

FORT ORD REUSE AUTHORITY



HIGHWAY 1 DESIGN CORRIDOR DESIGN GUIDELINES



Revised
March 29, 2005

1.0 Introduction

1.1 Purpose

This document provides a set of design guidelines for the creation of design standards and zoning ordinances by jurisdictions with authority along the 3-mile California Highway 1 stretch of the former Fort Ord. These guidelines will also serve as the basis for future Fort Ord Reuse Authority ("FORA") consistency determination review of legislative, land use, and project approvals submitted by affected jurisdictions, as required by state law. FORA, as obligated by the provisions of the 1997 adopted Fort Ord Base Reuse Plan ("Base Reuse Plan") and the accompanying Environmental Impact Report, has prepared these Highway 1 Design Corridor Design Guidelines ("Design Guidelines").

Consistency determination, notwithstanding any other provision of the FORA Design Guidelines, should ensure compliance with the minimum standards of the Caltrans Guidelines for the Official Designation of Scenic Highways, as promulgated under the California Streets and Highway Code, Division, Chapter 2, Article 2.5.

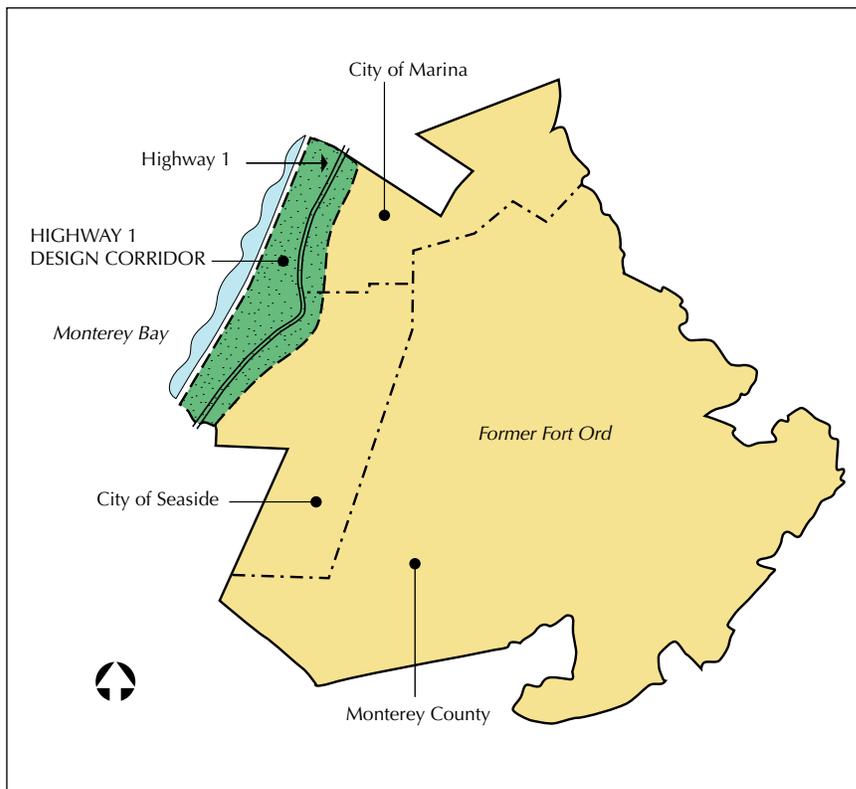


Figure 1.1–Highway 1 Design Corridor and Jurisdictions Map



1.2 Process

FORA, acting as a clearinghouse, convened a Highway 1 Design Corridor Working Group, comprised of agencies with jurisdiction over or property adjacent to the Highway 1 Design Corridor (“Corridor”), as generally defined in Figure 1.1. Among the purposes of these Design Guidelines is to highlight commitments included in the Base Reuse Plan, which identifies a range of policy statements relevant to the Highway One Corridor. These statements communicate the vision for the Base Reuse Plan and a starting point to reconcile conflicts among the jurisdictions in the design planning process. These major policy statements pertinent to the Highway 1 Design Corridor from the Base Reuse Plan are provided in Section 4.0–Reuse Plan Policies, at the end of this report.

See Appendix A–Highway 1 Design Corridor Working Group participants.

In addition to providing direction to jurisdictions, outlining Base Reuse Plan requirements, and forming the basis of consistency determinations, these Design Guidelines serve: 1) to define a common look and feel for the Highway 1 Corridor as generally defined by the Base Reuse Plan, and 2) to provide guidelines to protect and enhance the Corridor character in the deployment of the sovereign responsibilities of the underlying individual jurisdictions. The Design Guidelines are consistent with the development levels and land uses included in the Base Reuse Plan, and protect the design goals included in that document.

Design guidelines can be policy statements as well as site specific requirements to consistently provide information to developers and decision makers of desired design character.

Also, local and regional planning documents, including the Big Sur Coast Highway Management Plan and the California Department of Transportation Scenic Highway Program, were reviewed for reference to the protection and preservation of the Design Corridor Landscape.

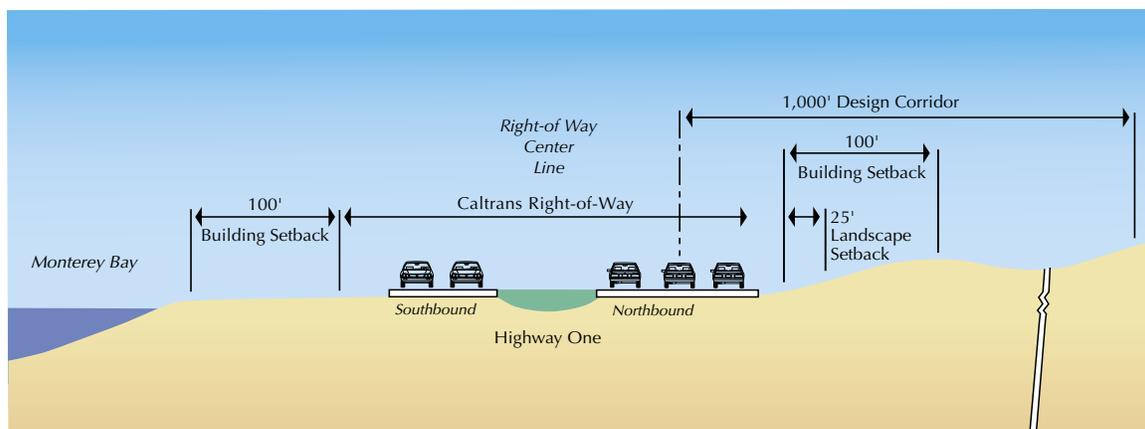


Figure 1.2–Highway 1 Corridor Section (not to scale)

1.3 Content of Report

This report is divided into three sections: Section 1.0 provides a precise definition of the design corridor and an outline of the Design Guidelines.

Section 2.0 is a Design Guidelines list which describes general site planning and design recommendations for building heights and setbacks, tree protection/preservation, open space and bikeways development, landscape planting character, and accommodation of public facility needs.

Section 3.0 of the report is devoted to specific signage standards for the corridor. This section is divided into two parts:

1. For areas controlled by the California Department of Transportation ("Caltrans"), where FORA and adjacent jurisdictions can make requests for signage. However, the final text, graphics, or symbols will be determined by Caltrans according to current state laws.
2. Within the 1,000-foot design corridor (Figure 1.2), signage will be defined by the individual jurisdictions' sign ordinances. Project and local area signage will be the purview of the individual jurisdictional City Councils, Planning Commissions and Design Review entities, once sign ordinances are found consistent by FORA with the Base Reuse Plan and these Guidelines.

Finally, Section 4.0 summarizes relevant statements from the Base Reuse Plan regarding protecting and enhancing design character that guided the development of the Highway 1 Design Corridor Guidelines. Other attachments and graphics clarifying various aspects of the material included are either in the body or appendix to the report.

1.4 Highway 1 Design Corridor

As defined for the application of Design Guidelines, the Highway 1 Design Corridor consists of five areas as shown in Figure 1.3:

1. The area of former Fort Ord west of Highway 1.
2. Highway 1 and right-of-way, under Caltrans authority.
3. The 100-foot setback zone both east and west of Highway 1 Caltrans right-of-way.



4. The 1,000-foot design corridor east of Highway 1, beginning at the center line of the Northbound lanes.
5. Two gateway entryways that fall within the 1,000-foot corridor at Lightfighter Drive and Imjin Parkway (12th Street) Gate.

1.5 Precise Definition of Highway 1 Corridor

1. The 1,000-foot design corridor extending east from the center line of the Highway 1 Northbound lanes includes a 100-foot setback for buildings and an additional 100-foot setback for signs at Imjin Parkway and Lightfighter Drive, measured from the eastern Caltrans right-of-way. This provision is required by the Base Reuse Plan but does not require existing buildings to be removed.
2. The design corridor and building setback, as described in 1.5.1 include portions of the following Planning Areas:

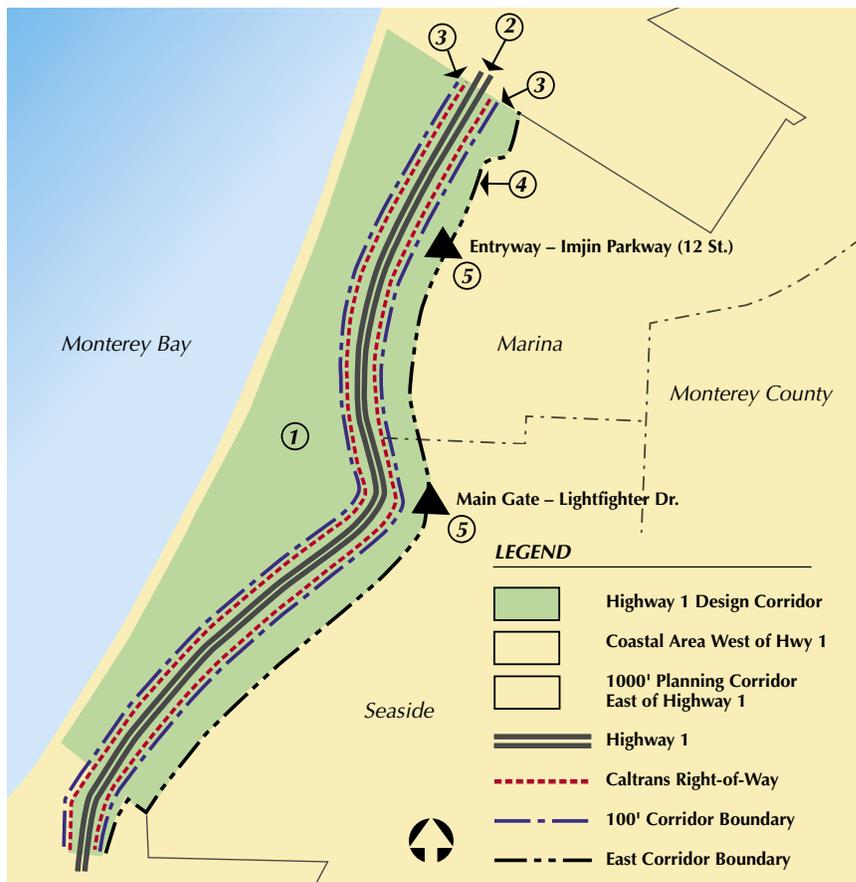


Figure 1.3–Highway 1 Design Corridor Areas

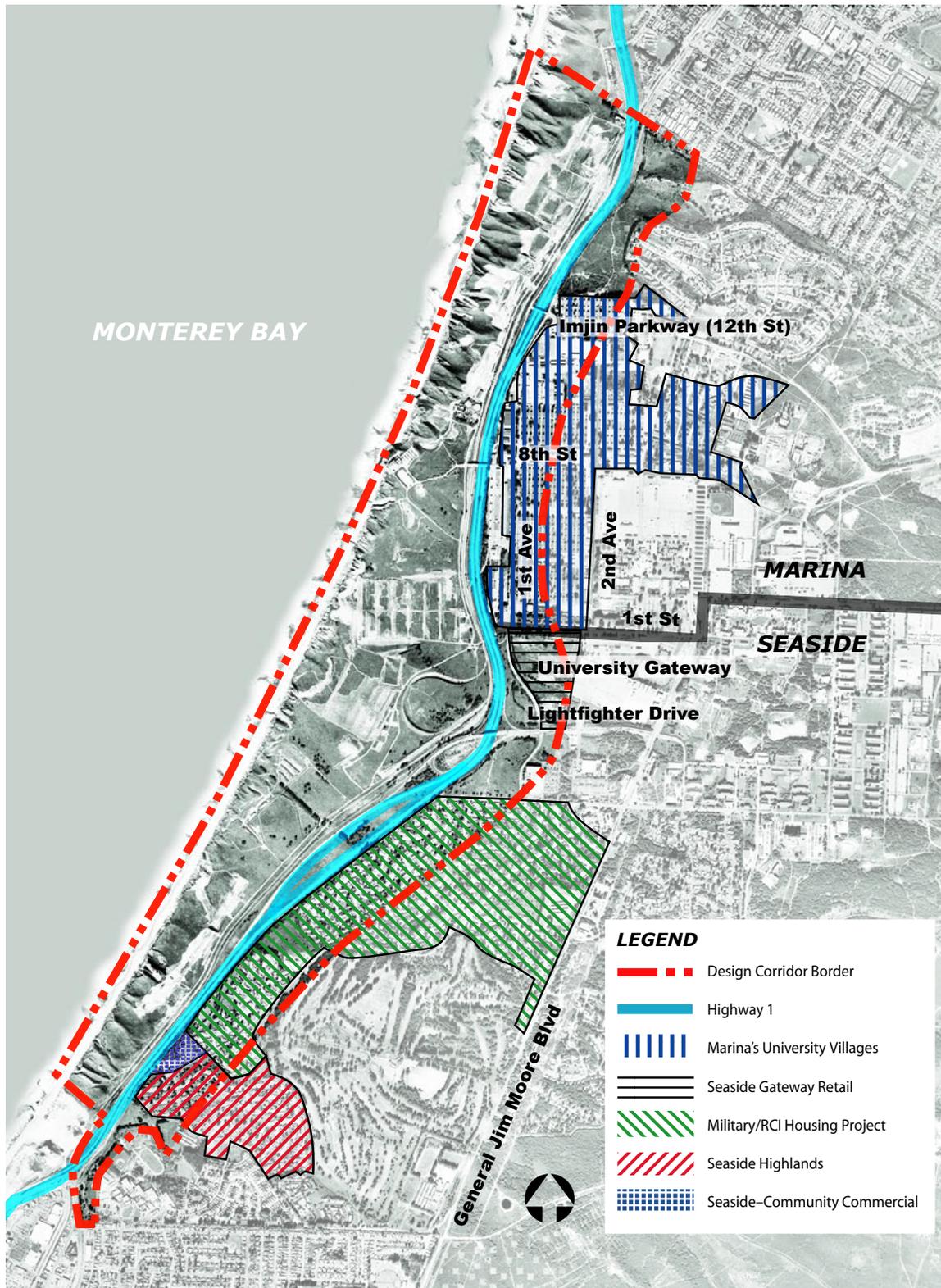


Figure 1.4—Highway 1 Design Corridor Proposed and Existing Developments

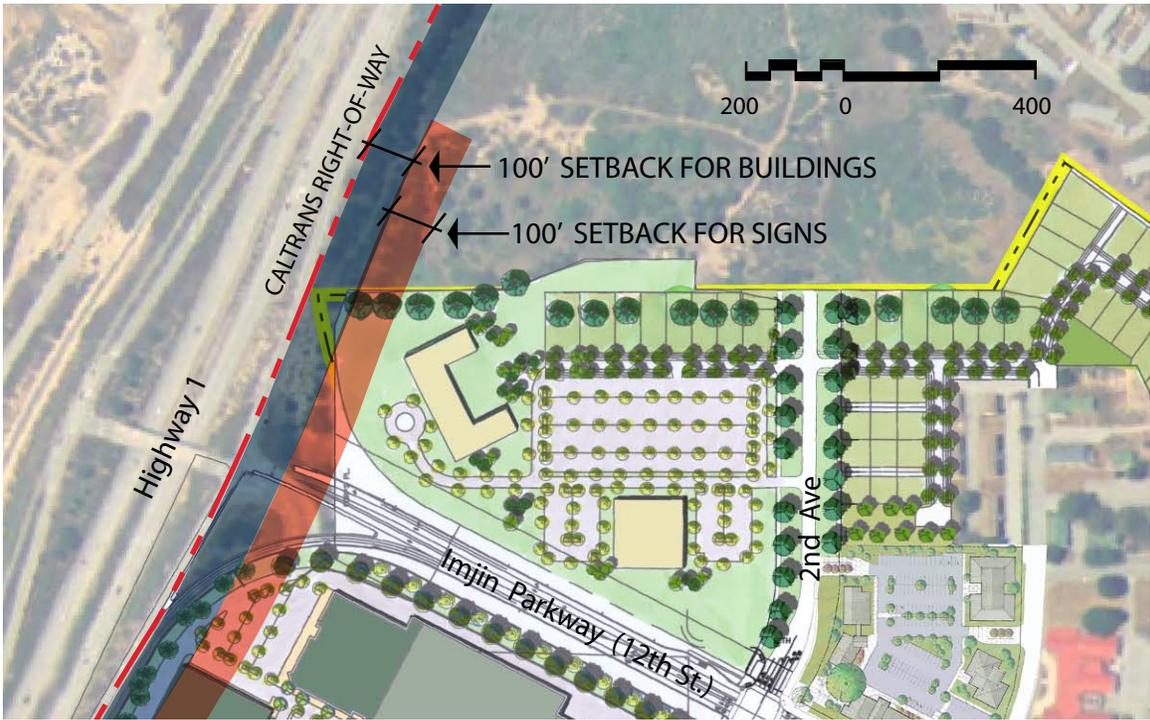


Figure 1.5– Imjin Parkway (12th St.) Gateway Entry; 100' setbacks illustrated.

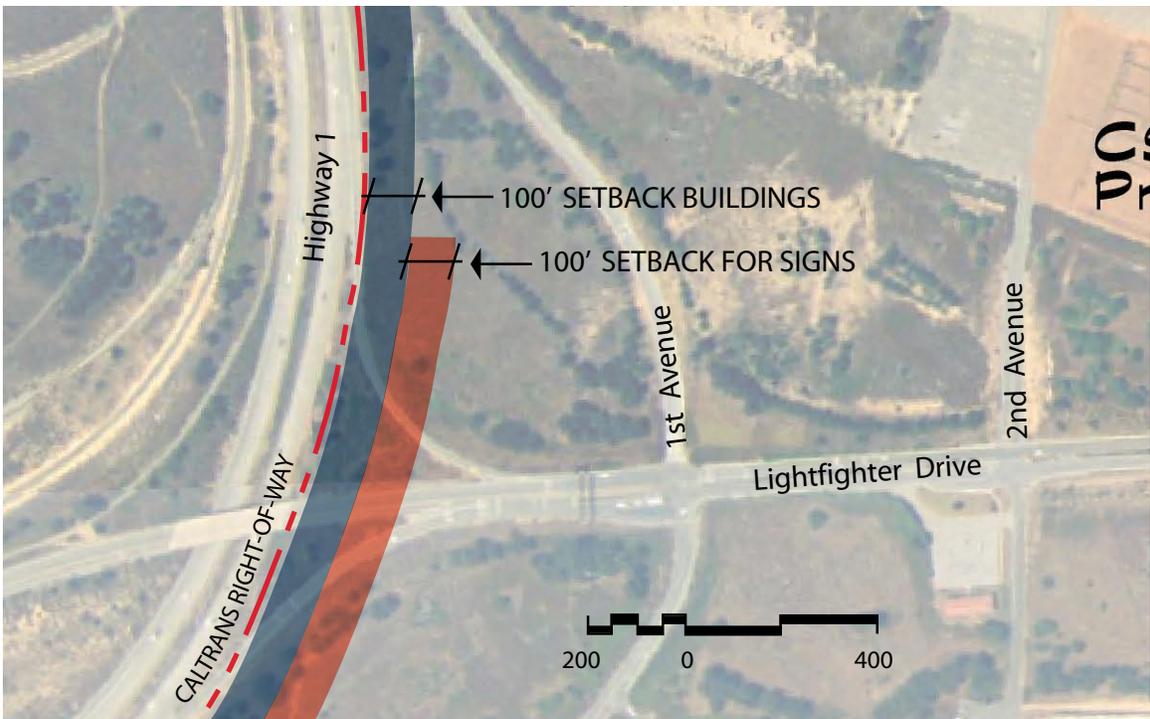


Figure 1.6– Lightfighter Drive Gateway Entry; 100' setbacks illustrated.

- a. Marina's University Villages area corresponding to the ridgeline, between 1st and 2nd Avenues, in the City of Marina. The eastern edge of the corridor will conform to the natural north/south ridgeline as a greenway shown in the Marina General Plan. See Appendix D for Marina's University Villages Master Plan Design Map.
- b. Seaside Gateway Retail area (at Lightfighter Drive), future development at the Coe/Monterey intersection and housing areas alongside Highway 1.
- c. Ord Military Community Entry on Lightfighter Drive.

In general, the Design Guidelines apply to properties within the former Fort Ord boundary, extending from the Del Monte Boulevard off-ramp in Marina, to the Fremont Boulevard off-ramp in Seaside. The Design Guidelines section applies to this Highway 1 Design Corridor, and does not mean to apply to other parts of the base. As sovereign state agencies, the California Department of Parks and Recreation and CSU–Monterey Bay are not subject to these Design Corridor Guidelines, but are expected to consider these guidelines where they may apply.

1.6 Design Review Process

These Design Guidelines and the Base Reuse Plan serve as the basis of consistency determinations by FORA when jurisdictions' legislative land use decisions are submitted for review. Jurisdictions should provide reasonable graphic demonstration of how its legislative land use decisions will be implemented.

1. **Review Coordination.** FORA and adjacent jurisdictions have an ongoing working relationship with Base Reuse Plan implementation and planning. Formal project development notification provides FORA with regular review for making consistency determinations.
2. **Consistency Review.** As development begins within the Highway 1 Design Corridor, project proposals will be accepted for review by the appropriate land use jurisdictions. A use permit approval or design review process will require each development to meet Seaside or Marina standards and ordinances. Each jurisdiction will alert any development applicant within the Highway 1 Corridor of the FORA consistency review requirements as it pertains to these Design Guidelines.

*See Appendix B–Base Reuse
Planning & Consistency
Determinations,
Chapter 8, 8.02.030.*



3. **FORA Consistency Review.** FORA Design Review will be an Administrative evaluation of development proposals on a project by project basis for consistency to the FORA Base Reuse Plan in general and these Design Guidelines specifically:

- a. Building heights and setbacks
- b. Tree protection/preservation
- c. Open space and bikeways development
- d. Lighting and signage
- e. Landscape planting character
- f. Accommodation for public facility needs

FORA will regularly review and comment to local jurisdictions on project consistency with the Design Guidelines.

If a local jurisdiction's proposal is determined inconsistent by FORA staff, the jurisdiction or applicant may decide to file a formal appeal to the FORA Board per adopted policies.

*See Fort Ord Reuse Plan
Volume 1–Procedure
for Appeals & Review of
Development Entitlements,
Page 207-209.*

*See Fort Ord Reuse Plan
Volume 1–Procedure
for Appeals & Review of
Development Entitlements,
Page 207-209.*

2.0 Design Guidelines

These Highway 1 Design Guidelines are provided to all jurisdictions who are developing standards regarding the protection of scenic character and views along the Highway 1 corridor.

See City of Marina Design Guidelines and Standards, amended January 2, 2002, or most current ordinance.

2.1 Highway 1

1. The FORA Planners Working Group will serve as a liaison to Caltrans to provide continuing input regarding fencing, signage, and support for appropriate planting and irrigation. The Design Guidelines assume Caltrans support for the highway beautification program and the use of native plants and lighting for safety.
2. Caltrans intends to replace current Highway 1 signs with new signs that include exit names and numbers. Large signs with corporate logos and the like should be discouraged. “Fort Ord Main Entrance” sign should be removed and replaced with current destination references.



Existing Highway 1 signage. (See proposed signage, page 17.)

2.2 East of Highway 1

1. The individual jurisdictions control development entitlements and the primary design review process through their own existing Planning Commissions, Zoning Board, or Design Review Boards. However, the jurisdiction’s legislative land use decisions must first be found consistent with the Base Reuse Plan and these Design Guidelines.

See FORA Reuse Plan: Planning Areas & Districts, page 142.



2. There shall be ample bicycle links throughout the corridor and adjacent areas. As each project is considered, the main routes, links, and bicycle amenities should be accommodated to develop a logical network. (See Figure 2.1)

*See FORA Reuse Plan:
Bicycle Programs, page 122.*



Bike trail and links examples.

3. Developers and public agencies shall use sustainable approaches to property and site development (e.g., water conservation, reclaimed wood, renewable energy sources). Development details should be integral to the site plan and architectural design. For example:
 - a. Integrate storm water runoff percolation techniques with landscape planting design.
 - b. Use recycled yard waste and construction materials.
 - c. Employ native plants and retain mature vegetation where applicable.

*See FORA Reuse Plan:
Design Principle 5, page 60.*



Example of water runoff percolation technique.

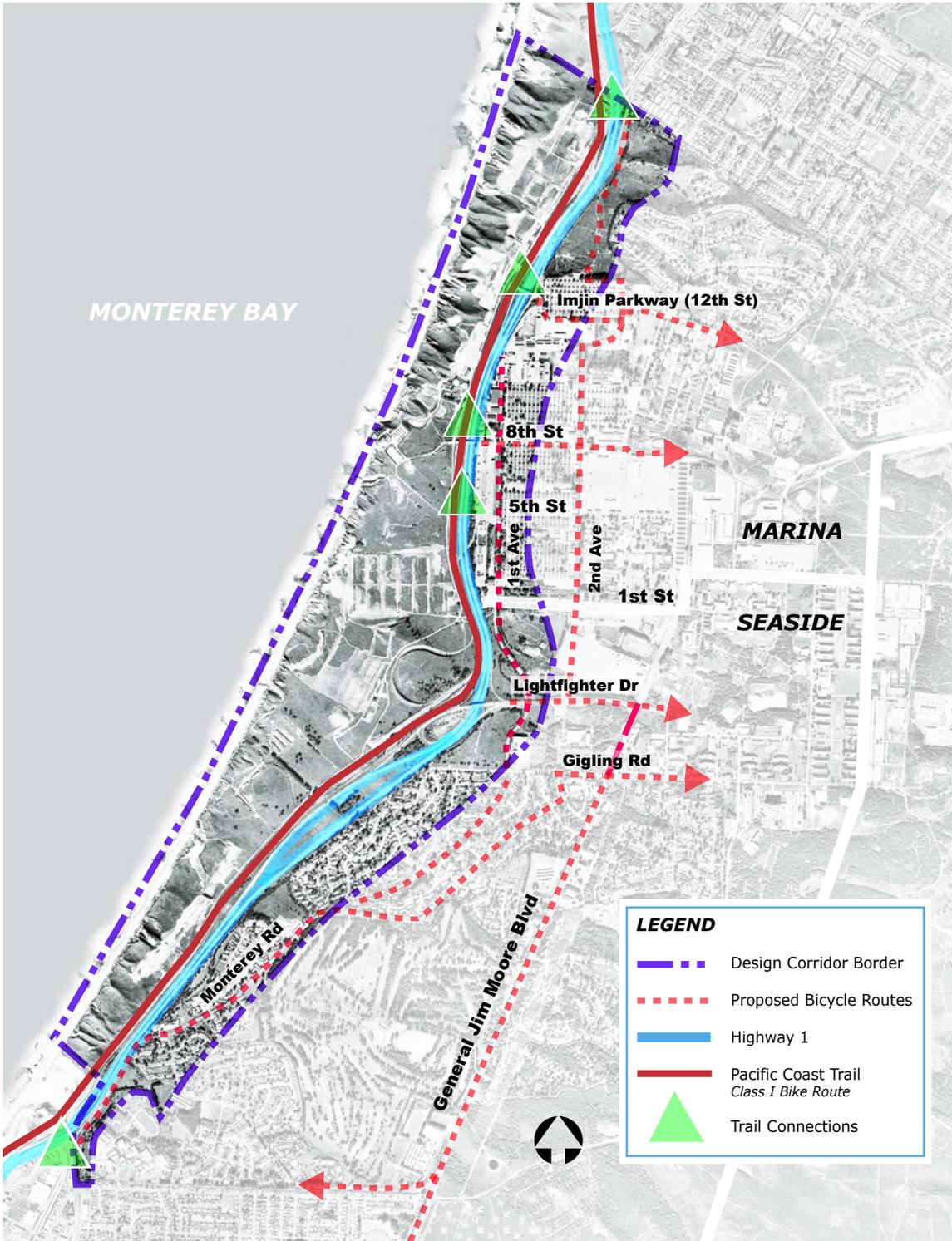


Figure 2.1—Proposed Bicycle Network and Trail Connections



- 4. Developers and public agencies, to the maximum extent possible, should fill in gaps between trees with trees native to the Monterey Coastal region or other vegetation consistent with the dune setting. Planting specimen trees and large native shrubs are also encouraged where appropriate.
 - a. Trees (6” trunk diameter or greater) in reasonable condition, within 25-feet of Caltrans right-of-way and at gateways, to the maximum extent possible, should be preserved and integrated into the site plan.

See FORA Reuse Plan: Landscape & Open Space, page 71.



Foliage gaps along Highway 1.



Path through oak mature oaks.

- 5. Setbacks required by the Base Reuse Plan shall be respected. Appropriate vegetative and architectural screening techniques should be incorporated into projects to sustain or enhance scenic vistas. Note that existing buildings need not be removed in order to comply with this provision, but may be renovated to meet current codes.
 - a. A 25-foot landscape setback (average) along Highway 1 should be provided to accommodate and protect mature trees.

See FORA Reuse Plan: Landscape & Open Space, page 71.



Stand of Cypress trees in 25-foot setback.

- 6. Jurisdictions shall encourage compatible signage and common themes so that the look and feel of the corridor retains a connected quality.

See FORA Reuse Plan: Design Principle 6, page 61.

Specific Plans, such as Marina’s University Villages, will require signage program approval that establishes a common theme.

7. A greenbelt or linear open space along the 2nd Avenue ridgeline is encouraged, as consistent with the City of Marina’s General Plan.
 - a. Incorporate bikeway and pedestrian path linkages to public open space.
 - b. Maintain and reinforce the landscape character of the ridgeline zone that will provide a vegetative back drop to new structures.

See FORA Reuse Plan: General Development Character & Design Objectives, page 153.



Ridgeline at 1st Avenue.

8. Common minimum standard for medians, lighting, and open spaces shall be developed and adopted.
 - a. Intersections should be consistent with 2nd Avenue Streetscape Master Plan and incorporate light standards, street trees and median planting.

See FORA Reuse Plan: General Development Character & Design Objectives, page 154 & 65.



Example of median planting.



- 9. Gateways should achieve a common look and feel for the area, while allowing jurisdictions to retain individual design character.
 - a. Landscape planting west of 1st Avenue will be consistent with Highway 1 Corridor landscape character throughout the entire Caltrans right-of-way.
 - b. Gateway planting along Lightfighter Drive and Imjin Parkway may include a blend of natural and ornamental planting to highlight entrances. These two entrances may be distinctly unique to each jurisdiction.

See FORA Reuse Plan: Landscape & Open Space, page 71.



Example of gateway planting.

- 10. Design efforts should encourage walkable streets with transit linkages.
 - a. Specific Plans for development areas should establish a street furniture theme for consistent use along travel corridors.

See FORA Reuse Plan: Pedestrian Facilities & Transit Oriented Design, page 121–122.



Example of street furniture themes.

- 11. The Base Reuse Plan permits a future multi-modal transit center/joint visitor center which may fall in part east of the Highway. In general buildings or related structures located east of the highway should

See FORA Reuse Plan: General Development Character & Design Objectives, page 154.

be designed in a manner compatible with development themes established by approved Specific Plans and these Guidelines.

12. A combined regional multi-purpose visitor center for various agencies should be encouraged and should be adequately signed and integrated into the corridor. A regional multi-purpose visitor center might be appropriate for locations near the former Fort Ord Main Gate.

*See FORA Reuse Plan:
Mixed Use Corporate Center
District, page 152.*

13. Directional signage within the Corridor to sites not in the actual design corridor is the responsibility of the individual jurisdictions.

*See FORA Reuse Plan:
General Development
Character & Design
Objectives, page 156 & 166.*

Individual signs should conform to an approved Specific Plan signage program that establishes a common theme.

14. Outside the 1,000-foot design corridor, the regulation of any viewshed is the purview of the individual jurisdiction. Buildings or structures within the Highway 1 Design Corridor should not exceed a mature Monterey Cypress tree height established at 40-feet or 2-1/2 stories, except as provided for in FORA certified General Plan, Specific Plan or zoning ordinances in order to achieve related design objectives. For example, taller buildings or structures may be constructed on slopes behind ridgelines provided that no more than 40-feet of the building is visible from Highway 1.

*See Figure 1.4—Highway &
Design Corridor Proposed
& Existing Developments—
Gateway Retail (City of
Seaside), Page 5.*

- a. Marina: Building heights should be limited in the area to a maximum of 40-feet, with the exception of the optional heights designated in the City of Marina General Plan. In the latter areas, the intent is to permit higher structures which can serve as attractive landmarks identifying the area and the City from Highway One and orient motorists to designations within Marina. The higher height allowance also should serve to enhance the economic development prospect of these areas by increasing the opportunities for views of Monterey Bay for building occupants. Approval of heights in excess of 40-feet shall be conditioned on findings that buildings visually complement the natural landscape and topography, and protect scenic vistas from all directions
- b. Seaside: Buildings in excess of 40-feet in height may be built at the Main Gate of the former Fort Ord, where regional retail use is permitted by the Base Reuse Plan and Seaside General Plan, if it is determined by the Seaside City Council that said taller buildings will serve as attractive landmarks and/or enhance the economic development prospects of this area. The approval of building heights in excess of 40-feet outside of the Main Gate Area would



be conditioned on findings that the proposed buildings will not damage the natural landscape and topography or obstruct scenic vistas.

2.3 West of Highway 1

1. There should be ample bicycle links to the State Park on the west side of the Highway and adjacent areas. As each project is considered, the main routes, links, and bicycle amenities should be accommodated to develop a logical network. (See Figure 1.4)
2. Setbacks: The minimum 100-foot setback from the west edge of the Caltrans right-of-way required by the Base Reuse Plan shall be respected, and screening techniques should be included to enhance views. Except transportation-related facilities, new buildings should not be sited in the 100-foot setback although existing structures need not be removed.
3. The Base Reuse Plan permits future public facilities such as a desalination plant and a multi-modal transit center or joint visitor center in the Highway 1 Corridor west of the Highway. The Working Group would like to see that any buildings west of the highway be designed in a manner compatible with the other values espoused by the Base Reuse Plan and the design guidelines included in this report.

*See FORA Reuse Plan:
Pedestrian & Bicycles, page
306–308.*

*See FORA Reuse Plan:
Projected Land Uses, page
172.*

*See FORA Reuse Plan:
General Development
Character & Design
Objectives, page 152–154.*

3.0 Signage Guidelines

3.1 Overview/Vision

Signage along the Design Corridor may be directed toward viewers on three different levels: within the Caltrans right-of-way, within the 1,000-foot corridor on private property directed to the highway traveler, and on private property directed to a visitor within the development neighborhood.

The visual character of this coastal dune environment remains largely intact and this stretch of the highway serves as an important coastal open space setting for all the cities of the Monterey Peninsula.

This section constitutes a basis for consistency findings by FORA. More detailed guidelines on specific topics are covered in the remainder of this document. To be found consistent with these design guidelines, sign ordinances of local jurisdictions must preserve the open space character of the Highway 1 Corridor and achieve the following objectives:

*See Appendix E–Sign
Definitions*

1. Views of the sky, ocean, dunes and ridgelines will be preserved. Signs and their support structures will not block view of the sky. Signs mounted on buildings must be below the eave or parapet line and below 40-feet.
2. Sign support structures for all freestanding signs located within the Design Corridor cannot be located within 100-feet of the Caltrans right-of-way. An additional 100-foot setback is included from off-ramp to on-ramp at Lightfighter Drive and Imjin Parkway for a total of 200-foot setback from the right-of-way at these locations. The signage base will be designed to blend with the coastal dune character (for example, by using earth-tone colors: tan, brown, forest green, gray or dark blue).

3.2 Highway 1 Right-of-Way

The dominant signage will be along the highway providing direction, information, and destinations for the highway traveler. In order to reduce duplication and eliminate irrelevant signage, Caltrans has proposed the following actions:

1. Eliminate all median signs.



CSU Monterey Bay Monument Sign

- 2. Update and consolidate destination references to former Fort Ord military properties.
- 3. Reduce size of signs where possible.

CSU Monterey Bay and local communities will continue to jointly plan and potentially fund sign removal and replacement. Sign information is restricted by Caltrans to exclude any advertising or reference to specific businesses.

3.3 Private Property Signage

The Base Reuse Plan anticipated commercial signage, on private property, would accompany the major retail centers. These will be located within the 1,000-foot Design Corridor and outside the Highway 1 right-of-way on private land but viewed from multiple locations (as noted in 3.1), to identify destinations. These signs will be positioned and sized to direct motorists to commercial destinations. Signs are not allowed within the 100-foot building setback.

*See FORA Reuse Plan:
Community Design Vision,
3.1.2 Design Objectives,
page 62.*

This signage will be regulated by the cities of Marina and Seaside. The Specific Plan for Marina’s University Villages will include signage guidelines for review and adoption by Marina. The Seaside Gateway Retail and future development near the Coe/Monterey intersection will likewise be required to include a detailed signage plan. Both project proposals, including signage will be reviewed for consistency with the Base Reuse Plan and these Guidelines by FORA.

Specific project submittals to the individual jurisdictions should provide a detailed visual presentation of sign size and mass related to existing trees to remain as well as the proposed building sizes and locations. Signage proposals should address the following issues:

1. Signage should be stationary and not changing, flashing or animated.
2. Building signs should not extend above the eaves or parapet wall.
3. Sign illumination and glare should be kept to a minimum. Downlighting is preferred.
4. Use of portable signs and mobile signs are discouraged in all Highway 1 Corridor areas.
5. Billboards, as defined in Appendix E attached hereto, are to be prohibited by the jurisdictions in finalizing the land use design standard for the Highway 1 Corridor. Limit the number, spacing, and size of signs. Use of single multiple identification low profile signs is encouraged.

3.4 Specific Signage Standards

1. Once FORA has found a local jurisdiction's sign ordinance consistent with the Base Reuse Plan and these guidelines, individual jurisdictions will permit and enforce signs in their own jurisdictions. To achieve a similar look and feel of the former Fort Ord Area (common themes), consistent use of materials and style in public information and directional signage is recommended.
 - a. Retain military names and themes (note: City of Marina has renamed 12th St. as Imjin Parkway).
 - b. Collegiate names and themes for universities, clearly demarking the transitions onto campuses are encouraged.
2. Appropriately mark major entrances to destinations in relation to Caltrans controlled rights-of-way and individual jurisdiction controlled rights-of-way. In some cases, a destination may have signs in both Caltrans and jurisdiction-controlled rights-of-way.
3. Administrative rules regarding signage will correspond with FORA approved (as consistent with these Guidelines) jurisdictional sign ordinances or the rules of sovereign entities.
 - a. CSUMB (*Caltrans and local jurisdiction (e.g. directional signs to CSUMB)*)



- b. Cities of Marina and Seaside (*Caltrans and local jurisdiction (e.g. directional signs to the two cities from either the highway or off the highway in the gateway areas of the Highway 1 Corridor)*)
- c. Seaside Golf and Hotel (*local jurisdictional—Caltrans may or may not allow a sign for this location*)
- d. County, Del Rey Oaks, and Monterey (*local jurisdictional—these jurisdictions are off site and would consult with Seaside, Marina, and CSUMB regarding directional signs*)
- e. UCMBEST (*local jurisdictional—might have Caltrans highway designation and likely to have off highway directional signs*)
- f. Ord Military Community (*Caltrans, Army and Seaside*)
- g. Multi modal transit locations, i.e. park and ride lots, etc. (*Caltrans and Seaside and Marina would post signs at appropriate locations.*)
- h. Natural color sign for State Park when appropriate. (*Caltrans*)

4.0 Reuse Plan Policies

The following are selected FORA Base Reuse Plan policy statements approved by the FORA Board in June 1997. Each policy has a direct or indirect implication to the Highway 1 Design Corridor. The bolded statements and its main point briefly explained are taken directly from the Reuse Plan. The margin page references are provided for more background information.

4.1 General

1. **Adopt Regional Urban Design Guidelines.** The Base Reuse Plan requires the adoption of Urban Design Guidelines that cover the entire base. *See FORA Reuse Plan: Design Principle 6, page 9.*

2. **Specific Design and Signage Standards.** Specific Plans for proposed Mixed Use Areas are required to provide Design and Signage Standards. *See FORA Reuse Plan: Design Objectives, page 62.*

4.2 East of Highway 1

1. **Landscape Character/Landscape Buffers.** The landscape character of the Highway 1 Design Corridor should be preserved as a buffer between the Highway 1 right-of-way and development. *See FORA Reuse Plan: Landscape Character of Fort Ord, page 125.*

2. **Scenic Corridor.** The Highway 1 Design Corridor serves to support its attractiveness to the former Fort Ord and as a visual gateway to the region. *See FORA Reuse Plan: Design Principle 6, page 9.*

3. **Maximum Building Heights.** Except as noted herein, establish a maximum building height related to an identified mature landscape height to accommodate higher intensity land uses appropriate to this location without detracting from the regional landscape character of the State Highway 1 Scenic Corridor. *See FORA Reuse Plan: General Development Character & Design Objectives 2, page 154 & 165.*

4. **Maintain a Minimum 100-foot Development Setback.** New buildings shall not directly abut the highway to allow for a continuous landscape character. *See FORA Reuse Plan: General Development Character & Design, page 153 & 165.*

5. **Unique Identity: Education.** A major theme of the corridor should be that of a center of education. *See FORA Reuse Plan: Design Principle 1, page 9.*

6. **Mixed-Use Developments.** The Base Reuse Plan encourages mixed-use neighborhoods and developments to reduce auto trips and segregation of land uses. *See FORA Reuse Plan: Design Principle 3, page 9.*



- 7. **Diverse Neighborhoods.** Neighborhoods should include housing affordable to an array of income groups and households. *See FORA Reuse Plan: Design Principle 4, page 9.*

- 8. **Sustainable Development.** The Base Reuse Plan promotes a broad series of practices designed to protect natural and human resources. *See FORA Reuse Plan: Design Principle 5, page 9.*

- 9. **Discernible Edges/Link Neighborhoods and Cities (“Connectivity.”)** The existing communities on and adjacent to the base should be linked and connected but should also retain their own discernible character. *See FORA Reuse Plan: Community Form, page 62.*

- 10. **Compact/Higher Densities at Core.** To avoid sprawl, the already built up inner areas of the base should have higher densities. *See FORA Reuse Plan: Mixed Use Development/ Increased Density, page 121.*

- 11. **Transit and Pedestrian Friendly.** Development on the former Fort Ord shall promote alternatives to auto travel. *See FORA Reuse Plan: Design Principle 3, page 59.*

- 12. **Village Environment.** A village-like environment should be achieved. *See FORA Reuse Plan: Design Principle 3, page 59.*

- 13. **High Quality Research and Development Center to anchor Town Center.** Another central theme to the former Fort Ord region should be the presence of high quality Research and Development facilities. *See FORA Reuse Plan: Innovative Opportunities for Collaborative Education and Research, page 24.*

- 14. **Design Guidelines to Address Architectural Qualities, Building Massing and Orientation, Parking, Fencing and Lighting.** These design features shall be addressed prior to development by the individual jurisdictions through Specific Plan and Design Review approval processes. *See FORA Reuse Plan: General Development Character & Design Objectives, page 154 & 165.*

- 15. **Incorporate Visitor/Cultural Center.** A Visitor Center (or Centers) should be incorporated into the plans for reuse of the base, to enhance understanding and interpretation of the history and potential of the region. *See FORA Reuse Plan: Mixed-Use Corporate Center District, page 152.*

- 16. **Eighth Street Bridge as a Gateway to State Park.** The existing Eighth Street Bridge shall connect the developable areas east of Highway 1, to the State Park on the west side of the highway. *See FORA Reuse Plan: Mixed-Use Corporate Center District, page 152.*

4.3 West of Highway 1

- 1. **Undeveloped Character West of Highway 1.** The area west of Highway 1, with the exception of an appropriately sited transit/ visitor center, *See FORA Reuse Plan: Fort Ord Dunes State Park, page 88.*

or other appropriate public use, shall retain a minimally developed character, primarily as a park and recreational area.

2. **Transit and Pedestrian Friendly.** Development on the former Fort Ord shall promote alternatives to auto travel. *See FORA Reuse Plan: Design Principle 3, page 59.*

3. **Landscape Character/ Landscape Buffers.** The landscape character of the Highway 1 Design Corridor shall be preserved, and buffers provided between Highway 1 right-of-way and development. *See FORA Reuse Plan: Design Principle 6, page 9.*

4. **Maximum Building Heights.** Establish a maximum building height related to an identified mature landscape height to accommodate higher intensity land uses appropriate to this location without detracting from the regional landscape character of the State Highway 1 Scenic Corridor. *See FORA Reuse Plan: General Development Character, page 154 & 165.*

5. **8th Street Bridge as a Gateway to State Park.** Establish a maximum building height related to an identified mature landscape height to accommodate higher intensity land uses appropriate to this location without detracting from the regional landscape character of the State Highway 1 Scenic Corridor. *See FORA Reuse Plan: Town Center Planning Area, page 152.*

6. **Incorporate Visitor/Cultural Center.** A Visitors Center should be incorporated into the plans for reuse of the base, to enhance understanding and interpretation of the history and potential of the region. *See FORA Reuse Plan: Town Center Planning Area, page 152.*

7. **Sustainable Development.** The Base Reuse Plan promotes development practices designed to protect natural and human resources. *See FORA Reuse Plan: Design Principle 5, page 9.*



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Appendix A

Highway 1 Design Corridor Plan Working Group

The Fort Ord Reuse Authority Highway 1 Design Corridor Working Group (Working Group) consisted of the following individuals, representing the effected jurisdictions or interested agencies.

City of Marina

Jeff Dack

City of Seaside

Mary Orrison

City of Carmel

Elizabeth Caraker

Christine Di Iorio, Planning Director

County of Monterey

Nick Chiulos and George Devine

City of Monterey

Bill Fell

Sand City

Steve Matarazzo

City of Pacific Grove

Judy MacClelland

U.S. Army

Rob Robinson, Michael Kelly and Bill Salmon

Marina Coast Water District

Dave Meza

Transportation Agency for Monterey County (TAMC)

Lee Yarborough, Walt Allen and Christina Watson

California Department of Parks & Recreation

Ken Gray

California Department of Transportation (Caltrans)

Mark McCumsey, Scott Dowlin and Dave Murray

California State University Monterey Bay (CSUMB)

Forrest Ebbs, Melissa Gutheil, Judith Steinkamp, Kathleen Ventimiglia and Beverly Wood

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Marta Montoro, Intern

Andrew Miller, Intern

Report/Graphics Support:

Bellinger Foster Steinmetz Landscape Architecture



Fort Ord Reuse Authority

Appendix B

FORA Board of Directors' Meeting Action Minutes, 7/12/2002

**ACTION MINUTES
OF THE
FORT ORD REUSE AUTHORITY
BOARD OF DIRECTORS' MEETING
July 12, 2002**

APPROVED

1. CALL TO ORDER AND ROLL CALL

Chair Perrine called the meeting to order at 3:39 pm and asked for the roll call. The following responded as present:

Voting Members

Chair/Mayor Perrine - City of Marina	Mayor Pendergrass – City of Sand City
1 st Vice Chair/Mayor Smith - City of Seaside	Mayor Albert – City of Monterey
2 nd Vice Chair/Mayor Barlich – City of Del Rey Oaks	Vice Mayor Gustafson –City of Marina
Mayor Koffman – City of Pacific Grove	Council Member Barnes – City of Salinas
Mayor McCloud – City of Carmel-by-the-Sea	Council Member Mancini – City of Seaside

Supervisor Johnsen (County of Monterey) arrived at 4:12 pm.

Absent were Supervisors Potter and Calcagno (County of Monterey).

Ex-Officio Members

Rochelle Dornatt (17 th Congressional District)	Beverly Wood (CSUMB)
Lee Yarborough (TAMC)	Lora Lee Martin (UC MBEST)
Dr. Kirk Avery (MPC)	COL Dietrick (U.S. Army)

Tom Moore (MCWD) arrived at 4:00 pm; Bob Heinbockel (27th State Assembly District) arrived at 4:10 pm; Carlos Pina (MPUSD) arrived at 4:19 pm; and Cindy Boyd (15th State Senate District) arrived at 4:29 pm.

There was no representative from Monterey-Salinas Transit.

Chair Perrine declared a quorum present and opened the meeting.

2. SPECIAL WORKSHOP ON HIGHWAY 1 CORRIDOR DESIGN PROGRAM

Executive Officer Michael A. Houlemard, Jr., and Director of Planning and Finance Steve Endsley guided those present through a PowerPoint presentation, summarizing the history of the corridor planning, the affected jurisdictions and the agency representatives who participated in the planning process, the sources of FORA's authority and directives, the corridor planning specifications defined in the Base Reuse Plan, the June 14th board recommendations, the Seaside and Marina consistency requirements, and a list of alternatives to the design. Beverly Wood followed with a short presentation enhanced by a handout illustrating the Highway 1 Corridor signage plan and explained CalTran's procedures and requirements for highway signage.

Discussion followed the presentations. Mayor Koffman said that the Highway 1 Corridor Design was not specific enough, recommended that the board develop the design guidelines, or some permutation of alternatives of design program principles, and hoped that all issues could be resolved so that the board could reach unanimous approval. Mayor Albert inquired about the process that

would occur once the plan is approved and asked what is meant by "design principles." Mayor McCloud asked what the difference between the terms "principle" and "guideline" was, to which Mr. Endsley responded, and she called attention to several inconsistencies, contradictions, and unclear word usage within the plan document but said it contained all the basic elements of a design plan. She recommended that visuals should be included, because they often say more than words. Other board members expressed similar concerns.

The workshop ended at 4:36 pm.

3. ACKNOWLEDGEMENTS

Chair Perrine acknowledged the presence of and welcomed four persons to the board: (1) Karen Fisbeck, the new BRAC Director, who was representing the U.S. Army; (2) Bob Heinbockel, who was filling in for Gary Shallcross as the representative from the 27th State Assembly District; (3) Alec Arago, the newly appointed District Director of the 17th Congressional District; and (4) Rochelle Dornatt, Congressman Sam Farr's Chief of Staff, who asked to make an announcement. She paraphrased the contents of a letter from Congressman Farr, which she later gave to Chair Perrine. Ms. Dornatt noted that the Congressman acknowledged the suddenness of language being inserted in the 2003 Defense Authorization Bill to delay further transfers of land at the former Fort Ord until evidence of increased or renewed commitment to building more affordable housing is forthcoming. She added that the Congressman has been very pleased with the significant progress that has been made during the ensuing negotiations and intense discussions with FORA representatives. Congressman Farr documented in the letter that he would withdraw the language from the federal legislation when the Military Construction Subcommittee of the House Appropriations Committee receives a detailed response from FORA addressing the efforts it has made in providing affordable workforce housing on the former military installation. Ms. Dornatt noted that Congressman Farr further pledged his ongoing support to the FORA Board to assist in whatever way possible to make affordable housing a reality. Chair Perrine thanked Ms. Dornatt for this announcement but said that details of the FORA's response were still confidential, because they have been discussed in closed sessions.

4. PUBLIC COMMENT PERIOD

LeVonne Stone, Director of the Fort Ord Environmental Justice Network, offered to participate in forthcoming discussions about providing more affordable housing and encouraged developers to work more closely with the affected communities.

5. CONSENT AGENDA

Item 5a – Action Minutes of June 14, 2002: Mayor Koffman noted that she had not been present for the vote on the second motion for the Highway 1 Corridor Design Program (Item 7d), but that Council Member Davis was present and did vote as the Pacific Grove representative. Motion to approve the minutes of June 14, 2002, with this correction, was made by Council Member Gustafson, seconded by Council Member Mancini, and passed. Abstentions by Mayors Koffman and Albert and Council Member Barnes were noted, due to their absence at the June 14th board meeting.

6. OLD BUSINESS

Item 6a – Highway 1 Corridor Design Program – Approval: Director of Planning and Finance Steve Endsley summarized the workshop comments and concerns and called attention to the alternatives presented. When Chair Perrine opened the discussion to the board, Beverly Wood said that it was very important that the jurisdictions reach consensus on the CalTran signage. Executive Officer

Houlemard presented five points of concern that had been voiced during the workshop: (1) improve the packaging of the Corridor Design Program for ease of use; (2) include references from the Base Reuse Plan in regard to visual quality and regional urban design guidelines; (3) correct typographical mistakes, unclear usage, and address internal inconsistencies; (4) clarify "lanes" versus "lane"; and (5) add graphics to enhance the narrative. There was discussion on the form of the motion, and Authority Counsel advised that the appropriate initial motion would be the one made at the June board meeting. Motion was made by Council Member Gustafson, seconded by Supervisor Johnsen, to accept the (program) report but refer it back to the working group to clarify more specific criteria, related to items such as signage, lighting, and tree planting, as options for local jurisdictions, and to incorporate regional design guidelines. Chair Perrine opened the discussion to the public. John Fischer, a Pacific Grove resident, requested that board members speak more directly into the microphones so that the public could hear the board discussions and urged the board and working group to pay careful attention to the choice of words in the program document in order to minimize future misunderstandings. LeVonne Stone requested that the motion be recaptured for all. A roll call vote indicated 10 in favor and one (Mayor Koffman) against the motion. This motion passed, since it was the second vote within the 30-day time period following the first vote at the June 14th board meeting. Mayors McCloud, Albert and Koffman expressed qualifying statements along with their votes.

Chair Perrine brought the discussion back to the board. A second motion, which included the motion from the June board meeting, was made by Mayor McCloud and seconded by Mayor Smith. This motion appended the text of the previous motion with the following: that the working group consider issuing a request for proposal for hiring a consultant to reformat and delete duplications and typos, and also repackage the program document, focusing on coordinating the applicable specifications in the Base Reuse Plan and those in the program document, in addition to addressing the five points of concern that Executive Officer Houlemard had outlined earlier. Discussion from the board members followed. Beverly Wood proposed identifying items in the program document that should not be changed, along with the changeable items and other revisions, to add further clarity. This second motion was restated by the Assistant Clerk Linda Stiehl and carried unanimously. Chair Perrine urged all jurisdictions to send representatives to the working group meetings, so that all points of concern could be resolved before the item returns to the board. Mayor McCloud suggested that if a consultant is hired, he/she should be encouraged to listen to the tape of this meeting.

Council Member Barnes left the meeting at 4:21 pm.

Item 6b – Special Waste Disposal Variance Application and Summary to Department of Toxic Substances Control ("DTSC"): Facilities and Leasing Manager Stan Cook summarized the staff report, noting the cost to proceed with the variance. He stated that a financial analysis would be brought back to the board, in addition to Monterey Regional Waste Management District's ("MRWMD") recommendation. Motion to proceed with phase one of the DTSC Disposal Variance Application process by submitting a Special Waste Disposal Variance Application and Summary for DTSC review and comment was made by Council Member Mancini and seconded by Director Wood. Public comment came from LeVonne Stone, who asked for a clarification of the location of the landfill, if the variance were successful (MRWMD's landfill). The motion passed.

7. NEW BUSINESS

Item 7a – U.S. Army Corps of Engineers Reuse/Remediation Contract: Executive Officer Houlemard called attention to the four expected benefits from the project that were outlined in the staff report of this informational item. He said that FORA is one of four agencies competing for these funds.

Item 7b – Report on Proposed FY '03 Congressional Language: Executive Officer Houlemard said that he was very encouraged by Congressman Farr's letter, which Rochelle Dornatt had discussed earlier in the meeting. He reported that the Economic Development Conveyance Negotiating Team had met twice in closed sessions to review the impact of halting land transfers and that high priority had been given to resolving all differences and providing an appropriate and timely response to the House Military Construction Subcommittee.

8. EXECUTIVE OFFICER'S REPORT

There were five informational items in the Executive Officer's Report: Item 8a (Administrative Committee Report), Item 8b (Finance Committee Report), Item 8c (Legislative Committee Report), Item 8d (Response to FY '02 Affordable Housing Language), and Item 8e (Capital Improvement Program for FY 2002/03 – 2021/22 – Distribution Copy). Executive Officer Houlemard called attention to the Item 8b, the Finance Committee Report, which included the Finance Committee's recommendation to select Nicholson & Olson as the new FORA auditor for a total 3-year contract not anticipated to exceed \$25,000, which is within the signing authority of the executive officer.

9. ANNOUNCEMENTS/CORRESPONDENCE

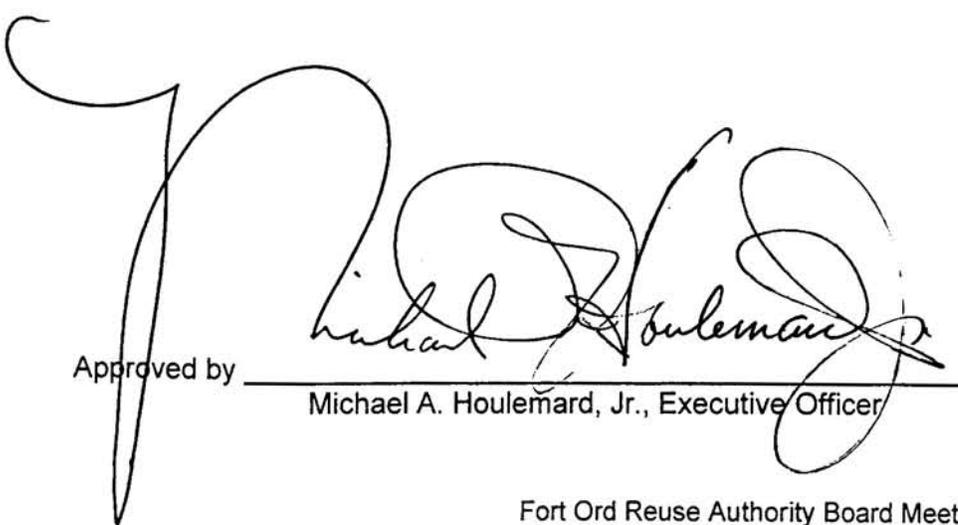
In addition to the letter from the Department of Parks & Recreation and the flyer about the Fort Ord Construction Summit, a letter dated July 10, 2002, from the League of Women Voters, which urged more public workshops addressing the fiscal issues of providing more affordable housing and acknowledged the critical need to increase the percentage of affordable housing and avoid further delay in the land transfers, was distributed.

10. ADJOURNMENT

Chair Perrine adjourned the meeting at 5:30 pm.

Minutes prepared by Linda Stiehl, FORA Executive Assistant

Approved by


Michael A. Houlemard, Jr., Executive Officer



Fort Ord Reuse Authority

Appendix C

FORA Master Resolution, Chapter 8–Base Reuse Planning and Consistency Determinations

(Provided as a reference to FORA development review authority.)

CHAPTER 8.
BASE REUSE PLANNING AND CONSISTENCY DETERMINATIONS.

8.01. GENERAL PROVISIONS.

8.01.010. REUSE PLAN.

(a) The Authority Board shall prepare, adopt, review, revise from time to time, and maintain a Reuse Plan for the use and development of the territory within the jurisdiction of the Authority. Such plan shall contain the elements mandated pursuant to the Authority Act and such other elements, policies, and programs as the Authority Board may, in its sole discretion, consider and adopt.

(b) The Reuse Plan, including all elements, policies, and programs adopted in conjunction with the Reuse Plan, and any amendments thereto, shall be the official and controlling plan for the reuse of the Fort Ord territory for the purposes specified or inferred in the Authority Act.

(c) All general and specific plans, redevelopment plans, and all other community and local plans regardless of title or description, and any amendments thereto, and all policies and programs relating to the land use or the construction, installation, or maintenance of capital improvements or public works within the Fort Ord territory, shall be consistent with the Reuse Plan of the Authority and the plans and policies of the Authority, including the Master Resolution. The Authority shall make a determination of consistency as provided pursuant to the provisions of the Authority Act and, after the effective date hereof, this Chapter.

(d) A revision or other change to the Reuse Plan which only affects Fort Ord territory and only one of the member agencies may only be adopted by the Authority Board if one of the following conditions is satisfied:

- (1) The revision or other change was initiated by resolution adopted by the legislative body of the affected land use agency and approved by at least a majority affirmative vote of the Authority Board; or
- (2) The revision or other change was initiated by the Authority Board or any entity other than the affected land use agency and approved by at least a two-thirds affirmative vote of the Authority Board.

(e) All property transferred from the federal government to any user or purchaser, whether public or private, shall only be used in a manner consistent with the Reuse Plan, with the following exceptions:

- (1) Property transferred to California State University or the University of California and such property is used for educationally related or research oriented purposes; or
- (2) Property transferred to the California State Parks and Recreation Department.

(f) No land use agency or any local agency shall permit, approve, or otherwise allow any development or other change of use, or approve any development

entitlement, for property within the territory of the Authority that is not consistent with the Reuse Plan.

(g) No land use agency shall issue, approve, or otherwise allow any building permit until all applicable permits, development entitlements, and approvals required under law have been approved, including, but not limited to, the approvals and permits described and enumerated in Section 3.7 of the Final Environmental Impact Report for the Reuse Plan.

(h) The Reuse Plan shall be reviewed periodically at the discretion of the Authority Board. The Authority Board shall perform a full reassessment, review, and consideration of the Reuse Plan and all mandatory elements as specified in the Authority Act prior to the allocation of an augmented water supply, or prior to the issuance of a building permit for the 6001st new residential dwelling unit (providing a total population of 35,000 persons) on the Fort Ord territory or by January 1, 2013, whichever event occurs first. No more than 6000 new dwelling units shall be permitted on the Fort Ord territory until such reassessment, review, and consideration of the Reuse Plan has been prepared, reviewed, and adopted pursuant to the provisions of the Authority Act, the Master Resolution, and all applicable environmental laws. No development shall be approved by FORA or any land use agency or local agency after the time specified in this subsection unless and until the water supplies, wastewater disposal, road capacity, and the infrastructure to supply these resources to serve such development have been identified, evaluated, assessed, and a plan for mitigation has been adopted as required by CEQA, the Authority Act, the Master Resolution, and all applicable environmental laws.

(i) The failure of any person or entity to receive notice given pursuant to this Chapter shall not constitute grounds for any court to invalidate the action on any legislative act or development entitlement pursuant to this Chapter for which required notice was given.

(j) The Authority shall record a notice on all property in the Fort Ord territory advising all current and future owners of property of the existence of the Reuse Plan and that development of such property shall be limited by the Reuse Plan, the policies and programs of the Authority, including the Master Resolution, and/or the constraints on development identified in the Reuse Plan, including lack of available water supply, wastewater and solid waste disposal capacity, and inadequate transportation and other services and infrastructure.

(k) In the event the Authority receives, purchases, or acquires, by any means, fee interest title to property within the Fort Ord territory, the Authority shall record a covenant running with the land advising all future owners of such property that development and use of the property is subject to the Reuse Plan and that development of such property shall be limited by the Reuse Plan, the policies and programs of the Authority, including the Master Resolution, and/or constraints on development identified in the Reuse Plan, including lack of available water supply, wastewater and solid waste disposal capacity, and inadequate transportation and other services and infrastructure.

8.01.020. PROCEDURES FOR CONSISTENCY DETERMINATIONS FOR LEGISLATIVE LAND USE DECISIONS.

(a) Each land use agency shall submit all legislative land use decisions affecting property in the territory of the Authority to the Executive Officer for review and processing.

(b) All submissions regarding a legislative land use decision shall include:

- (1) A complete copy of the legislative land use decision, including related or applicable text, maps, graphics, and studies;
- (2) A copy of the resolution or ordinance of the legislative body approving the legislative land use decision, adopted at the conclusion of a noticed hearing certifying that the portion of a legislative land use decision applicable to the Fort Ord territory is intended to be carried out in a manner fully in conformity with the Reuse Plan and the Authority Act;
- (3) A copy of all staff reports and materials presented or made available to the legislative body approving the legislative decision, or any advisory agency relating to the legislative land use decision;
- (4) A copy of the completed environmental assessment related to the legislative land use decision;
- (5) A statement of findings and evidence supporting the findings that the legislative land use decision is consistent with the Reuse Plan, the Authority's plans and policies, including the Master Resolution, and is otherwise consistent with the Authority Act; and
- (6) Such other materials as the Executive Officer deems necessary or appropriate and which have been identified within 15 days of the receipt of the items described in subsection (b) of this Section.

(c) Within 90 days of the receipt of all of the items described in subsection (b) above, or from the date the Executive Officer accepts the submission as complete, whichever event occurs first, the Authority Board shall conduct a noticed public hearing, calendared and noticed by the Executive Officer, to certify or refuse to certify, in whole or in part, the portion of the legislative land use decision applicable to Fort Ord territory. The Authority Board shall adopt a resolution making findings in support of its decision, such decision shall be rendered within the time frame described in this section, and such decision shall be final. In the event the Authority Board fails, within the time frames described in this section, to conduct a public hearing or take action on determining whether the land use decision is consistent with the Plan and the Authority Act, the land use agency may file, upon ten days notice, a request with the Executive Officer to have the matter placed on the next Board agenda for a noticed public hearing to take action to consider the consistency finding and the Board shall take action at such noticed public hearing and such decision shall be final.

(d) In the event the Authority Board finds, on the basis of substantial evidence supported on the record, that the legislative act is consistent with the Reuse Plan and this Chapter, the Authority Board shall certify the legislative act pursuant to the provisions of the Authority Act.

(e) In the event the Authority Board refuses to certify the legislative land use decision in whole or in part, the Authority Board's resolution making findings shall include suggested modifications which, if adopted and transmitted to the Authority Board by the affected land use agency, will allow the legislative land use decision to be certified. If such modifications are adopted by the affected land use agency as suggested, and the Executive Officer confirms such modifications have been made, the legislative land use decision shall be deemed certified. In the event the affected land use agency elects to meet the Authority Board's refusal of certification in a manner other than as suggested by the Authority Board, the legislative body of the affected land use agency shall resubmit its legislative land use decision to the Executive Officer and follow the procedures contained in this Section.

(f) No legislative land use decision shall be deemed final and complete, nor shall any land use entitlement be issued for property affected otherwise permitted by such legislative land use decision unless it has been certified pursuant to the procedures described in this Section.

(g) The Authority Board may only refuse to certify zoning ordinances, zoning district maps, or other legislative land use decision on the grounds that such actions do not conform with, or are inadequate to carry out, the provisions of the general plan, certified as consistent with the Reuse Plan pursuant to the provisions of this Section, applicable to the affected property.

(h) Nothing in this Section or in this Chapter shall apply to or be construed as adversely affecting any consistency determination previously obtained by a land use agency and certified by the Authority Board pursuant to the Authority Act.

8.01.030. REVIEW OF DEVELOPMENT ENTITLEMENTS.

(a) After the portion of a general plan applicable to Fort Ord territory has become effective, development review authority within such portion of territory shall be exercised by the land use agency with jurisdiction lying within the area to which the general plan applies. Each land use agency may issue or deny, or conditionally issue, development entitlements within their respective jurisdictions so long as the land use agency has a general plan certified pursuant to Section 8.01.020 and the decisions issuing, denying, or conditionally issuing development entitlements are consistent with the adopted and certified general plan, the Reuse Plan, and is in compliance with CEQA and all other applicable laws.

(b) All decisions on development entitlements of a land use agency affecting property within the territory of the Authority may be reviewed by the Authority Board on its own initiative, or may be appealed to the Authority Board, subject to the procedures specified in this Section. No development entitlement shall be deemed final and complete until the appeal and review procedures specified in this Section and Sections 8.01.040 and 8.01.050 of this Chapter have been exhausted.

(c) The land use agency approving a development entitlement within the jurisdiction of the Authority shall provide notice of approval or conditional approval to the

Executive Officer. Notice of approval or conditional approval of a development entitlement shall include:

- (1) A complete copy of the approved development entitlement, including related or applicable text, maps, graphics, and studies.
- (2) A copy of all staff reports and materials presented or made available to any hearing body that reviewed the development entitlement.
- (3) A copy of the completed environmental assessment related to the development entitlement.

8.01.040. REVIEW OF DEVELOPMENT ENTITLEMENTS BY INITIATIVE OF THE AUTHORITY BOARD.

Within 35 days of the receipt of all of the notice materials described in subsection (d) of Section 8.01.030, the Authority Board, on its own initiative, may consider a resolution setting a hearing on a development entitlement affecting Fort Ord territory. The Authority Board may continue the matter of setting a hearing once for any reason. In the event the Authority Board does not act to set the matter for hearing within the 35 day time period or at the continued meeting, whichever event is last, the decision of the land use agency approving the development entitlement shall be deemed final and shall not be subject to review by the Authority Board pursuant to this Section. Nothing in this section shall be construed as abrogating any rights that any person may have to appeal development entitlements to the Authority Board pursuant to Section 8.01.050. In the event the Authority Board sets the matter for hearing, such hearing shall commence at the first regular meeting of the Authority Board following the date the Authority Board passed its resolution setting the matter for hearing or at a special hearing date prior to such regular meeting. The Authority Board may continue the matter once. In the event the Authority Board fails to take action on the development entitlement within such time period, the development entitlement shall be deemed approved.

8.01.050. REVIEW OF DEVELOPMENT ENTITLEMENTS BY APPEAL TO AUTHORITY BOARD.

(a) Within 10 days of a land use agency approving a development entitlement, any person aggrieved by that approval and who participated either orally or in writing, in that agency's hearing on the matter, may file a written appeal of such approval with the Executive Officer, specifically setting forth the grounds for the appeal, which shall be limited to issues raised at the hearing before the land use agency. The person filing the appeal shall pay a filing fee in an amount equal to the fee for appeal of combined development permits as established by the Monterey County Board of Supervisors for the cost of processing the appeal. The Executive Officer shall set, schedule, and notice a public hearing before the Authority Board. In the event the Authority Board fails to act on the development entitlement within the time periods specified in this Section to conduct a public hearing and take action within 60 days on determining whether the development entitlement is consistent with the Reuse Plan and the Authority Act, the land use agency may file, upon ten days notice, a request with the Authority Board to have the matter placed on the next Board agenda for a noticed public hearing to take action to consider the development entitlement.

(b) At the time and place noticed by the Executive Officer, the Authority Board will conduct a hearing on the development entitlement. The Authority Board may continue the matter once for any reason.

(c) Said continued hearing must be rescheduled to a date that is not later than 35 days from the date of the initial hearing date. In the event the Authority Board determines the development entitlement is not consistent with the Reuse Plan, the development shall be denied and the Authority Board's decision shall be final. In the event the Authority Board determines the development entitlement is consistent with the Reuse Plan, the Authority Board shall approve the development entitlement.

8.01.060. SUPERCESSION.

In the event of a conflict or inconsistency between this Chapter of the Master Resolution and the Reuse Plan, the Development and Resource Plan, and other adopted FORA policies and procedures in regards to legislative land use decisions and/or development entitlements affecting lands within the affected territory, the provisions of this Chapter shall govern.

8.01.070. FORA AS RESPONSIBLE AGENCY UNDER CEQA.

In taking action on all legislative land decisions and for review of all development entitlements, the Authority Board shall act as a responsible agency under CEQA.

8.01.080. ADMINISTRATIVE APPEALS.

Any administrative decision made by the Executive Officer may be appealed to the Authority Board within 15 days by completing and filing a notice of appeal at the Office of the Executive Officer.

Article 8.02. CONSISTENCY DETERMINATION CRITERIA.

8.02.010. LEGISLATIVE LAND USE DECISION CONSISTENCY.

(a) In the review, evaluation, and determination of consistency regarding legislative land use decisions, the Authority Board shall disapprove any legislative land use decision for which there is substantial evidence supported by the record, that

- (1) Provides a land use designation that allows more intense land uses than the uses permitted in the Reuse Plan for the affected territory;
- (2) Provides a development more dense than the density of use permitted in the Reuse Plan for the affected territory;
- (3) Is not in substantial conformance with applicable programs specified in the Reuse Plan and Section 8.02.020 of this Master Resolution.
- (4) Provides uses which conflict or are incompatible with uses permitted or allowed in the Reuse Plan for the affected property or which conflict or are incompatible with open space, recreational, or habitat management areas within the jurisdiction of the Authority;
- (5) Does not require or otherwise provide for the financing and/or installation, construction, and maintenance of all infrastructure

- necessary to provide adequate public services to the property covered by the legislative land use decision; and
- (6) Does not require or otherwise provide for implementation of the Fort Ord Habitat Management Plan.

(b) FORA shall not preclude the transfer of intensity of land uses and/or density of development involving properties within the affected territory as long as the land use decision meets the overall intensity and density criteria of Sections 8.02.010(a)(1) and (2) above as long as the cumulative net density or intensity of the Fort Ord Territory is not increased.

(c) The Authority Board, in its discretion, may find a legislative land use decision is in substantial compliance with the Reuse Plan when the Authority Board finds that the applicant land use agency has demonstrated compliance with the provisions specified in this section and Section 8.02.020 of this Master Resolution.

8.02.020. SPECIFIC PROGRAMS AND MITIGATION MEASURES FOR INCLUSION IN LEGISLATIVE LAND USE DECISIONS.

(a-t) Details of programs and mitigation measures. (See original document for detail.)

8.02.030. DEVELOPMENT ENTITLEMENT CONSISTENCY.

(a) In the review, evaluation, and determination of consistency regarding any development entitlement presented to the Authority Board pursuant to Section 8.01.030 of this Resolution, the Authority Board shall withhold a finding of consistency for any development entitlement that:

(1-6) (See original document for detail.)

(7) Is not consistent with the Highway 1 Scenic Corridor design standards as such standards may be developed and approved by the Authority Board.

(8) (See original document for detail.)

Appendix D

Marina University Villages Master Plan Map (Courtesy of the Dahlin Group)





Fort Ord Reuse Authority

Appendix E

Sign Definitions

“Animated sign” means any sign which includes action or motion or the optical illusion of action or motion, or color changes of all or any part of the sign facing, requiring electrical energy, or set in motion by movement of the atmosphere. Excluded from the definition are public service message center signs and flags.

“Billboard sign” means any sign that directs attention to a business, service, product, or entertainment not sold or offered on the premises on which the sign is located, including but not limited to outdoor advertising and other signs.

“Building-mounted sign” means a sign affixed to a building, painted directly on a wall or erected against the wall of a building.

“Directional sign” means any sign which is designed and erected solely for the purpose of traffic or pedestrian direction and which is placed on the property to which or on which the public is directed. Such a sign contains no advertising copy. (Examples are: “one-way,” “entrance,” “exit,” “parking in rear,” “15 miles per hour,” “no left turn.”)

“Flashing sign” means any sign which contains an intermittent or flashing light source or which includes the illusion of intermittent or flashing light by means of animation or an externally mounted intermittent light source.

“Freestanding sign” means any sign not attached to or on a building.

“Illumination” means the method by which a sign is lighted so as to be readable at night. The following types of illumination are provided for in this chapter:

1. “Direct illumination” means the lighting of the sign face from behind so that the light shines through translucent sign copy or lighting via neon or other gases within translucent tubing incorporated onto or into the sign face.
2. “Indirect illumination” means the lighting of an opaque sign face from a light source mounted in front of the face, or the lighting of opaque sign copy (on an opaque sign face) via lights mounted into the copy and shining rearward onto the face to form a lighted “halo” around the copy (e.g., “reverse channel” letters).

“Monument sign” means a freestanding sign mounted on a low-profile solid base, a fence, or a wall, as distinguished from support by poles (see page 18).

“Parapet wall” means a wall extending above the roof plane of the building.



“Portable sign” or “mobile sign” means a sign made of any material, which, by its design, is readily movable and is equipped with wheels, casters or rollers or which is not permanently affixed to the ground, structure or building, or a sign upon a vehicle or trailer used as a stationary advertising display, the primary purpose of which is to serve as a base or platform for the sign. (Also includes sidewalk or sandwich board signs.)

“Sign” means any medium for visual communication, including but not limited to words, symbols and illustrations, together with all parts, materials, frame and background, which is used or intended to be used to attract attention to, identify or advertise an establishment, product, service, activity or location, or to provide information.

“Sign height,” “height of sign,” or “height” means the following:

1. For building-mounted signs, the distance from the average finish grade directly beneath the sign to the top of the sign.
2. For freestanding signs, the distance from top of curb of the nearest street or parking lot (or the edge of pavement of such street where there is no curb) to the top of the sign or any vertical projection thereof, including supporting columns and/or design elements.

“Support structure” means base, supports, uprights and bracing for a sign.