Policy on Development/Habitat Interfaces		
9. Prioritization of Development within Army Urbanized Areas		
10. Policy on Land Use Compatibility Adjacent to CSUMB Campus		
11. Issues Relating to Gambling		
<u>Economic Development and Jobs</u>	3-83	
12. Reversal of the Loss of Middle Class Job and Housing Opportunities	3-83	
13. Constraints and Uncertainties for Development on Fort Ord		
14. Promotion of Economic Development through Outdoor Recreational Tourism/Ecotourism		
15. Capitalization on Existing Regional Strengths to Promote Expansion of Office and Research Sectors		
16. Establishment and Marketing of a Brand for Fort Ord		
<u>Urban Blight and Cleanup</u>	3-89	
17. Prioritization of Funding for and Removal of Blight	3-89	
18. Evaluation of Base Clean-up Efforts and Methods		
<u>Aesthetics</u>	3-92	
19. Prioritization of Design Guidelines	3-92	
<u>Housing</u>		3-93
20. Effects of Changes in Population Projections		3-93
21. Policy Regarding Existing Residential Entitlements Inventory		
22. Cost of Housing and Targeting Middle-income Housing Types		

<u>Transportation</u>	3-96
23. Re-evaluation of Transportation Demands and Improvement Needs	3-96
24. Capitalization on Existing Infrastructure – Consider Costs/Benefits/Efficiencies of Capital Improvement Program	
25. Policy on Through Traffic at CSUMB	
26. Prioritization of Multimodal (Bicycle, Pedestrian, and Transit) Transportation	
<u>Water</u>	3-101
27. Re-evaluation of the Salinas Valley Groundwater Basin Water Supply	3-101
28. Prioritization of Water Augmentation	
29. Prioritization of Water Conservation	
<u>Fort Ord National Monument</u>	3-106
30. Potential for the National Monument and Tourism to be a Catalyst to Economic Growth in the Region	3-106
31. Policy on Land Use Adjacent to the National Monument	
32. Integrated Trails Plan	
33. Fort Ord Nat'l Monument – Fort Ord Dunes State Park Trail Connection	
34. Access Points and Trailhead Development for the Fort Ord Nat'l Mon.	
<u>Cultural Resources</u>	3-111
35. Site for a Native American Cultural Center	3-111
36. Additional Policy on Historic Building Preservation	
<u>Veterans' Cemetery</u>	3-112
37. Veterans' Cemetery Location	3-112
38. Veterans' Cemetery Land Use Designation	
39. Policy Regarding the Veterans' Cemetery	

## Cat. IV staff recommendation:

**Appoint a Post-Reassessment advisory committee** of Board members to identify near-term and medium-term (through fiscal year 2013-2014) Category IV work plan priority recommendations for full Board review at a subsequent Board meeting(s).