

INITIATIVE MEASURE TO BE SUBMITTED TO THE VOTERS AT A SPECIAL ELECTION

TITLE: CALIFORNIA CENTRAL COAST VETERANS CEMETERY, OPEN SPACE PRESERVATION AND ECONOMIC REVITALIZATION INITIATIVE

To the Fort Ord Reuse Authority:

We, the undersigned, registered and qualified voters of the County of Monterey, California as the voters of the Fort Ord Reuse Authority District, consistent with Section 67659 of the California Government Code, present to the Fort Ord Reuse Authority this petition and request that the following proposed amendments to the Fort Ord Reuse Plan be submitted to the registered and qualified voters of the County of Monterey as the voters of the Fort Ord Reuse Authority District for their adoption or rejection at a special election held pursuant to Section 1405(a) of the California Elections Code or in the event that the amendments are not able to be placed on a special election ballot, that it be submitted to the registered and qualified voters of the County of Monterey as the voters of the Fort Ord Reuse Authority District for their adoption or rejection at a regular election pursuant to Section 1405(a) of the California Elections Code.

Following is the full text of the Proposed Measure:

The People of the Fort Ord Reuse Authority District do ordain as follows:

Title: California Central Coast Veterans Cemetery, Open Space Preservation and Economic Revitalization Initiative.

Section I—Name

This measure shall be designated as the California Central Coast Veterans Cemetery, Open Space Preservation and Economic Revitalization Initiative.

Section II—Purpose

The purpose of the California Central Coast Veterans Cemetery, Open Space Preservation and Economic Revitalization Initiative ("Initiative") is to modify and enforce sections of the Fort Ord Reuse Plan ("Reuse Plan") to protect the establishment of the California Central Coast Veterans Cemetery, to preserve several acres of open space and habitat throughout sections of the former military base and to ensure the economic revitalization of the Monterey County region.

Section III—Findings

1. The Fort Ord base served as an active military installation since 1917. A 45 square mile/28,000 acre facility located on Monterey Bay near the Monterey Peninsula, Fort Ord played a central role in the economic success of Monterey County.
2. In 1990, the Secretary of Defense announced proposals for defense installation realignment and closures including for Fort Ord. In 1994, Fort Ord was officially decommissioned. The closure resulted in more than 21,000 jobs being lost and over 18,700 residents leaving the cities of Marina and Seaside within Monterey County.
3. Anticipating the significant impacts on the region's economy, population and demography precipitated by the closure, the State Legislature established the Fort Ord Reuse Authority ("FORA") in 1994.
4. The purpose of FORA was to develop a comprehensive reuse plan to help local communities regain the jobs and residents that were lost as a result of Fort Ord's closure.
5. The Reuse Plan, which was adopted by FORA in 1997, calls for significant commercial economic development, supportive housing, visitor serving facilities, and related institutional activities to replace the contribution to the local economy of the 15,000 soldiers and thousands of civilian employees when Fort Ord was active.
6. The Reuse Plan states as the vision for the future of the former Fort Ord "is that a community will grow up on the former Base, having a special character and identity. This community, at the same time, will fit with the character of the Peninsula, complementary with the scale and density of the existing communities from Marina to Carmel. It will

demonstrate a respect for the special environment of the Peninsula. . . . Most importantly, the community will be a special place for living and working. It will provide a diversity of experience and opportunity, with a development approach that is sustainable and appropriate."

7. Under the Reuse Plan, nearly 28,000 acres at the former Fort Ord, or 85 to 86% of the lands, are reserved for public use. The remaining 14 to 15% of the lands is planned for a balance of uses and to accommodate the long range vision of the community and responsibly integrate a major development opportunity into the economy of the region.

8. The overall purpose of the amendments to the Reuse Plan as set forth in this measure is to preserve the goals, objectives, policies and programs set out in the Reuse Plan to carry out its vision statement by integrating a major development opportunity into the economy of the region.

9. Certain of the amendments to the Reuse Plan set forth in this measure redesignate certain areas within the former Fort Ord known as "Parker Flats" located in both the City of Seaside and Monterey County for "Planned Development Mixed Use District" and Habitat Management" land uses.

10. Under the Reuse Plan, a "Planned Development Mixed Use District" land use designation is intended to encourage the development of pedestrian-oriented community centers that support a wide variety of commercial, residential, retail, professional services, cultural and entertainment activities. This change in land use designation ensures a diversity of experience and opportunity is allowed as envisioned by the Reuse Plan.

11. Further, under the Reuse Plan, a "Habitat Management" land use designation is intended to preserve open space that is critical to the survival of the natural communities and sensitive species. In the vision statement, the Reuse Plan recognized the need to respect the special environment of the Monterey Peninsula. The open spaces of Fort Ord are a unique resource which can serve to bolster the local economy by attracting visitors to a broad variety of recreation opportunities, as well as enhance quality of life for residents. This measure preserves several acres of open space and habitat throughout the former Fort Ord.

12. The Reuse Plan identified a 178 acre site for a veterans cemetery east of General Jim Moore Boulevard and bounded by Parker Flats Road and Parker Flats Cutoff.

13. This measure is also intended to preserve that element of the Reuse Plan and protect the establishment of the proposed California Central Coast Veterans Cemetery. The California Central Coast Veterans Cemetery will provide a final resting place for members of all branches of the military and their spouses. Ensuring the establishment of the California Central Coast Veterans Cemetery as contemplated in the Reuse Plan allows all veterans who have served and defended our nation to be honored over many years and generations.

14. When the City of Seaside adopted its General Plan, it identified an area within Parker Flats as "High Density Residential". In 2005, FORA determined that the City of Seaside's General Plan was consistent with the Reuse Plan. Therefore, certain of the amendments to the Reuse Plan set forth in this measure restate and confirm that consistency determination.

15. The Initiative allows FORA to implement its legislatively mandated mission of overseeing the reuse of Fort Ord by, among other things, removing barriers to sustainable and appropriate reuse, financing and constructing major components of the basewide demands, and protecting environmental reserves.

Section IV—Fort Ord Reuse Plan Amendments

A. The area known as "Parker Flats" is generally bounded by Parker Flats Road to the south, Parker Flats Cutoff to the west, Gigling Road and the Future Eastside Parkway to the north and Bureau of Land Management land to the east, for

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"SFD Low Density Residential", "Business Park/Light Industrial Office/R&D", "Visitor Serving" and "Military Enclave" land uses. Figure 3.3-1 of the Reuse Plan, shall be amended to redesignate Parker Flats for "Planned Development Mixed Use District" and "Habitat Management" land uses. The amended Figure 3.3-1 of the Reuse Plan is appended to this measure.

Further, Section 3.4.2 of the Reuse Plan, titled "Land Use Designations", shall be amended to clarify the permitted land uses for Parker Flats under the "Planned Development Mixed Land Use" and "Habitat Management Land Use" designations, as follows:

"Planned Development Mixed Land Use

The use is intended to encourage the development of pedestrian-oriented community centers. They will contain a wide variety of residential detached and attached homes, commercial, various retail, professional office, cultural civic centers, parks, community centers, schools, churches, day care centers, transit centers, and entertainment uses. The typical development intensity for this use is a gross FAR of .35 and housing density of up to 20 dwelling units per acre. The highest FAR (.35) has been targeted at the Marina Town Center and UC MBEST to reflect these key locations within the former Fort Ord and their potential to play a significant long-range role in the reuse of the base.

The Parker Flats area generally consisting of the area in and around polygons 18, 19a, 20c, 21a and 21b shown on Figure 3.3-1 of the Reuse Plan ("Parker Flats") is a development area located in both the City of Seaside and Monterey County and is designated for Planned Development Mixed Use District and Habitat Management land uses. The development is intended to be a new, vibrant mixed-use development consistent with the design principles outlined in the Reuse Plan. The Planned Development Mixed Use District and Habitat Management land use designations for the development area allow outdoor recreational opportunities, trails and staging areas, while establishing a mixture of equestrian-oriented event centers, homes, parks, job-generating entertainment, commercial, hotels, office and cultural uses, and neighborhood shopping opportunities. The land use designations also celebrate the region's cultural heritage by allowing integration of the California Central Coast Veterans Cemetery. Other uses anticipated for the development area include a Fire Station and Public Works Corporate Yard."

"Habitat Management Land Use

This land use designation applies to all open space identified by the HMP as critical to survival of the natural communities and sensitive species. Limited uses include: ecological restoration and educational activities, and passive recreation such as hiking, nature study, horse and bike riding, and infrastructure services and facilities (water, power, and wastewater systems).

Parker Flats is a development area located in both the City of Seaside and Monterey County and is designated for Planned Development Mixed Use District and Habitat Management land uses. The development is intended to be a new, vibrant mixed-use development consistent with the design principles outlined in the Reuse Plan. The Planned Development Mixed Use District and Habitat Management land use designations for the development area allow outdoor recreational opportunities, trails and staging areas, while establishing a mixture of equestrian-oriented event centers, homes, parks, job-generating entertainment, commercial, hotels, office and cultural uses, and neighborhood shopping opportunities. The land use designations also celebrate the region's cultural heritage by allowing integration of the California

Central Coast Veterans Cemetery. Other uses anticipated for the development area include a Fire Station and Public Works Corporate Yard."

A brief description of the additional amendments to the Reuse Plan needed to ensure consistency of the provisions, figures and tables of the Reuse Plan with the amended Figure 3.3-1 and Section 3.4.2 of the Reuse Plan, is provided in the table below:

Location of Amendment in Reuse Plan	Description of Amendment
Volume I, Section 3 Table 3.3-1 – Summary Land Use Capacity: Ultimate Development	Update table to reflect Planned Development Mixed Use District and Habitat Management land uses and acreages.
Volume I, Section 3 Figure 3.3-2 – Proposed Land Use and Regional Context	Update figure to reflect Planned Development Mixed Use District and Habitat Management land uses.
Volume I, Section 3 Table 3.4-1 – Permitted Range of Uses for Designated Land Uses	Update table to add "Veterans Cemetery" to the list of Permitted Range of Uses under the General Land Use Designation, Opportunity Sites.
Volume I, Section 3 Table 3.4-2 – Land Resources	Update table to include Planned Development Mixed Use District and Habitat Management land uses and acreages.
Volume I, Section 3 Figure 3.6-2 - Habitat Management Plan	Update figure to add Habitat Management areas.
Volume I, Section 3 Figure 3.6-3 – Open Space and Recreation Framework	Update figure to reflect additional open space and park and trailhead locations.
Volume II, Section 4.1.2.3	Update residential land use policies and programs to reflect Planned Development Mixed Use District and Habitat Management land uses.
Volume II, Section 4.1.3.3	Update commercial land use policies and programs to reflect Planned Development Mixed Use District and Habitat Management land uses.
Volume II, Section 4.1.4.3	Update recreation/open space land use policies and programs to reflect Planned Development Mixed Use District and Habitat Management land uses.
Volume II, Section 4 Figure 4.1-6 – City of Seaside Land Use Concept	Update figure to reflect Planned Development Mixed Use District, Habitat Management and Veterans Cemetery (VC) Opportunity Site in City of Seaside.
Volume II, Section 4 Figure 4.1-7 – County of Monterey Land Use Concept	Update figure to reflect Planned Development Mixed Use District and Habitat Management land uses in Monterey County.

The full text of the introductory sections of Sections 3 and 4 along with amended Sections 3.3, 3.4, 3.6 and 4.1 of the Reuse Plan, as amended, is appended to this measure, showing removed language of the Reuse Plan stricken-through and the added language underlined.

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To ensure consistency with the Planned Development Mixed Use District and Habitat Management land use designations for Parker Flats, the subsequent amendments in the Initiative that are described below ensure that District designations within Planning Areas of the City of Seaside and Monterey County comprising Parker Flats are consistent with the amended land use designations. The District designations described in the amendments below include (i) the Mixed Use Village District and Veterans Cemetery District designations in the City of Seaside and (ii) the Mixed Use Village District, Habitat Management and Education District and Veterans Cemetery District designations in Monterey County.

B. Section 3.9.2 of the Reuse Plan, titled "University Planning Area", shall be amended to specify that within the University Planning Area in the City of Seaside polygon 18 (approximately 50 acres) is designated as "Mixed Use Village District" instead of "Community Park District", as follows:

"The University Planning area is on the southern perimeter of the CSUMB campus and has been defined to coordinate all of the surrounding land planning and development issues that involve coordination with the Campus. This Planning Area includes four districts: 1) Gateway Regional Entertainment Center; 2) POM Annex Retail and Services; 3) University Village with DFAS; and 4) ~~Community Park District~~ Mixed Use Village District."

"~~Community Park District~~"

~~This District is designated as a community park that encompasses an undeveloped area adjacent to the DFAS. The topography is gently rolling and significant portions of the designated park are covered in oak woodland. The park is accessible from Gigling Road and is located in the center of the University Planning Area, providing a large park area for CSUMB, University Village residents and the POM Annex residents."~~

"Mixed Use Village District"

This 50-acre District is planned for residential and public facility uses. This District is part of Parker Flats located in both the City of Seaside and Monterey, which is designated for Planned Development Mixed Use District and Habitat Management land uses, as further described in Section 3.4.2 of the Reuse Plan."

A brief description of the additional amendments to the Reuse Plan needed to ensure consistency of the provisions, figures and tables of the Reuse Plan with the designation of polygon 18 as "Mixed Use Village District" instead of "Community Park District", is provided in the table below:

Location of Amendment in Reuse Plan	Description of Amendment
Volume I, Section 3.9.2	Provide projected land uses for Mixed Use Village District.
Volume I, Section 3 Table 3.7-1– Planning Area and District Matrix	Update District names for City of Seaside Planning Areas.
Volume I, Section 3 Table 3.9-1– City of Seaside Land Development Intensity Summary Table	Update table to reflect Mixed Use Village District instead of Community Park District designation of polygon 18.
Volume I, Section 3 Figure 3.9-1– Seaside Planning Areas	Update District names for City of Seaside Planning Areas.
Volume I, Section 3.9.2	Update projected land uses to reflect Mixed Use Village District instead of Community Park District designation of polygon 18.

The full text of the introductory section of Section 3 along with amended Sections 3.7 and 3.9, as amended, is appended to this measure, showing removed language of the Reuse Plan stricken-through and the added language underlined.

C. Section 3.9.3 of the Reuse Plan, titled "Residential Planning Area", shall be amended to specify that within the Residential Planning Area in the City of Seaside a new "Veterans Cemetery District" is added, as follows:

"The Seaside Residential Planning Area contains five ~~six~~ planning districts: 1) New Golf Course Community; 2) Visitor-Serving Hotel and Golf Course; 3) Reconfigured POM Annex Community; 4) Planned Residential Extension; and 5) Community Park; and 6) Veterans Cemetery District."

"Veterans Cemetery District"

This District is approximately 101 acres of a larger approximately 178-acre planned Cemetery property. The other 77 acres of the Cemetery is located within Monterey County. This District is planned for residential, cemetery and habitat protection uses. This District is part of Parker Flats located in both the City of Seaside and Monterey, which is designated for Planned Development Mixed Use District and Habitat Management land uses, as further described in Section 3.4.2 of the Reuse Plan.

The anticipated components of the Veterans Cemetery include, but are not limited to, a Veterans Cemetery, Chapel, Veterans Hall, an Amphitheater, an Endowment Parcel, and a Development area within Habitat Restoration Opportunity. The Veterans Cemetery is expected to be developed in general conformance with Figure 3.9-1(a) of the Reuse Plan. The Endowment Parcel identified in Figure 3.9-1(a) of the Reuse Plan is anticipated to be developed with residential units."

A brief description of the additional amendments to the Reuse Plan needed to ensure consistency of the provisions, figures and tables of the Reuse Plan with the addition of a new Veterans Cemetery District is provided in the table below:

Location of Amendment in Reuse Plan	Description of Amendment
Volume I, Section 3 Table 3.7-1– Planning Area and District Matrix	Update District names for City of Seaside Planning Areas.
Volume I, Section 3 Table 3.9-1– City of Seaside Land Development Intensity Summary Table	Update table to reflect addition of Veterans Cemetery District in City of Seaside.
Volume I, Section 3 Figure 3.9-1– Seaside Planning Areas	Update District names for City of Seaside Planning Areas.
Volume I, Section 3 Figure 3.9-1– Seaside Planning Areas	Update figure to reflect addition of Veterans Cemetery District in City of Seaside.
Volume I, Section 3 Figure 3.9-1(a) – Veterans Cemetery Master Plan	Provides additional description of Veterans Cemetery pursuant to Veterans Cemetery Master Plan.
Volume I, Section 3.9.3	Provide projected land uses for new Veterans Cemetery District in City of Seaside. Update reconfigured POM Annex District acreages to reflect addition of Veterans

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	Cemetery District in City of Seaside.
Volume II, Section 4 Figure 4.1-6- City of Seaside Land Use Concept	Update figure to reflect Veterans Cemetery (VC) Opportunity Site in City of Seaside.

The full text of the introductory sections of Sections 3 and 4 along with amended Sections 3.7, 3.9 and 4.1 of the Reuse Plan, as amended, is appended to this measure, showing removed language of the Reuse Plan stricken-through and the added language underlined.

D. Section 3.10.4 of the Reuse Plan, titled "Eucalyptus Road Planning Area", shall be amended to specify that the Eucalyptus Road Planning Area in Monterey County is designated as "Mixed Use Village District", "Habitat Management and Education District" and "Veterans Cemetery District" instead of "University Corporate Center District" and "Residential/Recreational Center District", as follows:

"The Eucalyptus Road Planning Area is predominately undeveloped and served by substandard roadways. The west end area includes facilities retained in the Military Enclave and a Public Benefit Conveyance request by the Monterey Salinas Transit District. It includes two three Districts: 1) the University-Corporate-Center-District Mixed Use Village District; 2) the Residential/Recreational-Center-District Habitat Management and Education District; and 3) the Veterans Cemetery District."

"University-Corporate-Center-District

~~This area includes the University-Corporate-Center located along the extension of Gigling Road. This area is located outside of the core infrastructure area.~~

~~However, it is directly adjacent to the planned Salinas Transit Center and U.S. Army Motor Pool and located along the Gigling Road extension that is expected to be provided in the earlier stages of development. Because of the regional roadway improvements, this location will be on the corridor that connects the Main Gate interchange and the Davis Street connection to Salinas."~~

"Mixed Use Village District

This District is planned for residential, recreational, office and commercial, public facility and community road uses. This District is part of Parker Flats located in both the City of Seaside and Monterey, which is designated for Planned Development Mixed Use District and Habitat Management land uses, as further described in Section 3.4.2 of the Reuse Plan."

"Residential/Recreation Center District

~~This District is designated to include a significant new residential area at the perimeter of the BLM lands and to link the POM Annex residential district in Seaside with the CSUMB housing areas north of Intergarrison Road. This district is designated as SFD Low-Density Residential in order to provide the flexibility to retain portions of the significant oak woodland community. A focal point of this community could be a golf course and visitor serving hotel."~~

"Habitat Management and Education District

This District includes a significant amount of habitat preservation adjacent to the Fort Ord National Monument and functions as oak tree and habitat mitigation for the development in the Eucalyptus Road Planning Area and East Garrison District. This District is part of Parker Flats located in both the City of Seaside and Monterey, which is designated for Planned Development Mixed Use District and Habitat

Management land uses, as further described in Section 3.4.2 of the Reuse Plan."

"Veterans Cemetery District

This District is part of a larger approximately 178-acre planned Cemetery property. This District is planned for cemetery and habitat protection uses. This District is part of Parker Flats located in both the City of Seaside and Monterey, which is designated for Planned Development Mixed Use District and Habitat Management land uses, as further described in Section 3.4.2 of the Reuse Plan.

The anticipated components of the Veterans Cemetery include, but are not limited to, a Veterans Cemetery, Chapel, Veterans Hall, an Amphitheater, an Endowment Parcel, and a Development area within Habitat Restoration Opportunity. The Veterans Cemetery is expected to be developed in general conformance with Figure 3.9-1(a) of the Reuse Plan. The Endowment Parcel identified in Figure 3.9-1(a) of the Reuse Plan is anticipated to be developed with residential units."

A brief description of the additional amendments to the Reuse Plan needed to ensure consistency of the provisions, figures and tables of the Reuse Plan with the designation of the Eucalyptus Road Planning Area as "Mixed Use Village District", "Habitat Management and Education District" and "Veterans Cemetery District" instead of "University Corporate Center District" and "Residential/Recreational Center District", is provided in the table below:

Location of Amendment in Reuse Plan	Description of Amendment
Volume I, Section 3 Table 3.7-1- Planning Area and District Matrix	Update District names for Eucalyptus Road Planning Area in Monterey County.
Volume I, Section 3 Table 3.10-1 - Monterey County Land Development Intensity Summary Table	Update table to reflect Mixed Use Village District, Habitat Management and Education District and Veterans Cemetery District instead of University Corporate Center District and Residential/Recreation Center District designations in Eucalyptus Road Planning Area in Monterey County.
Volume I, Section 3 Figure 3.10-1 - County Planning Areas	Update District names for Eucalyptus Road Planning Area in Monterey County.
Volume I, Section 3.10.4	Update projected land uses to reflect Mixed Use Village District, Habitat Management and Education District and Veterans Cemetery District instead of University Corporate Center District and Residential/Recreational Center District designations in Eucalyptus Road Planning Area.
Volume II, Section 4 Figure 4.1-7 - County of Monterey Land Use Concept	Update figure to reflect Veterans Cemetery (VC) Opportunity Site in Monterey County and to reflect additional open space/recreation areas.
Volume II, Section 4 Figure 4.3-3 - County Recreation and Open Space Element	Update figure to reflect additional open space/recreation land uses.

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The full text of the introductory sections of Sections 3 and 4 along with amended Sections 3.7, 3.10, 4.1 and 4.3 of the Reuse Plan, as amended, is appended to this measure, showing removed language of the Reuse Plan stricken-through and the added language underlined.

E. Section 3.10.2 of the Reuse Plan references approximately 50 acres at the southwest corner of the land of the former landfill for office/R&D development, known to local residents as Whispering Oaks. Section 3.10.2 of the Reuse Plan shall be amended to redesignate Whispering Oaks as "Open Space/Recreation", as follows:

"Approximately 50 acres located at the southwest corner of the former landfill site, adjacent to the Marina City limits and Inter-Garrison Road is suitable for office/R&D development by the University of California." designated for Open Space/Recreation uses.

A brief description of the additional amendments to the Reuse Plan needed to ensure consistency of the provisions, figures and tables of the Reuse Plan with the addition of open space/recreation areas is provided in the table below:

Location of Amendment in Reuse Plan	Description of Amendment
Volume I, Section 3 Figure 3.6-3 – Open Space and Recreation Framework	Update figure to reflect additional open space and park and trailhead locations.
Volume II, Section 4.1.4.3	Update recreation/open space land use policies and programs to delete Community Park and add Neighborhood Park.
Volume II, Section 4 Figure 4.3-2 – Seaside Recreation and Open Space Element	Update figure to delete Community Park and add Neighborhood Park.
Volume II, Section 4 Table 4.3-3 – Fort Ord – 2015 Park Program for all Jurisdictions.	Update table to delete Community Park and add Neighborhood Park.

The full text of the introductory sections of Sections 3 and 4 along with amended Sections 3.6, 4.1 and 4.3 of the Reuse Plan, as amended, is appended to this measure, showing removed language of the Reuse Plan stricken-through and the added language underlined.

F. Section 3.10.2 of the Reuse Plan designates the Marina Community Park, with a total of 70 acres north and south of Intergarrison Road. This community park shall be as planned, while noting a realignment through the community park of the Future Eastside Parkway shall be expressly permitted. Section 3.10.2 of the Reuse Plan shall be amended, as follows:

"Projected Land Uses for the City of Marina Community Park:

Open Space/Recreation Land Use. A total of 70 acres are reserved for active recreational use on ~~portions both north and south~~ of Intergarrison Road. The facilities will be incorporated into the existing oak woodland and chaparral landscape. The realignment of the Future Eastside Parkway, as shown on Figure 3.5-1 of the Reuse Plan, through this 70-acre area is expressly permitted."

A brief description of the additional amendments to the Reuse Plan needed to ensure consistency of the provisions, figures and tables of the Reuse Plan with the amended Section 3.10.2 of the Reuse Plan, is provided in the table below:

Location of Amendment in Reuse Plan	Description of Amendment
Volume I, Section 3 Figure 3.5-1 Proposed 2015 Transportation Network	Update figure to reflect new future Eastside Roadway alignment along Gigling Extension and add portions of 8 th Street, Parker Flats Road and Hayfork Road.
Volume I, Section 3 Figure 3.5-2 - Roadway Classification & Multimodal Corridor	Update figure to reflect new future Eastside Roadway alignment along Gigling Extension and add portions of 8 th Street, Parker Flats Road and Hayfork Road.
Volume II, Section 4 Figure 4.2.2 – Proposed 2015 Transportation Network	Update figure to reflect new future Eastside Roadway alignment along Gigling Extension and add portions of 8 th Street, Parker Flats Road and Hayfork Road.
Volume II, Section 4 Figure 4.2.3 - Buildout Transportation Network	Update figure to reflect new future Eastside Roadway alignment along Gigling Extension and add portions of 8 th Street, Parker Flats Road and Hayfork Road.
Volume II, Section 4 Figure 4.2.7 – Transportation Right-of-Way Reservations	Update figure to reflect new future Eastside Roadway alignment along Gigling Extension and add portions of 8 th Street, Parker Flats Road and Hayfork Road.

The full text of the introductory sections of Sections 3 and 4 along with amended Sections 3.5 and 4.2 of the Reuse Plan, as amended, is appended to this measure, showing removed language of the Reuse Plan stricken-through and the added language underlined.

G. Section 3.6.4 of the Reuse Plan provides for a number of trails in the open space areas within Fort Ord, including some designated for equestrian use. In addition to those trails, a cross country course shall be provided, as follows:

"In addition, a section of a proposed cross-country course (up to approximately 150 feet wide) shall be allowed within the Habitat Management Area in the general location depicted on Figure 3.6-3 of the Reuse Plan."

A brief description of the additional amendments to the Reuse Plan needed to ensure consistency of the provisions, figures and tables of the Reuse Plan with the amended Section 3.6.4 of the Reuse Plan, is provided in the table below:

Location of Amendment in Reuse Plan	Description of Amendment
Volume I, Section 3 Figure 3.6-3 – Open Space and Recreation Framework	Update figure to reflect cross-country course.
Volume II, Section 4.3.1.4	Update recreation/open space land use policies to include development of cross-country course.
Volume II, Section 4 Figure 4.3-3 – County Recreation and Open Space Element	Update figure to reflect cross-country course.

The full text of the introductory sections of Sections 3 and 4 along with amended Sections 3.6 and 4.3 of the Reuse Plan, as amended, is appended to this measure, showing

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removed language of the Reuse Plan stricken-through and the added language underlined.

Section V—Modification Only By Vote of the People

No provision of the Initiative shall be changed, amended, or repealed except by a vote of the People of the Fort Ord Reuse Authority District.

Section VI—Effective Date; Application.

The Initiative shall be deemed adopted upon the date the vote is declared by the FORA Board, and shall go into effect 10 days after that date, pursuant to Elections Code Section 9320. The Initiative shall apply to actions by FORA and all its constituent public agencies taken on or after the effective date.

Section VII—Severability

The Initiative shall be broadly construed in order to achieve the purposes stated in the Initiative. If any section, sub-section, sentence, clause, phrase, part, or portion of the Initiative is held to be invalid or unconstitutional by a final judgment of a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the Initiative. The People of the Fort Ord Reuse Authority District hereby declare that the Initiative, and each section, sub-section, sentence, clause, phrase, part, or portion thereof would have been adopted or passed even if one or more sections, sub-sections, sentences, clauses, phrases, parts, or portions are declared invalid or unconstitutional. If any provision of the Initiative is held invalid as applied to any person or circumstance, such invalidity shall not affect any application of the Initiative that can be given effect without the invalid application.

Section VIII—Conflicting Ballot Measures

In the event that this measure and another measure or measures relating to the same or similar subject matter shall appear on the same election ballot, the other measure or measures shall be deemed in conflict with this measure. In the event that this measure shall receive a greater number of affirmative votes, the provisions of this measure shall prevail in their entirety, and the provisions of the other measure or measures in their entirety shall be void and of no legal effect.

Section IX—No Further Changes

Other than as specifically set forth in this measure and in the full text of Sections 3 and 4 of the Reuse Plan, which is appended to this measure and shows removed language of the Reuse Plan stricken-through and the added language underlined, the Initiative shall not change the other provisions of the Reuse Plan, which shall remain in full force and of legal effect.



3.0 Framework for the Reuse Plan

The Framework for the Reuse Plan establishes the broad development considerations that link the various Reuse Plan elements for each of the land use jurisdictions into an integrated and mutually supporting structure. The Framework concentrates on the interrelated aspects of all development within the former Fort Ord.

The Framework is comprised of the following:

1. Community Design Vision;
2. Existing Setting and Character of the former Fort Ord;
3. Land Use Concept: Ultimate Development Plan and Map;
4. Land Use Designations and Land Resources;
5. Circulation Concept;
6. Conservation, Open Space, and Recreation Concept;
7. Planning Areas and Districts;
8. Marina Planning Areas and Districts;
9. Seaside Planning Areas and Districts;
10. County Planning Areas and Districts; and
11. Reuse Plan Implementation.

Section 4 of the Reuse Plan provides the Goals, Objectives, Policies, and Programs for each relevant Plan Element in support of this Framework. The Plan Elements are specific for each of the land use jurisdictions within the former Fort Ord.

3.3 Land Use Concept: Ultimate Development Plan and Map

The Ultimate Development Plan and Map is a consensus plan and the product of the on-going reuse planning process at the former Fort Ord. The Land Use Concept reflects the ultimate reuse of the lands at the former Fort Ord and expresses a long range vision for the property consistent with the role the former Fort Ord will play in the region.

3.3.1 Development Capacity

The Development Capacity of the lands at the former Fort Ord is based on the balance between the public and private use of the lands and the development intensity that will reflect market-place prototypes for particular reuse activities. The land supply is expected to accommodate growth for 40 - 60 years depending on land use type and future land use conditions.

The land Development Capacity is summarized in Table 3.3-1. This table delineates land use capacity for each jurisdiction (Marina, Seaside, and Monterey County) and provides a summary of the acreage and capacity in: 1) number of dwelling units; 2) number of hotel rooms; or 3) amount of square feet of office, industrial, R&D, and retail uses. The table lists the various land uses, including UC MBEST, the CSUMB designation, and area-wide rights-of-way, and more specific categories for hotels, golf courses, and the Fort Ord Dunes State Park.

The "Land Use Capacity" is a projected development yield based on anticipated market absorption, land characteristics, and community vision. The capacities indicated are intended to provide a general guide to assist in land resource management and infrastructure commitments and financing. The precise mix of uses is expected to vary in response to market conditions and FORA actions. The aggregate totals provide a "not-to-exceed envelope" of development within the former Fort Ord.

In addition, Table 3.3-1 projects the total employment generated by Reuse of the former Fort Ord.

The original Table 3.3-1 immediately follows.

LAND USE	MARINA		SEASIDE		MONTEREY CO.		Acres	Percent (total area)	TOTAL DEVELOPMENT		
	Acres	Units/SF/ Rooms	Acres	Units/SF/ Rooms	Acres	Units/SF/ Rooms			Dwelling Units/Rooms	Square Feet (000's)	Employees
CSUMB (25,000 FTE) (units)(A)(B)	224	2,550	313	2,550	755	3,093	1,292	5%	8,193	n/a	3,200
POM ANNEX (units)(C)			782	1,590			782	3%	1,590	n/a	310
HOUSING (units)	704	4,152	818	5,113	520	3,184	2,042	7%	12,449		
BUSINESS PARK/LIGHT INDUSTRIAL/ OFFICE /R&D (000's SF)	549	5,360	0	0	797	6,676	1,346	5%		12,036	34,060
RETAIL (000's SF)	66	722	104	1,129	13	117	183	1%		1,968	4,372
VISITOR SERVING											
Hotels (rooms)	25	350	25	800	30	600	80	0%	1,750	(D)	1,750
Golf (four 18 hole courses)(F)			350	36	328	36	678	2%			140
Other (acres)					50		50				20
PARKS & OPEN SPACE											
Fort Ord Dunes State Park (rooms)			14		850	40	991	4%	40		60
Other	97		122		804		1,023	4%			70
PUBLIC FACILITIES (incl. military)	528		204		340		1,072	4%		(E)	1,460
HABITAT MANAGEMENT	616		962		15,601		17,179	61%			15
AREAWIDE ROW's	495		570		96		1,161	4%			
TOTALS	3,304		4,264		20,004		27,879	100%	24,022	14,004	45,457
units		6,702		9,253		6,277			(22,232 units)		
square feet (000's)		6,082		1,129		6,793			(1,790 rooms)		
% OF FORT ORD TOTALS	1.2%		1.5%		7.3%		100%				

The amended Table 3.3-1 immediately follows.

Table 3.3.1											
Summary Land Use Capacity: Ultimate Development											
The "Land use Capacity" is a projected development yield based on anticipated market absorption, land characteristics, and community vision. The capacities indicated are intended to provide a general guide to assist in land resource management and infrastructure commitments and financing. The precise mix of uses is expected to v in response to market conditions and FORA actions. The aggregate totals provide a "not-to-exceed envelope" of development within the former Fort Ord.											
Table 3.3.1											
LAND USE	MARINA		SEASIDE		MONTEREY CO.			TOTAL DEVELOPMENT			
	Acres	Units/SF/ Rooms	Acres	Units/SF/ Rooms	Acres	Units/SF/ Rooms	Acres	Percent (total area)	Dwellings Units/Rooms	Square Feet (000's)	Employees
CSUMB (25,000 FTE)(units)(A)(B)	224	2,550	313	2,550	755	3,093	1,292	5%	8,193	n/a	3,200
POM ANNEX (units)(C)			782	1,590			782	3%	1,590	n/a	310
HOUSING (units)	704	4,152	818	5,113	520	3,184	2,042	7%	12,449		
BUSINESS PARK/LIGHT INDUSTRIAL/ OFFICE/R&D (000's SF)	549	5,360	0	0	797	6,676	1,346	5%		12,036	34,060
RETAIL (000's SF)	66	722	104	1,129	13	117	183	1%		1,968	4,372
VISITOR SERVING											
Hotels (rooms)	25	350	25	800	30	600	80	0%	1,750	(D)	1,750
Golf (four 18 hole courses)(F)			350	36	328	36	678	2%	72		140
Other (acres)					50		50				20
PARKS & OPEN SPACE											
Fort Ord Dunes State Park (rooms)			14		977	40	991	4%	40		60
Other	97		122		804		1,023	4%			70
PUBLIC FACILITIES (incl. military)	528		204		340		1,072	4%		(E)	1,460
HABITAT MANAGEMENT	616		962		15,601		17,179	62%			15
AREAWIDE ROW's	495		570		96		1,161	4%			
TOTALS	3,304		4,264		20,311		27,879	100%	24,094	14,004	45,457
units		6,702		9,253		6,277			(22,232 units)		
square feet (000's)		6,082		1,129		6,793			(1,790 rooms)		
% OF FORT ORD TOTALS	12%		15%		73%		100%				
SOURCE: EDAW, Inc.											
(A) FTE = Full Time Equivalent student enrollment											
(B) assessment generated on employees and students, not square footage											
(C) existing retail assessed on basis of existing employees											
(D) assessment generated on basis of rooms, not square footage											
(E) assessment generated on basis of facilities, not square footage											
(F) Accommodates 1 new 18-hole gold course and the redevelopment of 1 18-hole golf course to industrial use. The plan also includes 2 additional golf opportunity sites to be able to respond to market conditions.											

*Figures to be updated based on the latest Fort Ord totals are highlighted in yellow.

3.3.2 Public Uses at the Former Fort Ord

Of the nearly 28,000 acres at the former Fort Ord, 85 to 86% of the lands are reserved for public use.

Environmental Resources

Sixty-two percent of the lands are designated as protected habitat; eight percent are designated as parks and open space, including the new Fort Ord Dunes State Park and identified regional and community parks.

Educational Facilities

Five percent of the lands are designated for CSUMB, accommodating a full-service campus for a student population of 25,000 FTE. Other educational facilities are reserved for the Monterey Peninsula Community College District. Five schools and one additional school site are reserved for the MPUSD and several other educational institutions will also have a significant presence at the former Fort Ord.

Other Public Facilities

Four percent of the lands are reserved for public facilities that range from the Marina Municipal Airport to various municipal corporation yards and facilities for regional agencies, such as the Monterey Salinas Transit Agency and the Police Officers Safety Training Facility.

POM Annex: Three percent of the lands are being retained by the Army for the housing needs for the Presidio of Monterey (POM) and are designated for continued U.S. Army utilization.

Areawide ROWs: Four percent of the lands are reserved for areawide roadway ROW's to accommodate the long-range circulation requirements within the former Fort Ord lands.

3.3.3 Economic Development

The remaining 14 to 15% of the lands at the former Fort Ord are planned in a coordinated way to provide a balance of uses that reflect market projections and promote the strategic objectives identified during the course of the reuse planning efforts. This land supply will accommodate the long range vision of the community and responsibly integrate a major development opportunity into the economy of the region.

Jobs/Housing Mix

The mix of planned land uses at the former Fort Ord is expected to provide at buildout a total of approximately 45,000 to 46,000 jobs and approximately 17,000 dwelling units plus an additional estimated 5,100 on-campus housing units within the core area of CSUMB. This is a very balanced ratio of 2.67 jobs/household excluding the on-site student population and 2.06 jobs/household including student dwelling unit equivalents.

The balance reflects the efforts to optimize the effectiveness of public investment in infrastructure and minimize the off-site effects of reuse of the former Fort Ord.

Residential Component

Seven percent of the lands will be reserved for residential use including rehabilitation of a significant number of existing units and accommodating approximately 12,450 homes excluding CSUMB and the POM Annex.

Commercial Component

Five percent of the lands will be reserved for business park/light industrial and Office/R&D uses. This includes the expected significant role that UC MBEST can play in stimulating private economic development at the former Fort Ord.

Visitor Serving Component

Two percent of the lands will be reserved for visitor serving uses including 1,750 hotel rooms (plus 40 lodge units at Fort Ord Dunes State Park), an anticipated three to five additional golf courses (augmenting the two existing courses in Seaside), and other commercial recreation activities.

Retail Component

One percent of the lands is reserved for retail uses that will support the balance of other designated uses. A range of uses is included to accommodate regional, neighborhood, convenience, and specialty markets.

3.3.4 Employment Projections

The ultimate development land use plan is expected to generate a total of 45,000 to 46,000 jobs. Approximately 40,300 of these are the result of the combined economic development program that includes all commercial/industrial, visitor serving, and retail uses. The remaining jobs are the result of the significant public sector activities at the former Fort Ord.

3.3.5 Population Projections

The ultimate development land use plan will accommodate a resident population of an estimated 51,770 people, excluding the resident student population at CSUMB. With a planned residential population of 80% of the 25,000 full-time enrolled students, the population at the former Fort Ord will rise to 71,770. Approximately 4,800 of the total population is expected to be military families residing at the POM Annex.

3.3.6 The Ultimate Development Map

The “Land Use Concept: Ultimate Development” map is the key visual representation of the Land Use Concept of the former Fort Ord (see Figure 3.3-1). It includes General Land Use Designations for 15 land uses and several future “Opportunity Sites” for additional golf courses, hotels, equestrian centers, and two alternative sites for a new high school.

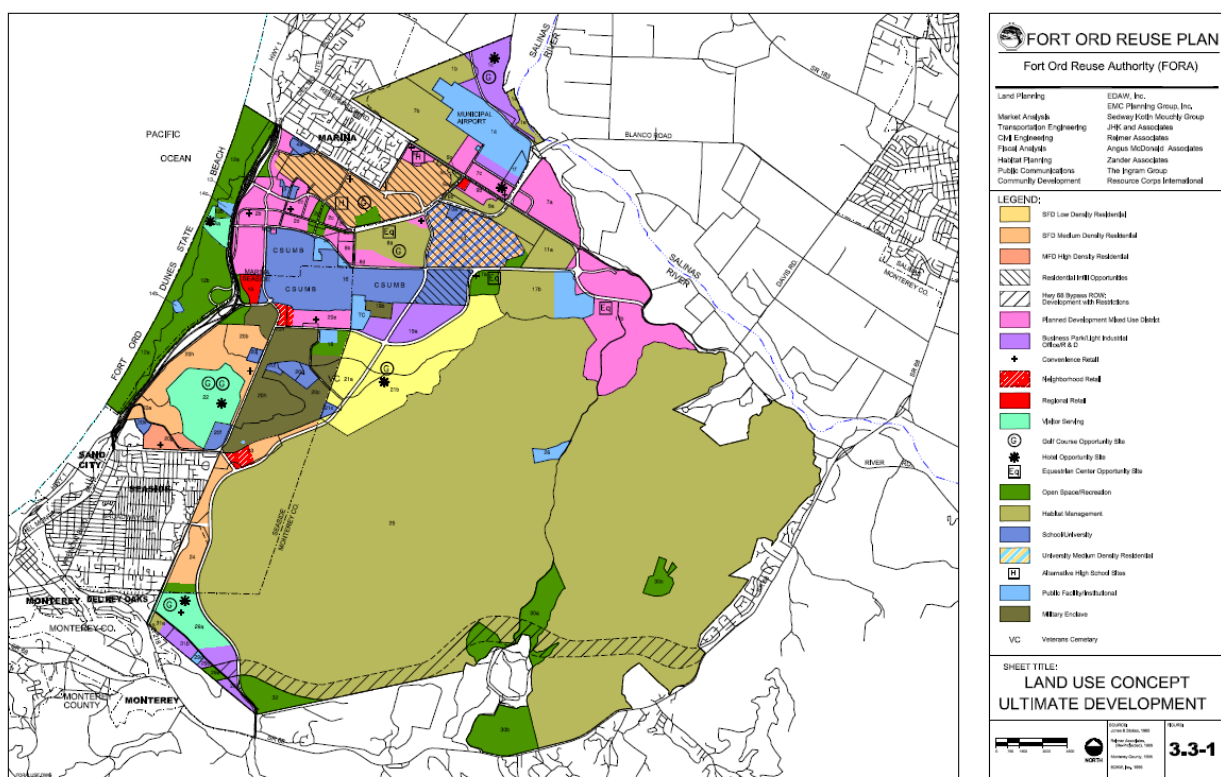
3.3.7 Context For The Proposed Land Use

The Land Use Concept has been carefully integrated into the existing adjacent communities. This fit with the existing context is illustrated in a perspective view in Figure 3.3-2.

Figure 3.3-1, Land Use Concept Ultimate Development

This figure can be found within the “Maps” section off the homepage of the FORA CD-ROM Application.

The original Figure 3.3-1 immediately follows.



The amended Figure 3.3-1 immediately follows.

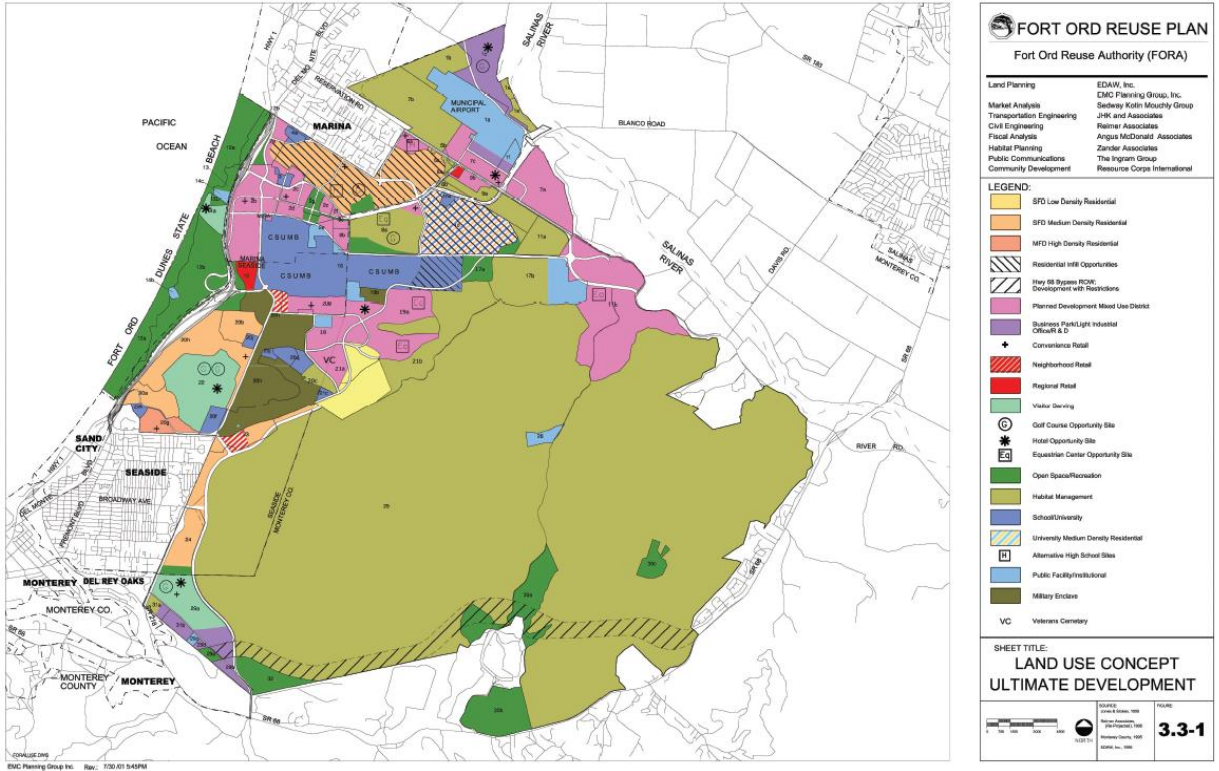
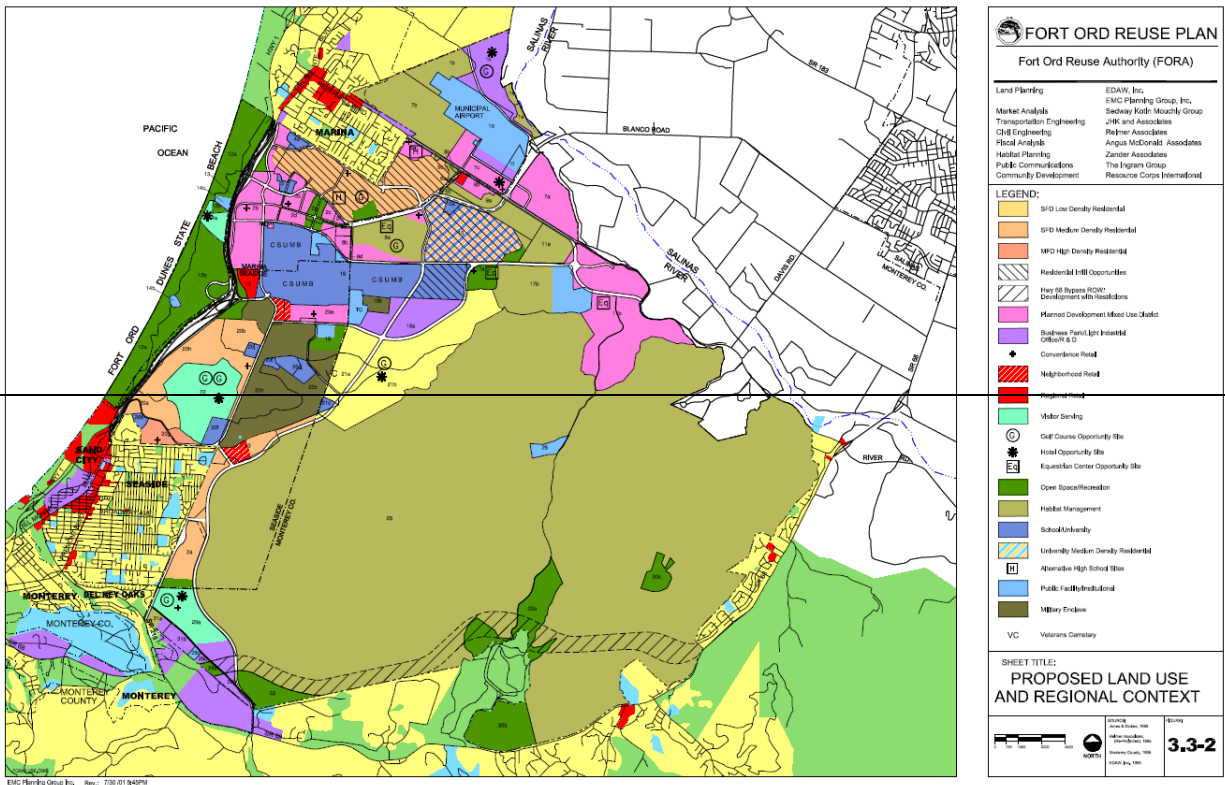


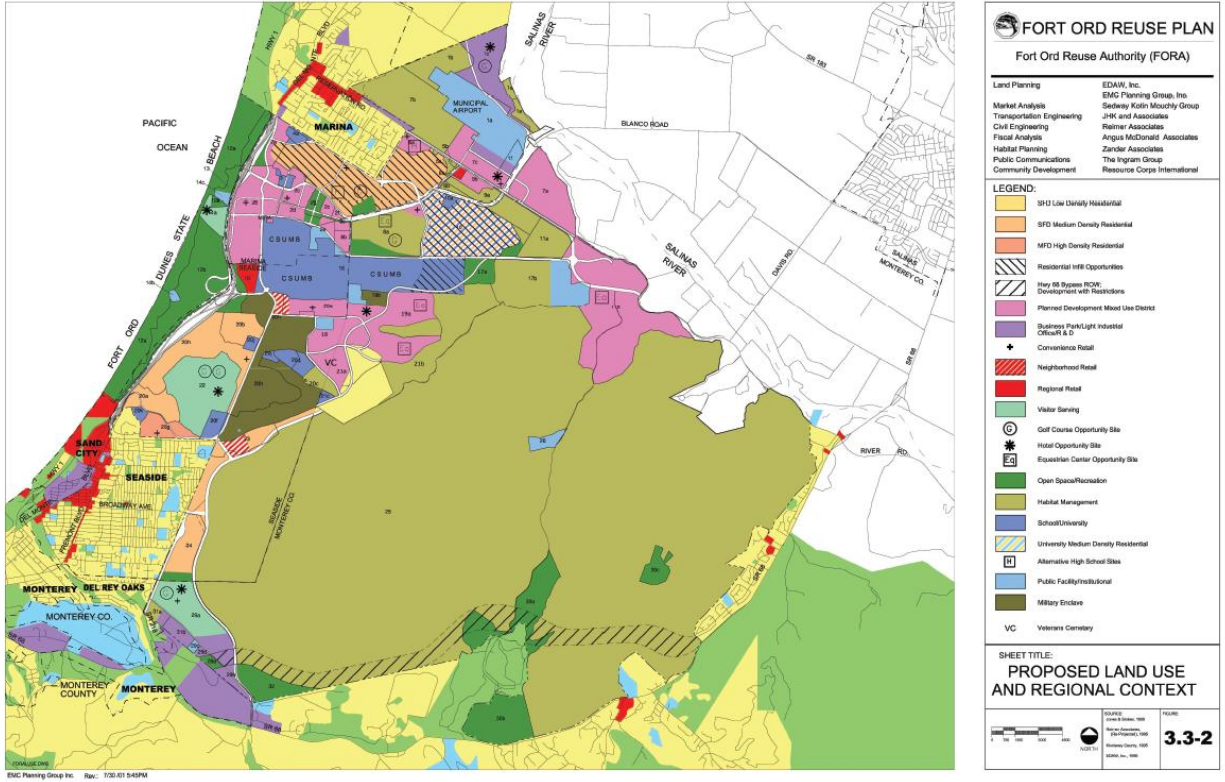
Figure 3.3-2, Proposed Land Use and Regional Context

This figure can be found within the "Maps" section off the homepage of the FORA CD-ROM Application.

The original Figure 3.3-2 immediately follows.



The amended Figure 3.3-2 immediately follows.



3.4 Land Use Designations and Land Resources

The Land Use Designations which are shown on the Ultimate Development Map are organized by: Residential Uses; Mixed Use and Commercial Uses; Retail Uses; Visitor Serving, Open Space, Recreation, and Habitat Uses; Institutional and Public Facilities; and Community ROW.

These designations reflect the desirable market-supported uses and public/institutional uses that are illustrated in the Land Use Concept Map. The permitted range of uses for designated land uses is summarized in Table 3.4-1.

3.4.1 Opportunity Sites/Overlay Designation

The Plan employs the designation of “Opportunity Sites” for a range of desirable uses. This designation is treated as an “overlay” in order to identify sites where an opportunity exists for development of a desired land use, while recognizing that the particular use may not materialize there, due to the existence of competing sites or lack of market demand. Identification of an opportunity site implies compatibility with the designated land use. It is intended to encourage the development of the desired use.

3.4.2 Land Use Designations

The designated uses include:

- Residential Use Designations;
- Mixed Use and Commercial Designations;
- Retail Uses;
- Visitor Serving/Open Space/Recreation/Habitat Management;
- Institutional and Public Facilities; and
- Community ROW.

Table 3.4-2 summarizes the total acreage in each underlying land use designation for each jurisdiction with lands at the former Fort Ord: City of Marina, City of Seaside, and Monterey County.

For each land use designation, a Permitted Intensity establishes the range of development intensity, specifying:

- Dwelling units per acre for residential uses; and
- Floor area ratio (FAR) for Planned Development Mixed-Use, Office/R&D, Business Park/Light Industrial, and Retail uses.

Intensity of use for the other land uses varies according to their use and location, such as hotels, open space, and habitat management.

Residential Land Use Designation

The intensity of residential use for the Ultimate Development Plan utilizes Market Prototypes defined in the market analysis for residential uses and summarized in Section 2.3 Market Opportunities.

Land use designations in the Ultimate Development Concept, however, reflect an overall development intensity within which a range of residential prototypes would be appropriate. To provide flexibility and diversity within planning areas or districts, the land use designation shall set the range of permissible housing types and an overall maximum development intensity averaged over the entire planning area or district.

The original Table 3.4-1 immediately follows.

Table 3.4-1

Permitted Range of Uses for Designated Land Uses

Generalized Land Use Designation	Description	Permitted Range of Uses
<p>Low Density Residential (SFD)</p> <p>Ave. lot size = 8,000 SF; Range = 6,000 to 10,000 SF lots</p>	<p>This designation is intended to permit development of single family residences detached at an average overall density of 1 - 5 units per acre. Other single family attached dwelling types will be allowed under certain circumstances, such as duplexes, single-family attached, or accessory (i.e. mother-in-law) dwellings. It is recommended that no more than 10% of all units within a Low Density District may consist of attached housing.</p>	<p>Uses allowed within this land use designation include:</p> <ul style="list-style-type: none"> • SFD detached & attached; • MFD; • convenience retail (where designated); • parks; • certain types of commercial recreation, including golf courses and equestrian facilities; • schools; • day care centers; • houses of worship; • community centers; and • cemeteries.
<p>Medium Density Residential (SFD)</p> <p>Ave. lot size = 6,000 SF; Range = 4,000 to 8,000 SF lots</p>	<p>This designation is intended to permit development of single family residences detached at an average overall density of 5 - 10 units per acre. Other dwelling types will be allowed under certain circumstances, such as triplexes, duplexes, townhomes, single family attached or accessory dwellings.</p>	<p>Uses allowed within this land use designation include:</p> <ul style="list-style-type: none"> • SFD detached & attached; • MFD; • convenience retail (where designated); • parks; • certain types of commercial recreation, including golf courses; • schools; • day care centers; • houses of worship; • community centers; and • cemeteries.
<p>High Density Residential (MFD)</p>	<p>This designation is intended to permit development of multi-family residences at an average overall density of 10 - 20 units per acre. This designation creates a transition from existing developed urban centers and lower density residential and institutional districts. No more than 25% of all units within a High Density District may consist of attached housing at a density lower than 10 DU's per acre. Single family detached dwellings will not be permitted.</p>	<p>Uses allowed within this land use designation include:</p> <ul style="list-style-type: none"> • SFD attached; • MFD; • convenience retail (where designated); • parks; • certain types of commercial recreation, including golf courses; • schools; • day care centers; • houses of worship; • community centers; and • cemeteries.
<p>Residential Infill Overlay</p> <p>Ave. lot size = 4,000-5,000 SF</p>	<p>This designation is intended to encourage the development of medium-density residential uses in existing Army-built residential neighborhoods.</p>	<p>Uses allowed within this land use designation include:</p> <ul style="list-style-type: none"> • All uses permitted in the medium density residential (SFD) designation. • Educational and service uses appropriate to the support of University activities on CSUMB lands. • Cemeteries
<p>Planned Development Mixed Use</p> <p>Gross FAR to .35, Density to 20 DU's/Acre</p>	<p>This designation is intended to encourage the development of pedestrian-oriented community centers that support a wide variety of commercial, residential, retail, professional services, cultural and entertainment activities. The intent is to locate this designation near future transit facilities or along transit corridors, and near commercial and employment centers. This designation creates a transition from existing developed urban centers and lower density residential and institutional districts.</p> <p>The City or County containing the Planned Development Mixed Use land use designation shall have the authority in various parts or areas with such designation to prohibit some of the overall set of uses which might otherwise be allowable in the areas having such a designation upon making a finding that there will be no adverse traffic impacts.</p>	<p>Uses allowed within this land use designation include:</p> <ul style="list-style-type: none"> • <input type="checkbox"/> SFD detached & attached; • <input type="checkbox"/> MFD; • <input type="checkbox"/> convenience retail; • <input type="checkbox"/> neighborhood retail; • <input type="checkbox"/> regional retail • <input type="checkbox"/> office/research and development uses; • <input type="checkbox"/> entertainment uses; • <input type="checkbox"/> commercial recreation; • <input type="checkbox"/> parks; • <input type="checkbox"/> community centers; • <input type="checkbox"/> public buildings & facilities, including visitor centers, cultural centers, museums, transit centers, etc. • <input type="checkbox"/> schools; • <input type="checkbox"/> day care centers; • <input type="checkbox"/> houses of worship; • <input type="checkbox"/> business parks; • <input type="checkbox"/> light industrial development uses; • <input type="checkbox"/> open space/recreation uses; and • <input type="checkbox"/> visitor serving where designated. <p>For UC MBEST:</p> <p>All of the Permitted Uses in the Planned Development Mixed Use Category as well as all of the following additional uses:</p> <ul style="list-style-type: none"> • <input type="checkbox"/> educationally related uses; • <input type="checkbox"/> research and development uses, including: <ul style="list-style-type: none"> - controlled production manufacturing facilities - production, assembly, testing, and repair facilities - warehousing and distribution facilities - employee recreational, dining, meeting, and public assembly facilities - screened open storage - other uses deemed by UC to be sufficiently similar • <input type="checkbox"/> light industrial/service commercial uses related to: <ul style="list-style-type: none"> - fabrication, manufacturing assembly, or materials processing facilities - warehousing, storage, and wholesaling - service uses - laundromats and shoe repair - travel agencies, financial services, communications/data processing, and professional medical offices - restaurants and coffee shops • experimental agriculture; • <input type="checkbox"/> special amenity uses subject to the approval by the City of Marina or County of Monterey Planning Director, and UC; and • <input type="checkbox"/> interim uses subject to the approval by the City of Marina or County of Monterey Planning Director, and UC.
<p>Office/R&D</p> <p>Permitted Gross FAR = 25</p>	<p>This designation is intended to allow the development of commercial office/research and development facilities. Business park and light industrial facilities are not a permitted use within this designation.</p>	<p>Uses allowed within this land use designation include:</p> <ul style="list-style-type: none"> • <input type="checkbox"/> office/research and development uses; • <input type="checkbox"/> convenience retail; • <input type="checkbox"/> food service uses; • <input type="checkbox"/> visitor serving, where designated.

Generalized Land Use Designation	Description	Permitted Range of Uses
Business Park/Light Industrial Permitted Gross FAR = .20	This designation is intended to allow the development of business park and light industrial activities.	Uses allowed within this land use designation include: <ul style="list-style-type: none"> • business parks; • light industrial development; • aviation-related industrial, where designated; • office/research and development uses; • convenience retail; • food service uses; • Interim development of commercial recreation and visitor serving facilities where designated.
Convenience & Specialty Retail Range of leasing area = 10,000 to 100,000 SF Permitted Gross FAR = .25	This designation is intended to allow the development of commercial uses that are distributed to establish small scale centers to meet the needs of residential districts, and reduce their vehicular trips and trip lengths.	Uses allowed within this land use designation include: <ul style="list-style-type: none"> • restaurants; • personal services • convenience retail (typically less than 10 to 20 KSF leasable area per store) • specialty retail to accommodate unique stand-alone retail opportunities related to a special resource.
Neighborhood Retail Range of leasing area = 100,000 to 300,000 SF Permitted Gross FAR = .25	This designation is intended to allow for development of daily retail and personal service uses related to a limited service area while minimizing the impacts of commercial activities on nearby residential properties. This designation excludes industrial and large scale regional commercial uses. It is intended to encourage the development of commercial activities to support the Fort Ord neighborhoods.	Uses allowed within this land use designation include: <ul style="list-style-type: none"> • personal services; • food service uses; • supermarkets; • discount stores; • pharmacies; • neighborhood-oriented retail uses.
Regional Retail Range of leasing area = 300,000 to 1,000,000 SF Permitted Gross FAR = .25	This designation is intended to allow for development of bulk retail centers related to a regional service area.	Uses allowed within this land use designation include: <ul style="list-style-type: none"> • large-scale retail centers; • food service uses • entertainment-oriented uses • visitor-serving uses
Visitor Serving	This designation is intended to promote development of hotel and resort uses, along with associated commercial recreation uses such as golf courses.	Uses allowed within this land use designation include: <ul style="list-style-type: none"> • hotels; • conference centers; • restaurants; • golf courses.
Open Space/ Recreation	This designation has been applied to all planned parkland which will be publicly owned, including Fort Ord Dunes State Beach. In certain cases it has been applied to encourage the development of commercial recreation opportunities such as equestrian centers or golf courses.	Uses allowed within this land use designation include: <ul style="list-style-type: none"> • convenience retail, where specified; • commercial recreation dependent on large open spaces such as equestrian uses and golf courses; • public parks; • all types of recreation activities not specifically prohibited; • habitat management; • public amphitheatres; • environmental education activities.
Habitat Management	This designation has been applied to all open space identified by the Habitat Management Plan as critical to the survival of the natural communities and sensitive species at Fort Ord.	Uses allowed within this land use designation include: <ul style="list-style-type: none"> • habitat management • ecological restoration activities • environmental educational activities • passive recreation activities, such as hiking, nature study, horse and bike riding.
School/University	This designation has been applied to publicly-owned and privately owned educational facilities, including both primary and secondary educational facilities both private and public.	Uses allowed within this land use designation include: <ul style="list-style-type: none"> ☐ public primary schools and related office and maintenance uses; ☐ higher education facilities and related uses, including university housing, sports facilities, support facilities, and open space; and ☐ habitat management; environmental education.
Public Facility/Institutional	This designation has been applied to all manners of planned facilities having public/institutional ownership and/or public benefit.	Uses allowed within this land use designation include: <ul style="list-style-type: none"> ☐ habitat management ☐ light industrial ☐ corporation and transit yards; ☐ public utilities; ☐ public training grounds; ☐ public offices; ☐ community colleges; ☐ youth camps; ☐ maintenance areas; ☐ public airfields.
Military Enclave	This designation identifies lands retained by the United States armed forces for ongoing military-related activities within the former Fort Ord boundary.	Uses allowed within this land use designation include existing military related activities such as: <ul style="list-style-type: none"> ☐ military housing; ☐ schools; ☐ day care centers; ☐ houses of worship; ☐ community centers; ☐ reserve unit training; ☐ exchange retail activities; ☐ motor pool activities.
Opportunity Sites	This designation identifies sites where an opportunity exists for development of a desired land use, while recognizing that that particular use may not materialize there, due to the existence of competing sites or lack of market demand. Identification of an opportunity site implies compatibility with the designated land use. It is intended to encourage the development of the desired uses.	Opportunity sites have been identified for the following activities: <ul style="list-style-type: none"> ☐ a high school; ☐ hotels; ☐ golf courses; ☐ equestrian centers; ☐ a regional visitor center.

The amended Table 3.4-1 (continued) immediately follows.

Table 3.4-1 (continued)

Permitted Range of Uses for Designated Land Uses

Generalized Land Use Designation	Description	Permitted Range of Uses
Planned Development Mixed Use Gross FAR to .35 Density to 20 DU's/Acre	This designation is intended to encourage the development of pedestrian-oriented community centers that support a wide variety of commercial, residential, retail, professional services, cultural and entertainment activities. The intent is to locate this designation near future transportation facilities or along transit corridors, and near commercial and employment centers. This designation creates a transition from existing developed urban centers and lower density residential and institutional	Uses allowed within this land use designation include: <ul style="list-style-type: none"> ☐ SFD detached & attached; ☐ MFD; ☐ Convenience retail; ☐ Regional retail; ☐ Office/research and development uses; ☐ Entertainment uses; ☐ Commercial recreation; ☐ Parks; ☐ Community centers; ☐ Public buildings & facilities, including visitor centers, cultural centers, museums, transit centers, etc. ☐ Schools;

	<p>districts.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Day care centers; <input type="checkbox"/> Houses of worship; <input type="checkbox"/> Business parks; <input type="checkbox"/> Light industrial/recreation uses; and <input type="checkbox"/> Visitor serving where designated; <input type="checkbox"/> <u>Affordable workforce lodging;</u> <input type="checkbox"/> <u>Hotels;</u> <input type="checkbox"/> <u>Commercial equestrian centers; and</u> <input type="checkbox"/> <u>Veterans cemetery.</u> <p>For UC MBEST: All of the Permitted Uses in the Planned Development Mixed Use Category as well as all of the following additional uses:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Educationally related uses; <input type="checkbox"/> Research and development uses; including <ul style="list-style-type: none"> – controlled production manufacturing facilities – production, assembly, testing, and repair facilities – warehousing and distribution facilities – employee recreational, dining, meeting, and public assembly facilities – screened open storage – other uses deemed by UC to be sufficiently similar – <input type="checkbox"/> Light industrial/service commercial uses related to: <ul style="list-style-type: none"> – fabrication, manufacturing assembly, or materials processing facilities – warehousing, storage, and wholesaling – service uses – laundromats and shoe repair – travel agencies, financial services, communications/data processing, and professional medical offices – restaurants and coffee shops <input type="checkbox"/> Experimental agriculture; <input type="checkbox"/> Special amenity uses subject to the approval by the City of Marina or County of Monterey Planning Director, and UC; and <input type="checkbox"/> Interim uses subject to the approval by the City of Marina or County of Monterey Planning Director and UC.
<p>Opportunity Sites</p>	<p>This designation identifies sites where an opportunity exists for development of a desired land use, while recognizing that the particular use may not materialize there, due to the existence of competing sites or lack of market demand. Identification of an opportunity site implies compatibility with the designated land use. It is intended to encourage the development of the desired uses.</p>	<p>Opportunity Sites have been identified for the following activities:</p> <ul style="list-style-type: none"> <input type="checkbox"/> a high school; <input type="checkbox"/> hotels; <input type="checkbox"/> golf course; <input type="checkbox"/> equestrian center; <input type="checkbox"/> a regional visitor center; <input type="checkbox"/> <u>Veterans Cemetery</u>

The original Table 3.4-2 immediately follows.

General Land Use Designation	Land Resources Permitted Intensity	Summary by Jurisdictions (acres)			Totals (acres)
		Marina	Seaside	Mont. County	
RESIDENTIAL USE DESIGNATIONS					
SFD Low Density Residential	1 - 5 DU's/Acre	—	—	924	924
SFD Medium Density Residential	5 - 10 DU's/Acre	594	751	412	1,757
MFD High Density Residential	10 - 20 DU's/Acre	—	24	0	24
Residential Infill Opportunities		(559)	—	(555)	(1114)
MIXED USE AND COMMERCIAL DESIGNATIONS					
Planned Development Mixed Use	up to .35 FAR and 20 DU's/Acre	1,094	99	1,024	2,217
Office/R&D	.20 to .35 FAR	—	—	404	404
Business Park/Light Industrial	.20 FAR	271	—	—	271
RETAIL USES					
Convenience Retail Overlay(1)	.25 FAR	3 sites	6 sites	13 sites	22 sites
Neighborhood Retail	.25 FAR	—	54	—	54
Regional Retail	.25 FAR	—	44	—	44
VISITOR SERVING/OPEN SPACE/RECREATION/HABITAT MANAGEMENT					
Visitor Serving (2)	varies	—	375	169	544
Golf Course Opportunity Site Overlay		2 sites	2 sites	3 sites	7 sites
Hotel Opportunity Site Overlay		2 sites	1 site	3 sites	6 sites
Equestrian Opportunity Site Overlay		—	—	3 sites	3 sites
Open Space/ Recreation (3)	See Conservation Element	90	113	1,805	2,008
Habitat Management	See Conservation Element	170	962	14,819	15,951
INSTITUTIONAL AND PUBLIC FACILITIES					
School/University	N/A	265	472	342	1,079
Alternative High School sites Overlay		2 sites	—	—	2 sites
Public Facility/Institutional	N/A	391	59	231	681
Military Enclave	N/A	—	713	45	758
COMMUNITY RIGHTS-OF-WAY	N/A	497	570	96	1,163
				Total Acreage	27,879
NOTES					
(1) permitted use in Mixed Use District					
(2) Includes Golf Courses					
(3) Includes sufficient neighborhood/community park area reserves to serve anticipated Buildout population at local standards (see figures 4-13,14,15)					

The amended Table 3.4-2 immediately follows.

General Land Use Designation	Land Resources Permitted Intensity	Summary by Jurisdictions (acres)			Totals (acres)
		Marina	Seaside	Mont. County	
RESIDENTIAL USE DESIGNATIONS					
SFD Low Density Residential	1-5 DU's/Acre	--	--	924	924
SFD Medium Density Residential	5-10 DU's/Acre	594	751	412	1757
MFD High Density Residential	10-20 DU's/Acre	--	24	0	24
Residential Infill Opportunities		(559)	--	(555)	-1114
MIXED USE AND COMMERCIAL DESIGNATIONS					
Planned Development Mixed use	up to .35 FAR and 20 DU's/Acre	1,094	99	1,024	2217
Office/R&D	.20 to .35 FAR	--	--	404	404
Business Park/Light Industrial	.20 FAR	271	--	--	271
RETAIL USES					
Convenience Retail Overlay(1)	.25 FAR	3 sites	6 sites	13 sites	22 sites
Neighborhood Retail	.25 FAR	--	54	--	54
Regional Retail	.25 FAR	--	44	--	44
VISITOR SERVING/OPEN SPACE/RECREATION/HABITAT MANAGEMENT					
Visitor Serving (2)	varies	--	375	169	544
Golf Course Opportunity Site Overlay		2 sites	2 sites	2 sites	6 sites
Hotel Opportunity Site Overlay		2 sites	1 sites	3 sites	6 sites
Equestrian Opportunity Site Overlay		--	--	3 sites	3 sites
Open Space/ Recreation (3)	See Conservation Element	90	113	1,805	2,008
Habitat Management	See Conservation Element	170	962	14,819	15,951
INSTITUTIONAL AND PUBLIC FACILITIES					
School/University	N/A	265	472	342	1,079
Alternative High School Sites Overlay		2 sites	--	--	2 sites
Public Facility Institutional	N/A	391	59	231	681
Military Enclave	N/A	--	713	45	758
COMMUNITY RIGHTS-OF-WAY	N/A	497	570	96	1163
				Total Acreage	27,879

NOTES

(1) permitted use in Mixed Use District

(2) Includes Golf Courses

(3) Includes sufficient neighborhoods/community park area reserves to serve anticipated Buildout population at local standards (see figures 4-13,14,15)

*Figures to be updated based on the latest Fort Ord totals are highlighted in yellow.

The designation of residential lands within the Ultimate Development Plan provides a balance of land supply reflecting market demand segmentation. The range of permitted uses includes: both detached and attached homes, convenience retail, parks, some commercial activities including golf courses, schools, day care centers, houses of worship, and community centers.

The land use designations for the Ultimate Development Plan accommodate:

SFD Low Density Residential: Up to 5 Du/Ac (dwelling units per acre) and average lot sizes of 8,000 sq. ft. and range 6,000 to 10,000 sq. ft.. Overall density will range from 0 and 5 units per acre, mostly of larger detached homes. It is recommended no more than ten percent of the homes may consist of attached homes.

SFD Medium Density Residential: Up to 5 Du/Ac and average lot size of 6,000 sq. ft. and range 4,000 to 8,000 sq. ft.. Overall density will range from 5 and 10 units per acre, mostly of larger detached homes. It is recommended that no more than 25 percent of the homes may consist of attached homes.

MFD High Density Residential: up to 10-20 Du/Ac. This designation creates a transition from existing developed urban centers and lower density residential and institutional districts. Overall density will range from 10-20 units per acre.

Residential Infill Opportunities: up to 5-10 Du/Ac and average lot size range 4,000 to 5,000 sq. ft.. This use is intended to encourage renovation and redevelopment in the existing Army-built residential neighborhoods. This designation also includes MFD housing type renovation and infill opportunities.

Planned Development Mixed Land Use

The use is intended to encourage the development of pedestrian-oriented community centers. They will contain a wide variety of residential detached and attached homes, commercial, various retail, professional office, cultural civic centers, parks, community centers, schools, churches, day care centers, transit centers, and entertainment uses, affordable workforce lodging, hotels, commercial equestrian facilities and veterans cemetery. The typical development intensity for this use is a gross FAR of .35 and housing density of up to 20 dwelling units per acre. The highest FAR (.35) has been targeted at the Marina Town Center and UC MBEST to reflect these key locations within the former Fort Ord and their potential to play a significant long-range role in the reuse of the base.

The Parker Flats area generally consisting of the area in and around polygons 18, 19a, 20c, 21a and 21b shown on Figure 3.3-1 of the Reuse Plan ("Parker Flats") is a development area located in both the City of Seaside and Monterey County and is designated for Planned Development Mixed Use District and Habitat Management land uses. The development is intended to be a new, vibrant mixed-use development consistent with the design principles outlined in the Reuse Plan. The Planned Development Mixed Use District and Habitat Management land use designations for the development area allow outdoor recreational opportunities, trails and staging areas, while establishing a mixture of equestrian-oriented event centers, homes, parks, job-generating entertainment, commercial, hotels, office and cultural uses, and neighborhood shopping opportunities. The land use designations also celebrate the region's cultural heritage by allowing integration of the California Central Coast Veterans Cemetery. Other uses anticipated for the development area include a Fire Station and Public Works Corporate Yard.

Office/R&D Land Use

The typical development intensity for this use is a gross floor area ratio (FAR) of 0.20. This is based on a net .25 to represent market-oriented development prototypes. A 20% allocation is provided for on-site roads and storm water management. The gross FAR is based on applying a net .25 FAR on the remaining land ($80\% \times .25 = .20$ FAR). This intensity of development will typically rely on surface parking.

Some areas have been assigned higher FAR's to reflect the specific market segment or strategic location that will be able to attract more intensive development (.28 to .35 FAR). These intensities will generally rely on surface parking, though the higher end of the range could also result in some parking structures.

Business Park/Light Industrial Land Use

The typical development intensity for this use is a gross FAR of .20. This is based on a net .25 FAR to represent market-oriented development prototypes. A 20% allocation is provided for on-site roads and storm water management. The gross FAR is based on applying a net .25 FAR on the remaining land ($80\% \times .25 = .20$ FAR). This intensity of development will typically rely on surface parking.

Some areas have been assigned lower FAR's to account for the presence of significant stands of oak trees, more rolling topography, or are retained as assumptions used in the January 1995 FORIS Infrastructure Plan (.13 to .15 FAR).

Convenience Retail Opportunity Site Overlay Land Use

This type of retail will be encouraged in a more dispersed pattern to support the residential development patterns (see "+" symbol on Ultimate Development Map). It is an overlay designation preserving flexibility in their location. Retail and services are generally served with surface parking in a combination of off-street and on-street locations. The size of the convenience centers is expected to range from 10,000 to 100,000 sq. ft. The centers typically include: restaurants, personal service, and other services to meet the needs of residential and commercial districts.

Neighborhood Retail Land Use

Neighborhood retail will range from 100,000 to 300,000 sq. ft. with a permitted gross FAR of .25. These centers will typically include: personal and food services, supermarkets, discount stores, pharmacies, and small neighborhood-oriented shops and services. Neighborhood Retail Centers are intended to reinforce the role of the Villages at the former Fort Ord. Two locations have been designated as Neighborhood retail, one adjacent to the CSUMB campus at the southeast corner of the intersection of General Jim Moore Boulevard and Light Fighter Lane, and one at the connecting road between Coe Avenue and the proposed East boundary Road. In addition, neighborhood retail uses are permitted in the planned development mixed-use districts. It is expected that several neighborhood centers will be incorporated into this designation in the City of Marina.

Regional Retail Land Use

Regional retail will range from 300,000 to 1,000,000 sq. ft. with a permitted gross FAR of .25. These uses include: large-scale retail centers, food service, entertainment, and visitor-serving uses. The regional retail uses are located in proximity to convenient vehicular access from State Highway 1 in the planning areas at the western end of the CSUMB campus: 1) the Marina Town Center (mixed-use corporate center); and 2) the Seaside University Planning Area (Gateway Regional Entertainment District).

Visitor-Serving Land Use

Permitted uses include hotels, conference centers, restaurants, and golf courses. Each individual location will take on an appropriate size and character based on the setting. There are sufficient land resources to accommodate the distribution of hotel rooms in the Ultimate Plan within a low-rise building configuration. It is anticipated that most new hotel sites will also be associated with a golf course to enhance the operating performance of this visitor-serving land use.

Additional Visitor-Serving Opportunity Site Overlays

The Ultimate Development Plan and Map (see * symbol on Map) utilizes a series of overlay districts to allow for future planning based on need and demand for golf courses, hotels, and equestrian centers. Their precise location is based on local community desires. The Plan provides several opportunity sites to retain long-term flexibility.

Open Space/Recreation Land Use

This land use designation includes all park land which will be publicly owned, including Fort Ord Dunes State Park, regional parks, community parks, and neighborhood parks not identified in the land use concept but designated as permitted use in all districts. Permitted uses in this district include: habitat management; active and passive public parks; commercial recreation such as golf, equestrian centers, public amphitheaters, etc.; educational facilities; and a limited amount of supporting convenience retail uses.

Habitat Management Land Use

This land use designation applies to all open space identified by the HMP as critical to survival of the natural communities and sensitive species. Limited uses include: ecological restoration and educational activities, and passive recreation such as hiking, nature study, horse and bike riding, and infrastructure services and facilities (water, power, and wastewater systems).

Parker Flats is a development area located in both the City of Seaside and Monterey County and is designated for Planned Development Mixed Use District and Habitat Management land uses. The development is intended to be a new, vibrant mixed-use development consistent with the design principles outlined in the Reuse Plan. The Planned Development Mixed Use District and Habitat Management land use designations for the development area allow outdoor recreational opportunities, trails and staging areas, while establishing a mixture of equestrian-oriented event centers, homes, parks, job-generating entertainment, commercial, hotels, office and cultural uses, and neighborhood shopping opportunities. The land use designations also celebrate the region's cultural heritage by allowing integration of the California Central Coast Veterans Cemetery. Other uses anticipated for the development area include a Fire Station and Public Works Corporate Yard.

Public Facility/Institutional Land Use

This land use allows for light industrial, corporate and transit yards, public utilities and infrastructure, public training grounds, public offices, community colleges, youth camps, habitat management, and public aviation related uses.

School/University Land Use

This land use applies to publicly owned and privately owned educational facilities, including such uses as primary and secondary schools, higher education classrooms, administrative offices, sport facilities, university housing, open space, and habitat management.

Alternative High School Opportunity Site Overlay Land Use

This land use opportunity site identifies alternative general locations for a new high school in Marina.

Military Enclave Designation

This designation identifies land retained by the U.S. Armed Forces for ongoing military related activities within the former Fort Ord boundary. This includes the POM Annex, military housing, schools, day care facilities, churches, community centers, reserve training centers, exchange retail activities, and motor pool activities.

3.5 Circulation Concept

It is clear that the redevelopment of the former Fort Ord, plus growth throughout the remainder of Monterey County and the region, will significantly increase the demand placed on the region's transportation infrastructure and services. To some extent, the increases in travel demand will be managed by building or improving transportation facilities, but there also exists a variety of concepts and objectives that can be used to minimize the demand for vehicle trips as an alternative to increasing roadway capacity. The approach taken as part of the Fort Ord Reuse Plan seeks to balance these two components to achieve a transportation system that is both financially feasible and operationally acceptable.

The Circulation Framework provides an overview of the proposed transportation system of the Fort Ord Reuse Plan. The overview focuses on a proposed transportation system for the year 2015, chosen because it represents the latest year for which regional land use data and network forecasts are available. These forecasts, along with similar information for the former Fort Ord, will be used to model travel demand for 2015 and estimate performance levels of the regional network. The Circulation Framework includes an overview of the key links in the transportation network and related concepts. Specific design and operating details are provided in the technical working papers that are background to the Reuse Plan.

3.5.1 Regional Network

There are several outstanding issues related to the regional (CMP network) transportation facilities. Most of these issues are also relevant to the local jurisdictions where the potential roadway improvements will take place.

State Highway 1 Widening

The 1993 Regional Transportation Plan (RTP) recommended that State Highway 1 be increased to six lanes from State Highway 68 to Fremont Boulevard, with modifications to the Fremont interchange. However, none of these improvements are currently funded in the State Transportation Improvement Program (STIP) or in the RTP's Action Element.

The California Coastal Commission has indicated that there should be no widening of State Highway 1 to accommodate Fort Ord reuse unless all other feasible alternatives for serving the transportation demand of the base have been exhausted (California Coastal Commission, February 1994). The close proximity of the roadway to the coastline introduces significant environmental concerns involving both habitat and wetlands issues.

Estimates vary as to the extent of congestion on State Highway 1. Caltrans currently estimates service levels on State Highway 1 to be LOS F south of the Marina Del Monte interchange (LOS C to the north). The Marina Airport Environmental Impact Report (EIR) reported the LOS to be in the C/D range. In any case, it is agreed that the development of the former Fort Ord area will result in an increased demand on this facility.

State Highway 1 Interchanges

Issues have also arisen related to the design and operation of key interchanges in the former Fort Ord area. In fact, the increased volumes due to the development of the former Fort Ord could require the redesign of four major interchanges on State Highway 1 within the cities of Marina, Seaside, and Sand City. Specifically, the interchanges at Del Monte Boulevard, 12th Street, Light Fighter Drive, and Fremont Boulevard could require redesign. In addition to circulation and safety issues, the redesign would have to include consideration of how new roads might link the reuse area with State Highway 1 and the impact of increased volumes on existing roadways.

One specific concern that has been expressed is the potentially insufficient distance for complex merges and weaves between the 12th Street/Main Gate and Del Monte Boulevard interchanges. The current alignment and demand here is acceptable, but as the demand increases from development of the former Fort Ord, the situation may become critical.

Another specific issue is the operation of the local street system at the Fremont Boulevard interchange. There are several factors contributing to this issue:

- the convergence of Del Monte Boulevard, Fremont Boulevard, Military Avenue, and Ord Avenue in close proximity to the interchange;
- the increased demand on the interchange due to new developments in the immediate vicinity, including the approved additional shopping center development in Sand City along Del Monte Boulevard; and
- the railroad tracks on the east side of the interchange.

For Fort Ord, the connection of Coe Avenue to State Highway 1 (via Ord Avenue) through this interchange is important, but is not emphasized as a primary access route. Caltrans is currently working with the cities of Seaside and Sand City on the issues related to access to State Highway 1 at this interchange and proposals for new development in the immediate vicinity of the interchange.

State Highway 68

This Salinas-Monterey corridor is currently experiencing heavy congestion during peak periods where it is a two-lane facility. Caltrans is completing an environmental assessment for a major improvement to State Highway 68 that includes as alternatives the widening of the existing roadway, and a new alignment north of the existing roadway through a portion of the base reuse area. An improved State Highway 68 would provide an attractive alternative to Blanco and Davis Roads for travel between U.S. 101 and the Peninsula.

Westside Bypass

The proposed Westside Bypass is to be a four- to six-lane facility extending from the Espinosa/Russell interchange of U.S. 101 to Blanco Road. The alignment of the proposed roadway has yet to be determined. Included within the consideration of alignment will be its initial and ultimate sizing and the right-of-way requirements for the Bypass. TAMC completed the Westside Salinas Bypass and Fort Ord Multimodal Corridor Transportation Study in July 1993. The study reviewed alternative Westside Bypass locations to relieve congestion in Salinas, but no conclusive recommendations were made because of insufficient information on future traffic demands associated with reuse of the former Fort Ord. As stated in the Monterey County RTP, alternatives for the Westside Bypass will be finalized by TAMC, Monterey County, the City of Salinas, and the agricultural community as part of a separate study.

Blanco Road/Davis Road

The Blanco/Davis corridor serves as the primary connection from the former Fort Ord area to Salinas and U.S. 101. Both of these facilities are two-lane roads through agricultural land, and traffic operations are complicated by farm vehicles using the road. Both Blanco and Davis currently operate at poor service levels. As the former Fort Ord is redeveloped, the demand on this corridor will increase significantly.

Currently, there are plans for widening Blanco Road as part of the Westside Bypass project, but there are open issues about the right-of-way requirements. The right-of-way requirements for both the Westside Bypass and Blanco Road will be assessed by considering the number of lanes necessary to carry automobile traffic for short-, medium-, and long-term needs of the reuse area, and also whether the right-of-way should include space for transit or HOV facilities. Previous analysis has suggested that as many as six lanes may be required and recommendations have been made for right-of-way for transit or HOV facilities. These recommendations directly conflict with the desire to minimize the amount of agricultural land lost through the widening of Blanco Road and the development of the Multimodal Corridor.

Multimodal Corridor

The phrase “Multimodal Corridor” is used here to refer to a high-capacity transit corridor between the former Fort Ord and Salinas. As mentioned above, there is a significant concern regarding the alignment and the conveyance of the right-of-way for this corridor. Other unresolved issues include the type of facility (rail, light rail, bus, or exclusive HOV) and level of service (operating hours, frequency).

State Highway 156

This Highway in northern Monterey County provides a direct connection between U.S. 101 and State Highway 1. It is part of the primary route between the Peninsula and points north on U.S. 101 including the San Francisco Bay Area. Although short in length, this portion of roadway can act as a significant bottleneck. For the majority of its length, Highway 156 is only one lane in each direction. With traffic volumes of over 25,000 vehicles per day, the two-lane portion of Highway 156 currently operates at LOS E. Elimination of this bottleneck is important for both existing and future regional mobility. For the former Fort Ord, the efficient operation of this facility is especially significant as it provides a vital link between the proposed educational and high technology centers on the base and those in the San Francisco area, notably, Silicon Valley.

3.5.2 Fort Ord Network Issues

In some regards, the design of the transportation network within the former Fort Ord is beginning with a relatively “clean slate.” However, there are several factors that will guide and constrain the on-site network. First, the network must meet the needs of the development that is part of the base reuse, but should do so while minimizing infrastructure costs. To do so, the use of existing facilities will be maximized. It is important to consider connections to existing facilities outside the former Fort Ord area.

Planned improvements to other facilities should be considered as well. For example, the transportation network within the former Fort Ord will be influenced by the ultimate decision on the improvements to the Blanco/Davis corridor. Also, improvements to State Highway 1 could result in reduced demand for Fort Ord roadways. Interchange improvements to State Highway 1 at 12th Street and Light Fighter Drive would provide better freeway access to and from the former Fort Ord. Another critical issue for the former Fort Ord is the Multimodal Corridor, which could provide a significantly higher level of transit service (and therefore potentially less demand for the roadway network).

Marina

Several of the regional network issues are applicable to the Marina area. These include the widening issues on State Highway 1 in the Marina area and the interchange concerns at Del Monte Boulevard. Another issue is the level of access between the former Fort Ord and currently developed areas within Marina. Also of concern is the alignment of the proposed extension of California Avenue north of Reservation Road. The extension of California Avenue would require disturbance in prime habitat in a portion of UC Natural Reserve System. This extension is not discussed or evaluated in the Habitat Management Plan (HMP) and if proposed to be constructed will require new environmental analysis and mitigation. The City of Marina and UC are currently discussing this matter.

Seaside

The regional issues related to the State Highway 1 widening and interchange improvements (particularly at Fremont Boulevard) are of significant importance to Seaside. In addition, the City of Seaside has expressed several other concerns. One issue is the connection from State Highway 68 to the former Fort Ord. Within the 2015 timeframe, access to the former Fort Ord from State Highway 68 will be provided via State Highway 218 and General Jim Moore Boulevard. In the ultimate network configuration, the proposed State Highway 68 freeway will have a new interchange (Eastside Road) leading into the former Fort Ord.

Another issue is improved access from State Highway 1 to the planned visitor-serving land uses on the golf courses and the surrounding residential areas. The City has proposed a new interchange between the Fremont Boulevard interchange in Sand City and the Main Gate entrance to the former Fort Ord. TAMC is currently evaluating the need for a new interchange structure at this location.

Seaside would also like to reconfigure the neighborhood street system in existing residential areas on the former Fort Ord, specifically in the Hayes and Stillwell Park areas. The current street system does not meet the standards for the amount of housing planned in these areas.

Del Rey Oaks

State Highway 68 is a key roadway for Del Rey Oaks, so issues related to improvements on State Highway 68 are directly relevant to Del Rey Oaks. The Caltrans proposal to realign State Highway 68 may impact the intersection at Canyon Del Rey Road. The realignment could result in land use and fiscal impacts on the city due to the potential loss of commercial property at the east entrance to the community. The proposed right-of-way will pass through the majority of the remaining vacant land in Del Rey Oaks with commercial zoning. It may also require the condemnation of the Tarpey's restaurant site, an historic structure and an important landmark. The resulting intersection of new State Highway 68, old State Highway 68, Canyon Del Rey Road (State Highway 218), and the access road for the Montera Ranch development may present a significant circulation problem at the east entrance to the city.

Del Rey Oaks has also acknowledged concern regarding access to the former Fort Ord at General Jim Moore Boulevard. They believe there is a need to open the gate at General Jim Moore Boulevard/Boundary Road to accommodate the demand on State Highway 218 and the demand to the proposed conference center, hotel, and golf course. In conjunction with this gate opening, the City has suggested that this intersection be upgraded with a signal and that State Highway 218 should be increased to four lanes from General Jim Moore Boulevard to State Highway 68 to maintain an appropriate level of service in this area.

Monterey County

The Westside Bypass and improvements to both Blanco and Davis Roads would significantly impact parts of the Monterey County network. Issues related to these roadway projects and the Multimodal Corridor are a key part of future planning for Monterey County. These issues were discussed in Section 3.1.

City of Monterey

An area in the southern portion of the former Fort Ord has been designated as Open Space/Recreation land use, but is also potentially the site for the alignment of the State Highway 68 alternative corridor as discussed under Section 3.1. The City is preparing for both uses, considering a campground and commercial recreation as interim use. If the area is later used for highway purposes, Caltrans will provide the City with a community park site at another location.

3.5.3 Funding Issues

It is generally agreed that the financing of the transportation improvements necessary to serve the base reuse plan will require funding derived from impact fees for the base reuses. What has not been determined is the total cost for infrastructure (including non-transportation improvements), the amount of development fees that would be required to fund the infrastructure improvements, and whether there might be a shortfall in funding that would have to be met by other areawide or countywide funding mechanisms.

3.5.4 Proposed Roadway Network

The redevelopment of the former Fort Ord will increase the demand for transportation infrastructure and services both within the base area and the region. The Circulation Concept for the former Fort Ord includes strategies and improvements for the system within the base, as well as for those regionally significant facilities that provide access to the former Fort Ord. This plan is comprised of two key elements: a roadway network that includes building or improving roadway facilities, and a demand management network that consists of strategies and actions that can be used to minimize the demand for vehicle trips as an alternative to increasing roadway capacity.

In developing a roadway network for the Reuse Plan, the key goals were to reduce the infrastructure needs, both internally to the former Fort Ord and regionally, and to reduce traffic volumes on key roadways as an effort to eliminate or reduce deficient service levels and other traffic-related impacts. A particular area of concern that was addressed was that of traffic volumes along the 12th/Imjin and Blanco corridor. The principal method used to achieve these goals was to enhance the distribution of trips among the travel routes available. This is accomplished by enhancing regional access alternatives, providing additional local access routes, and enhancing the internal circulation system to reduce through trips on facilities in the higher density or otherwise sensitive areas. The demand management element of the Reuse Plan is also critical to these system goals.

The proposed roadway network for the former Fort Ord area is illustrated in Figure 3.5-1. From a regional perspective, the proposed network includes a number of major improvement projects with varying levels of relationship to the reuse of the former Fort Ord. In some instances, these improvements address existing system deficiencies. Others are proposed with the intent of improving access to the former Fort Ord, recognizing the environmental and financial constraints. It should be noted that funding for most, if not all, of these improvements is not yet secured. For the most part, the proposed regional improvements are consistent with those included in the FORIS project. Key features of the regional road system are described below.

The preferred scenario in the Fort Ord Reuse Plan projects the former Fort Ord's contribution to added trips in terms of percentage increase. The percent given is equal to the percent of growth (new trips) with one trip end in the former Fort Ord. For financing purposes, a trip with only one end in the former Fort Ord was split 50/50 with North County.

Westside Bypass

The proposed ultimate network includes the construction of a limited access, multilane facility between U.S. 101 at Boronda and the Davis-Blanco intersection. For this discussion, improvements to Davis and Blanco are described separately below.

U.S. 101

No improvements directly related to the reuse of the former Fort Ord are required, but the proposed network does include the Prunedale Bypass.

State Highway 1

Based on the constraints described in the previous chapter, the proposed roadway network assumes limited improvement to this facility in the former Fort Ord area. This improvement includes the widening of the Highway to six lanes between the Fremont and Del Monte Interchange resulting in a network pattern intended to minimize the impact on State Highway 1 in this area. The preferred scenario in the Fort Ord Reuse Plan projects the former Fort Ord's contribution to added trips to be 32% in the period 2015. The 2015 network also assumes completion of the Hatton Canyon improvements in the Carmel area, even though the transportation modeling indicates that Fort Ord's contribution to traffic on the Hatton Canyon link is not significant.

The original Figure 3.5-1 immediately follows.

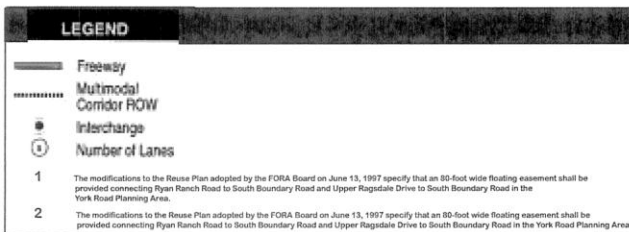
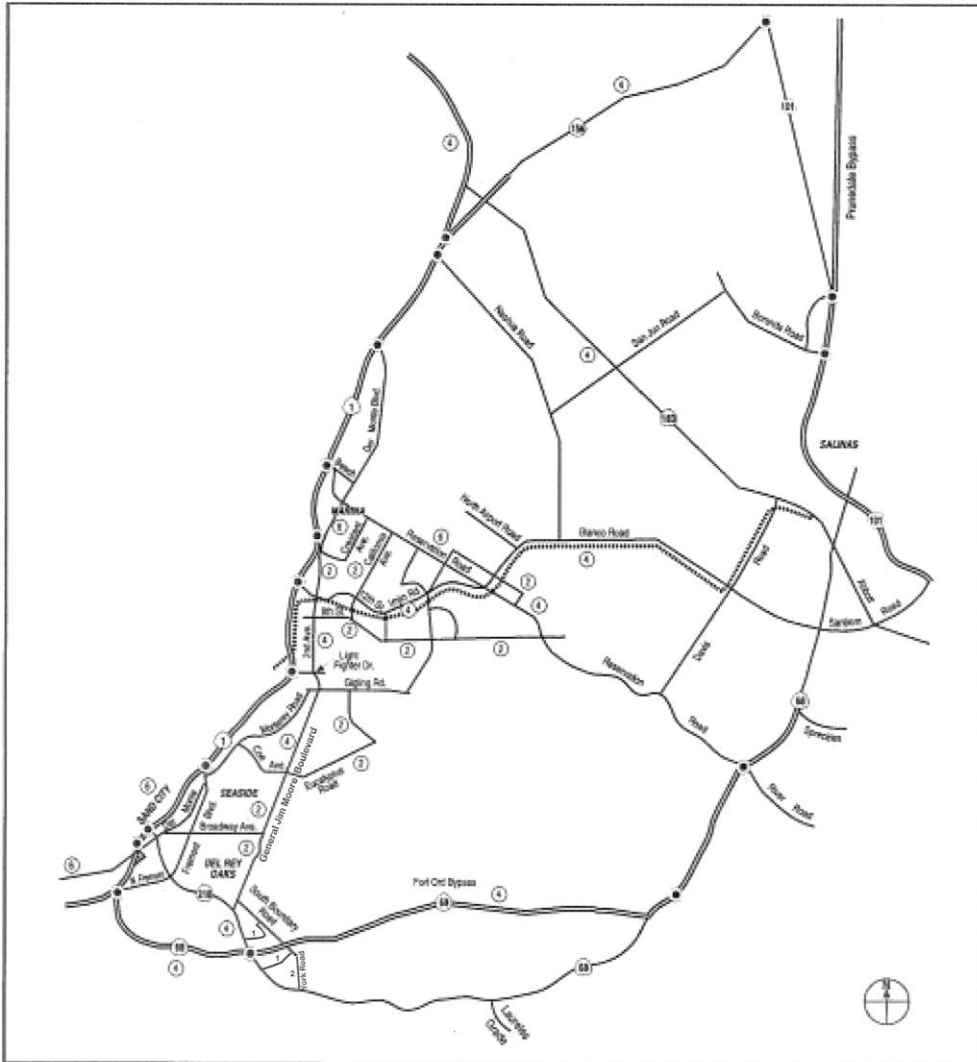


Figure 3.5-1
Proposed 2015
Transportation Network

The amended Figure 3.5-1 immediately follows.



Fort Ord Reuse Plan



LEGEND	
	Freeway
	Multimodal Corridor ROW
	Interchange
	Number of Lanes
1	The modifications to the Reuse Plan adopted by the FORA Board on June 13, 1997 specify that an 80-foot wide feeding easement shall be provided connecting Ryan Ranch Road to South Boundary Road and Upper Haggable Drive to South Boundary Road in the York Road Planning Area.
2	The modifications to the Reuse Plan adopted by the FORA Board on June 11, 1997 specify that an 80-foot wide feeding easement shall be provided connecting Ryan Ranch Road to South Boundary Road and Upper Haggable Drive to South Boundary Road in the York Road Planning Area.

**Figure 3.5-1
Proposed 2015
Transportation Network**

Source: JHK, 1996

State Highway 68

For the 2015 network, it is assumed that the Highway 68 By-Pass freeway will be built. This four-lane facility will run through the southern portion of the former Fort Ord. The preferred scenario in the Fort Ord Reuse Plan projects the former Fort Ord's contribution to added trips to be 6.5% in the period to 2015.

State Highway 218

This facility will be improved between State Highway 68 and North-South Road. The preferred scenario in the Fort Ord Reuse Plan projects the former Fort Ord's contribution to added trips to be 44% in the period to 2015.

Blanco Road

Upgrading of this facility between Davis and Reservation is proposed, although improvements to other portions of the network (notably Davis, Reservation and Inter-garrison) are intended to provide attractive alternatives and lessen demand on Blanco. The preferred scenario in the Fort Ord Reuse Plan projects the former Fort Ord's contribution to added trips to be 60% in the period to 2015.

Davis/Reservation

The upgrading of Davis between Blanco and Reservation, and Reservation between Davis and Inter-garrison is proposed with the intent of establishing this route as an attractive alternative to Blanco between the former Fort Ord and Salinas. The objective of this approach is to lessen the magnitude and impact of improvements along both corridors. The preferred scenario in the Fort Ord Reuse Plan projects the former Fort Ord's contribution to added trips on Davis to be 75% in the period to 2015.

The roadway network also includes the designation of the major roadways that will provide circulation within the reuse area, and improvements to local roads adjacent to the base. In general, this system of major roads provides access to the regional network via the existing entrance locations at 12th Street, Main Gate (Light Fighter), Imjin Road, Inter-garrison Road, Broadway Avenue and General Jim Moore Boulevard at State Highway 218. Within the base, these roads connect the entrance points and provide for internal circulation. The Reuse Plan also identifies a limited number of key collector roads that provide access to major development areas. (See Figure 3.5-2, Roadway Classification & Multimodal Corridor.)

State Highway 156

This highway is considered a vital link between the Peninsula, and the former Fort Ord in particular, and the San Francisco Bay Area. Under the proposed network, the two-lane portion of Highway 156 would be upgraded to a four-lane expressway by the year 2015. As a result, this facility would operate at LOS C and would attract trips that otherwise divert to alternative routes in Northern Monterey County. The preferred scenario in the Fort Ord Reuse Plan projects the former Fort Ord's contribution to added trips to be 11.7% in the period to 2015.

State Highway 183

This roadway provides the most direct connection between Salinas and points north on Highway 1 including Castroville and Santa Cruz. To alleviate congestion and provide relief to other routes (U.S. 101 and Highway), the proposed network includes widening of Highway 183 to four lanes between Castroville and Salinas by the year 2015. The preferred scenario in the Fort Ord Reuse Plan projects the former Fort Ord's contribution to added trips to be 1.5% in the period to 2015.

Del Monte (Monterey)

This facility provides the primary link between the Peninsula and points to the east including Highway 1 and the former Fort Ord. Improvements to sections of this roadway are underway. The 2015 network includes widening of this facility from four to five lanes from Monterey to Highway 1. This widening assures increased traffic from reuse of Fort Ord. The preferred scenario in the Fort Ord Reuse Plan projects the former Fort Ord's contribution to added trips to be 50% in the period to 2015.

Key components of the roadway network within and adjacent to the former Fort Ord, including changes from the FORIS plan, are described below.

12th Street/Imjin Road

This remains a key corridor between State Highway 1 and Reservation Road in the former Fort Ord. In comparison to the FORIS plan, the Reuse Plan seeks to reduce demand along this corridor by upgrading alternative routes, eliminating the direct connection to Blanco Road prior to 2015, and reducing the capacity. This was done to mitigate the impacts associated with the high demand on State Highway 1, the 12th Street interchange, and Blanco Road, and within the higher-density development area in the former Fort Ord.

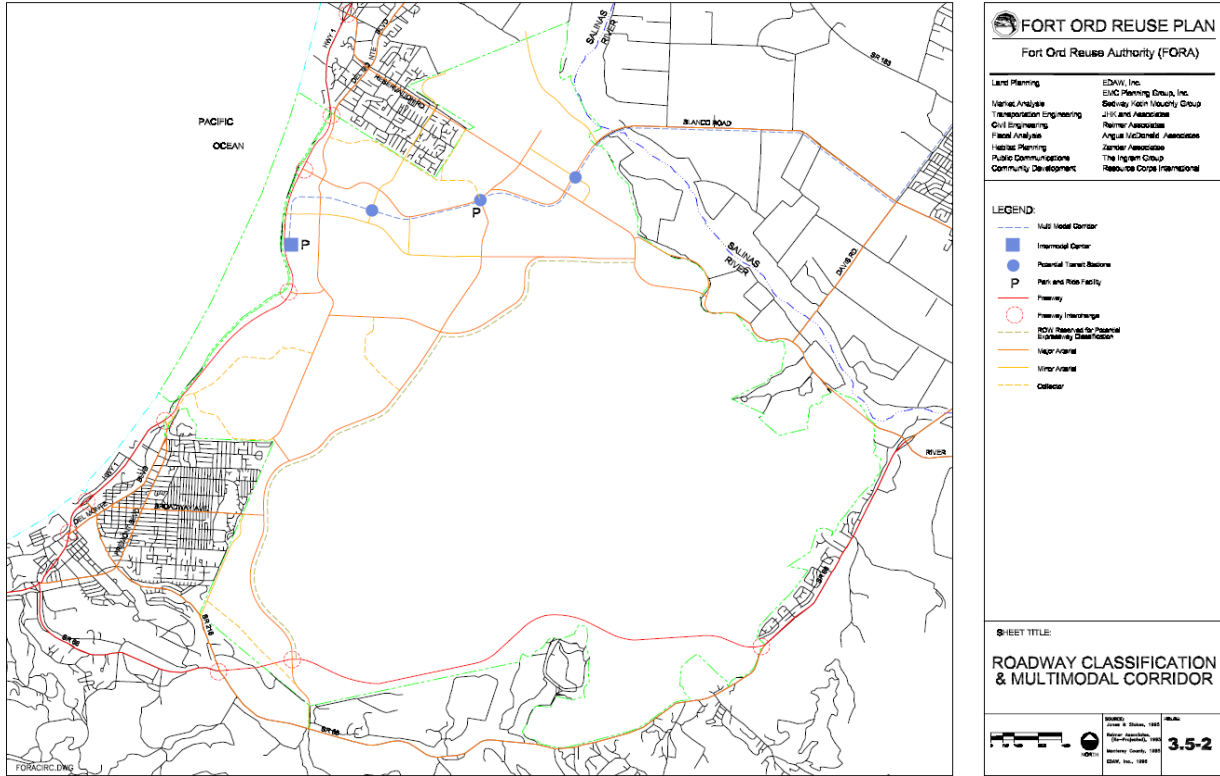
Intergarrison Road/8th Street

Various improvements to this facility are proposed, including a connection to Gigling Road. These measures are intended to make this route more attractive to drivers for accessing the southern portion of the reuse area from the east, thus reducing the demand on Blanco Road and the 12th Street/Imjin Road corridor. West of the connection to Gigling Road, however, Intergarrison Road will be de-emphasized as major vehicular route with greater emphasis placed on pedestrian and bicycle traffic. Between the CSUMB campus and the designated mixed-use area, 8th Street will be a multilane facility, but with design features (e.g., intersection and signal spacing) that reflect an urban, circulatory character.

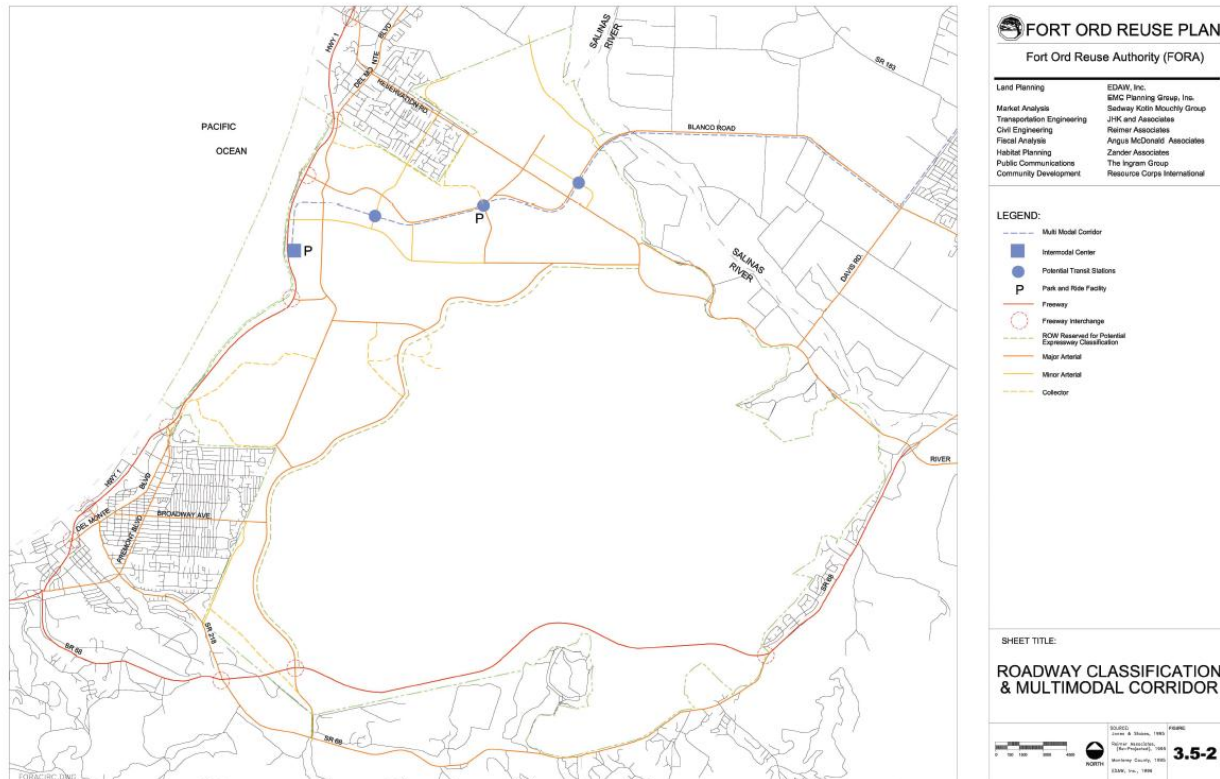
Figure 3.5-2, Roadway Classification and Multimodal Corridor

This figure can be found within the "Maps" section off the homepage of the FORA CD ROM Application.

The original Figure 3.5-2 immediately follows.



The amended Figure 3.5-2 immediately follows.



Gigling Road

This facility will be upgraded between General Jim Moore Boulevard and the Intergarrison connector. Gigling Road will serve as the major roadway serving the area immediately south of the CSUMB campus.

Del Monte/2nd/General Jim Moore Boulevard

This corridor will serve as the north-south spine through the reuse area. Del Monte Boulevard will be extended southward from Marina to form a single, multilane roadway extending to the existing General Jim Moore Boulevard/Eucalyptus Road intersection. For 2015, General Jim Moore Boulevard will continue to be used south of this point connecting with both Broadway and Highway 218. In the ultimate network, the portion of General Jim Moore Boulevard between Eucalyptus and Broadway will be eliminated where it will feed into the new Eastside Road described below. The section south of Broadway to State Highway 218 will be maintained. The 2nd Avenue portion of this corridor will serve the key commercial and mixed-use development areas within the former Fort Ord. This facility will be designed to emphasize its role in serving as the primary circulation and access route for these areas, and de-emphasize it as an alternative to State Highway 1.

Eastside Road

A new multilane facility is proposed along the eastern portion of the primary redevelopment area in the former Fort Ord. In its ultimate form, this facility will provide a connection between the proposed State Highway 68 freeway and Imjin Road. For the year 2015, this facility will extend as far south as Gigling Road, with access to State Highway 68 via State Highway 218 and the existing General Jim Moore Boulevard. Improvements to each of these segments are proposed to support this circulation pattern. A connection to the General Jim Moore Boulevard/Coe Avenue intersection will be built along with this facility. Eastside Road will serve as a primary southwest-northeast corridor. In this manner, it will serve to reduce demand along State Highway 1, 12th Street and the Del Monte/2nd/General Jim Moore Boulevard corridor.

Fort Ord Expressway

The Reuse Plan does not include the Fort Ord Expressway. Portions of this expressway are covered by the proposed Eastside Road, but the currently proposed land use and transportation plans are intended to eliminate the need for this high-cost facility.

Abrams Drive

From the west, Abrams Drive will be extended from Del Monte Boulevard to Crescent. From the east, Abrams Drive will be extended along the existing Fort Ord-Marina boundary to California Avenue. This facility will serve primarily as a collector for the residential areas on either side.

City of Marina Access

Under the Reuse Plan, access to the former Fort Ord from other areas of Marina will be provided via regional facilities to existing gates off of State Highway 1 and Reservation Road. The Reuse Plan includes additional access via Del Monte Boulevard and Abrams Drive, and the extensions of Salinas Avenue and California Avenue.

City of Seaside Access

From Seaside and the Peninsula, access is provided off of State Highway 1, with primary local access via Broadway Avenue. Secondary access will be provided via Coe Avenue, but use of this route is to be limited due to constraints at the Fremont Boulevard/Coe Avenue interchange. In recognition of this, the Reuse Plan does not include the upgrading and widening of Coe between Fremont and North-South Road contained in the FORIS plan.

Right-of-Way Reservation

The Reuse Plan includes the preservation of right-of-way for possible facilities beyond the year 2015. These include the extension of Eastside Road from Broadway to State Highway 68, a State Highway 68 freeway, and a roadway connecting State Highway 1 to Blanco Road north of the Marina Airport. Another feature is the reservation of right-of-way along Blanco Road, Imjin Road, 8th Street and 1st Avenue for a high-capacity transit corridor, referred to as the Multimodal Corridor.

3.5.5 Demand Management

The proposed roadway network addresses many of the key issues raised and much of the increased transportation demand that will result from the reuse of the former Fort Ord. To supplement the roadway improvements, there are a number of strategies that can be pursued to reduce the demand for vehicle trips. Taking steps to reduce the number of vehicle trips can also lead to reduced infrastructure costs. Land use and transportation strategies are incorporated into the Reuse Plan to reduce vehicle demand and encourage walking and bicycle use.

Jobs/Housing Balance

Providing a jobs/housing balance is intended to encourage employers to locate in areas where there are significantly more residents than jobs and to add housing development near employment centers. Efforts to create a jobs/housing balance should ensure that the jobs provided are compatible with the skill-levels and income expectations of nearby residents. Developing jobs and housing in proximity to each other provides an opportunity to reduce the travel demands on key regional facilities by reducing the length of the trip and/or shifting a vehicle trip to an alternative mode. The Reuse Plan seeks to achieve a better job/housing balance within the former Fort Ord. The desired result of this balance is the reduced demand on those regional roadways connecting employees living off-base with employment centers on-base.

Mixed-Use Development/Increased Densities

The Reuse Plan includes the designation of mixed-use, high-density areas adjacent to the CSUMB campus. In a mixed-use development, a variety of compatible land uses are located in proximity to one another. If a mixed-use development includes commercial uses that serve offices and/or residences, employees and residents can patronize the commercial uses without making a vehicle trip. Another development may include a variety of commercial land uses, maybe including restaurants and entertainment facilities, that make it possible for those that do drive to make a single vehicle trip to the mixed-use development rather than multiple vehicle trips. Regardless of how persons arrive at such a center, they will be able to make many trips by walking once they arrive at such a mixed-use center; such trip linkage would not be possible in a single-purpose area. Increasing the density of a mixed-use development results in a decrease in the distances between uses, further encouraging walking and reducing vehicle travel. In single-use developments, higher densities can mean greater opportunities for carpooling and transit service.

Design of the Street Networks

Effective street design can also promote reductions in vehicle trips. In particular, grid networks can reduce vehicle miles traveled (VMT) by reducing the distance that needs to be traveled between two points (as compared to networks where cul-de-sacs predominate). A grid network also provides more direct routes for pedestrians and bicyclists. In all cases, the proposed road designs/rights-of-way should accommodate sidewalks, bike paths, and transit features, such as pullouts. Traffic calming measures should also be considered to slow vehicle speeds to levels that are compatible with pedestrian and bicycle use. Some examples of traffic calming measures are street narrowing, vehicle diverters, speed humps, and other pavement treatments. As the Fort Ord transportation plan is defined in greater detail, these principles will be applied where appropriate.

Pedestrian Facilities

By providing pedestrian facilities and routes, walking can be encouraged as an alternative to vehicle use. Even if transit stops are placed near residential areas, or if a mixture of uses are located in proximity to one another, vehicle trips will not be reduced if safe places to walk are not provided. Pedestrian treatments include wide sidewalks, pedestrian-only facilities, crosswalks, direct and continuous routes, and pedestrian phasing at traffic lights. Creating an interesting pedestrian environment with landscaping and minimal building setbacks in commercial areas also helps to encourage pedestrian activity. Streets with fast vehicular traffic are not usually perceived as a pleasant pedestrian environment. This can be offset with traffic calming measures or by providing a barrier between pedestrians and vehicles (e.g., parked cars and trees). Design standards for roadways within the former Fort Ord include rights-of-way for pedestrian facilities.

Bicycle Programs

Bicycle programs are implemented to accommodate and encourage the use of bicycles as an alternative to motorized transportation, primarily for trips that are shorter in length. To be a feasible alternative to driving, bicycling must be convenient and safe. Implementation of a bicycle program typically involves providing facilities for cyclists, including bikeways, bike lockers and storage areas, and shower facilities at the workplace.

Bikeways are generally categorized into three classes, which are described below.

- Class I facilities are paved pathways set apart from vehicle traffic by space or by a physical barrier.
- Class II facilities are bike lanes striped at or near the shoulder of a roadway for exclusive use by bicyclists.
- Usually referred to as bike routes, Class III facilities are streets that are connected to other Class I and II facilities. As Class III facilities have no special lane markings, bicycle traffic shares the roadway with motor vehicles.

As with pedestrian facilities, Fort Ord roadway design standards include rights-of-way for bicycle facilities. Where appropriate, separate bikeways will be identified for inclusion in the Circulation Element of the Reuse Plan.

Transit-Oriented Design

Transit-Oriented Design (TOD) is a deliberate alteration of post-World War II suburban patterns. It assumes a sizeable parcel of developing/redeveloping land (at least one-third of a mile in radius) centered on a current or planned major transit station. Development in a TOD would include a range of housing densities and mix of land uses. Pedestrian facilities are provided to the transit station and between the land uses to make it convenient for residents and employees to walk and bicycle. Vehicle travel is reduced within the TOD as a result of the clustering of land uses. Regionally, transit use would be increased as a result of more residences and employment sites being located near a transit station. TOD principles are incorporated into the Reuse Plan where deemed appropriate and reasonable.

Transit Service and Facilities

Expanding transit service involves making transit more accessible to more people. Providing more people with easy access to transit may increase transit market share, which is the proportion of transit trips in comparison to trips via other available modes. Expanding transit service involves making service improvements, operational changes, and/or changes in fare policy. Service improvements include altering and/or expanding transit routes, schedules, and equipment. The aggregate impact of an effective fixed-route transit system complemented by lower-capacity transit vehicles can be a logical and reasonable alternative to automobile use in areas where there is considerable housing and employment. Short and long-range improvements could be implemented to enhance operational efficiency and improve transit service, making transit a more viable alternative to single occupant automobile travel. These programs are described below.

- **Short-range improvements** including service improvements, operational changes and changes to fare policy and alternative fuel programs, are typically implemented within a five-year time frame. Short term improvements are most effective when both service-related changes and technologically-related changes are made.
- **Long-range improvements** require long lead times for planning, development, design and implementation. These improvements, which include satellite transit service centers, exclusive busways, electrified busways, alternative fuel programs, and commuter light rail, are generally capital intensive and costly to implement.

As future transportation planning is accomplished, transit service and infrastructure improvements will be defined to include general bus transit operating characteristics and siting recommendations for intermodal and park-and-ride facilities. A Multimodal Corridor for high-capacity transit, which would be a long-range improvement, has been identified in conjunction with the reuse planning of the former Fort Ord.

Park-and-Ride Lots

Park-and-ride lots are parking lots located near heavily traveled automobile and transit corridors. Park-and-ride lots enable commuters that do not have convenient access to alternative transportation modes to access transit or carpools/vanpools for a portion of their commute. Typically, commuters drive from home to the park-and-ride lot, where they park their cars and either use transit or join a carpool or vanpool for the remaining portion of their commute. Park-and-ride lots are most attractive to commuters with long trips because the time required to switch modes at the park-and-ride lot is small in comparison to the total trip length. They are also more likely to be used by commuters who experience high parking charges or a shortage of parking spaces at their place of work. While park-and-ride lots target commute trips, they are an attractive alternative for midday and nighttime trips as well. Similarly, shoppers and recreational users find that park-and-ride lots serve as convenient meeting places.

Park-and-ride lots do not necessarily eliminate commute vehicle trips because the commuter still makes a trip to the park-and-ride lot. By enabling commuters to switch to an alternative transportation mode for part of their commute, however, park-and-ride lots reduce demands on parking, peak period automobile congestion, vehicle-miles traveled, and tailpipe emissions along major corridors and in central employment districts. If bicycle, transit, or walk access is encouraged to park-and-ride lots, vehicle trips may be eliminated. The Circulation Element of the Reuse Plan will address the issue of identifying park-and-ride lot locations, and will assess the potential impact on travel demand.

Rideshare Program

Rideshare programs facilitate employee ridesharing, which involves matching commuters with similar origins, destinations and daily work schedules in carpools and vanpools so that they do not drive single occupancy vehicles (SOVs) during peak periods. In addition to reducing SOV commute trips, ridesharing typically reduces the number of trips made from work to other destinations during the lunch hour or after work. Effective implementation of rideshare programs typically involves:

- rideshare coordinators who group commuters into carpools and vanpools;
- public awareness/relations programs to educate the public on the need to reduce trips;
- employer programs to provide incentives for employees that rideshare and disincentives for employees who drive alone; and
- parking management to provide incentives (such as preferential parking or reduced fees) for people who rideshare and disincentives for SOVs.

Guidelines for effective rideshare programs in the former Fort Ord area are included in the Circulation Element of the Reuse Plan. These guidelines will include those developed by AMBAG that are applicable to the former Fort Ord.

Parking Management

Managing the supply and price of parking can have an impact on the attractiveness of driving to a destination. If alternative modes (e.g., transit) are provided at a reasonable cost and level of service, then a shift to alternative modes can be encouraged.

Reducing the amount of parking supplied would make it less attractive to drive to a destination. Smaller parking areas may also make it easier to create a pedestrian-friendly environment, because parking lots are not designed for pedestrians. Also, buildings may be located closer together and closer to sidewalks if less parking area is needed.

Charging for parking can be both a revenue generator and an incentive to traveling by an alternative travel mode. Areas where there is a charge for parking need to examine the parking supply nearby. A potential result of parking pricing is the shifting of vehicles to nearby areas with free parking, rather than a shift to alternative modes. Nearby residential areas can be heavily impacted by charging for parking in a commercial area.

Preferential parking can be provided for carpool and vanpool vehicles. The preference could be a reduction in the cost to park, reserved spaces near the entrance to a building, or other incentives (e.g., gifts, bonuses). The visibility of preferential parking for carpools and vanpools also serves as a marketing tool for ridesharing.

Employer-Based Transportation Demand Management (TDM) Programs

TDM strategies offer the potential to improve peak hour congestion and traffic flow without requiring physical improvements to the roadway system. The measures included in an employer-based TDM program may provide incentives for the use of alternative travel modes and disincentives to driving alone. Examples of such measures are listed below.

- Compressed Work Week;
- Staggered/Flexible Work Hours;
- Telecommuting;
- On-Site Ridesharing;
- Public Transit Subsidy;
- Guaranteed Ride Home;
- Bicycle Facilities; and
- Parking Pricing.

Where appropriate, TDM program guidelines are provided in the Circulation Element of the Reuse Plan, and expected impacts will be incorporated into the travel forecast analysis.

Telecommunications

Telecommunications enable people to eliminate a work trip by using technology (e.g., PCs, telephones, FAX machines) to work at home for some portion of the work week. Telecommuting, described within the employer-based TDM section above, is one form of telecommunications. Other forms include teleconferencing, teleshopping, telebanking, and tele-education. New development could include telephone and computer infrastructure to support the use of telecommunications. With the recent increase in interest in and use of the Internet, many more people and services will be going "on-line."

3.6 Conservation, Open Space, and Recreation Concept

3.6.1 Landscape Character of Fort Ord

The varied landscape of the former Fort Ord reflects its position at the intersection of the broad Salinas River Valley, the coastal strand, and the foothills of the Los Padres Mountains. The overlaying pattern of human development has further divided this terrain into distinctive zones, with two interventions in particular having an impact on the character of the landscape: State Highway 1 and the main cantonment area. In general, the former Fort Ord can be perceived as having five distinct landscape zones formed by the interaction between natural and human forces. These zones include:

- the coastal strand;
- the backdune landscape dominated by State Highway 1;
- the urbanized main cantonment area;
- the escarpment above the Salinas River; and
- and the rolling interior hills.

The coastal strand zone is isolated from the rest of the base visually by a series of high sand dunes, and physically by the presence of State Highway 1. These dunes have been disturbed in varying degrees by human activity, and in many places little native vegetation remains as a result. A broad sandy beach on the ocean side of the dunes represents a valuable recreational asset, as has been recognized with the creation of a new state beach.

State Highway 1 parallels the coastal strand in the area immediately east of the main coastal dunes. This area is generally lower than the rest of the former Fort Ord, which lies to the east, and as a result is fairly visually contained. The motorist traveling along State Highway 1 within the confines of the base has only limited views of existing military development. This sense of containment is aided by the existing landscaping of Monterey cypresses and other trees along the highway.

With some exceptions, such as the East Garrison, firing ranges, and other functional improvements, most of the existing development at the former Fort Ord is located in or adjacent the former Main Garrison area. The landscape is dominated by former military buildings, most of them one-to-three story WWII-era painted wooden structures, and a dense pattern of existing roads. Topography is fairly level, particularly along State Highway 1, but rises up to the east and begins to break into the pattern of low rolling hills which characterizes the rest of the base. Where the native vegetation is still undisturbed, the landscape is dominated by thick stands of coastal oak woodland.

The northern boundary of the former Fort Ord roughly corresponds to the south edge of the Salinas River Valley. This edge is marked by a sharp escarpment which rises abruptly from the valley floor, in some places as high as several hundred feet. Dramatic vistas across the rich agricultural fields of the valley are found in many places.

Roughly two-thirds of the base consists of the undeveloped lands south and east of the Main Garrison area. The dominant vegetation coverage in this area is of coastal scrub, with some areas of oak woodlands, and annual grasses where the soil has been disturbed. Most of the base is underlain with rolling sandy hills whose form is clearly revealed by the low vegetation coverage. No clear drainage patterns are seen, as these deep sands absorb most rainwater. Consequently there are many small valleys which are visually isolated.

3.6.2 Open Space

Many of the land uses proposed for the future development of the former Fort Ord fall into the category of open space. Among these are lands set aside for habitat protection, park lands dedicated to public recreation, commercial recreation lands such as golf courses, institutional settings such as the CSUMB campus, and some isolated peripheral areas which form image gateways along major roadways. Some areas perform multiple functions. For example, public recreation lands may function as valuable habitat reserves or corridors. Collectively, these land uses form the open space network of the former Fort Ord. This network functions as a setting for the trail system which forms a valuable recreation and alternative transportation purpose. It also functions as a system of corridors for movement of wildlife and plant species between the larger reserve lands, and as a matrix into which are embedded the various commercial and residential neighborhoods of the former Fort Ord.

Opportunities were recognized early in the reuse planning process for the implementation of four main ideas which would form the framework of the recreation and conservation strategy. As shown in Figure 3.6-1, the Regional Open Space System diagram, each of these ideas embraced a major discreet piece of property within the confines of the former base. The basic intent of these four ideas is as follows:

- Designate a major new state park to take advantage of the extensive beaches of the former Fort Ord, creating a new visitor draw to underpin the region's tourist economy. This is being implemented as Fort Ord Dunes State Beach.
- Use the new CSUMB campus, currently in development, as a bridge between the BLM lands and the new state park, creating both a pleasant visual corridor and an actual physical connection through the appropriate siting of trails.
- Develop a scenic corridor along the existing State Highway 1 to reinforce its image as the gateway to the Peninsula as well as to the former Fort Ord itself.

In order to take advantage of these existing land-based opportunities, and to form a meaningful greater whole throughout the former Fort Ord with regards to conservation and recreation, four major concepts, or themes, were developed to guide conservation and recreation planning. These themes are seen as ways to ground planning in a conceptual framework based on sound ecological ideas combined with a vision of economic redevelopment. The essence of these themes can be summarized as follows:

- Connect the individual open space parcels into an integrated system for movement and use of both native plant and animal species and people.

- Integrate the former Fort Ord with the regional open space system, creating a network of recreation and habitat resources which is unique considering the adjacent agricultural and urban amenities, and which will attract economic growth through a variety of recreation experiences.
- Achieve a balance between recreation and conservation with appropriate land use designations to support both functions. Plan with multiple goals in mind, so that lands identified primarily as recreation resources will also be managed for value as habitat, and habitat lands can also serve as a recreation resource. For example, habitat can promote a recreation value, such as serving as a trail conduit, or for nature viewing.
- Achieve a permanent conservation of all habitat types. A multiplicity of habitat types have been identified at the former Fort Ord, each with its own complement of special status species. True conservation means regarding each as having some value in its own right, not just those identified as having the highest habitat values. This may best be achieved by distributing open space areas throughout the former Fort Ord.

The most resonant recreation/conservation theme of the reuse planning effort is that of connection: ensuring that open space forms a truly interrelated and continuous system at the former Fort Ord. Several major connections in particular have been emphasized which form the main framework of the Fort Ord open space system. These connections are illustrated in Figure 3.6-1.

Perhaps the most important open space connection is that which joins the large interior tracts of land managed by the BLM with the newly formed Fort Ord Dunes State Beach through the CSUMB campus and along the Intergarrison Road/8th Street corridor. This connection responds largely to human purposes and needs. It forms a spine along which the new neighborhoods can grow and creates a setting for the new CSUMB campus. Several important trails are set in this connection, including a hiker/biker trail between the State Beach and the planned Marina community park located astride Intergarrison Road, and an equestrian trail sited to connect the planned equestrian center on the former landfill site to the BLM lands by way of the Marina community park. Coordination of the reuse planning with the planning of the CSUMB campus is critical to the success of this corridor.

The second major open space corridor identified by the Reuse Plan connects the BLM lands to the Salinas River through the areas set aside for habitat management. Management of this habitat is the responsibility of a number of different agencies, including the City of Marina, the County of Monterey, and the University of California. This corridor is important from the natural systems perspective as it allows for movements of plants and animal species between the Salinas Valley through the various oak woodland communities into the coastal scrub interior beyond. While it places greater emphasis on the needs of the biotic than the human community, valuable opportunities for recreation can be capitalized on as well. These habitat lands also provide an attractive setting for commercial and residential land development.

Figure 3.6-1, Regional Open Space System

This figure can be found within the "Maps" section off the homepage of the FORA CD-ROM Application.

These open space connections are an integral part of the overall strategy for the reuse of the former Fort Ord, and an important part of the marketing plan for this redevelopment. The perception of an overall high quality of life at the former Fort Ord, in both the work and living environment, will be a key to attracting new residents, businesses, and students. The presence of a beautiful setting and easy access to plentiful recreation are essential to the development of this perception.

3.6.3 Habitat Management Plan

The wide range of climatic, topographic, and soil conditions at the former Fort Ord contribute to the variety and uniqueness of the biological communities present. The base holds a large percentage of some vegetation habitat types with very restricted ranges, such as central coast maritime chaparral and coastal coast live oak woodlands, within its boundaries. In all, eight broad categories of biological communities have been identified at the former Fort Ord, including beaches, bluffs and coastal strand; disturbed dune; coastal scrub; maritime chaparral; coast live oak woodland and savanna; native grassland; annual grassland; and wetlands. These diverse habitat conditions support a broad array of plant and animal species, many adapted to specific habitat conditions found on the central coast. Many of these plants and animals have, or are proposed for, special status under state and/or federal law.

Due to the quantity and diversity of unique habitat and special-status species at the former Fort Ord, an installation-wide multispecies HMP was developed which establishes guidelines for the conservation and management of wildlife and plant species and habitats that depend on the former Fort Ord land for survival. The plan was developed with input from federal, state, local, and private agencies and organizations to assist in the orderly disposal and reuse of the former Fort Ord. As part of the HMP process, a number of HMP species were identified, as were certain critical habitat types. A conceptual conservation area and corridor system was developed to define the minimum area necessary to preserve HMP species populations and habitats according to known ecological principals and the known biological resource definitions at the former Fort Ord.

A general goal of the HMP is to promote preservation, enhancement and restoration of habitat and populations of HMP species while allowing implementation of a community-based reuse plan that promotes economic recovery of the former Fort Ord. While all lands to be transferred by the U.S. Army are addressed in the HMP, management guidelines and specifications for reuse vary widely from parcel to parcel based on future reuse plans for that parcel. Figure 3.6-2, the Habitat Management Plan, illustrates the different levels of development constraints for the HMP on an area-by-area basis. All recipients of the former Fort Ord lands will be required to abide by the resource conservation and habitat management guidelines and procedures specified in the HMP.

3.6.4 Major Open Space Areas At the Former Fort Ord

A number of factors ensure that large areas of undeveloped open space will remain at the former Fort Ord in the foreseeable future. These include the considerable amount of existing undeveloped open space, the high quality of recreational opportunities at the former Fort Ord, and the constraints imposed by the need to protect a large number of sensitive species. Figure 3.6-3, the Open Space and Recreation Framework Plan, shows the relationship of these various areas of open space to each other and to the former Fort Ord as a whole. A description of the major open space areas follow, along with a description of the planning principles identified for each to guide planning in accordance with the four themes identified earlier.

Bureau of Land Management

The BLM will manage its lands for multiple uses; principally, to protect habitat values, to provide public recreation opportunities, and to take responsibility for public safety. Eventually over 16,000 acres of the former Fort Ord base will be managed by the BLM. However, over half of that amount of land will remain under U.S. Army's control for the next seven to ten years, due to concerns related to ongoing cleanup of former firing range areas. The BLM anticipates designating an extensive system of equestrian, pedestrian, and mountain bike trails within the lands it manages at the former Fort Ord, although motorized travel will be severely

restricted. The Reuse Plan provides multiple access points to the BLM lands, as well as hiker/biker/equestrian trail connections. This area has the potential to become a major ecotourism destination.

Fort Ord Dunes State Park

The stated goal of the California DPR is to manage the former Fort Ord coastal dunes and beaches for the benefit of the public by restoring habitat, recreating the natural landscape, providing public access, and developing appropriate day use and overnight facilities. Approximately 885 acres, including 48 acres of sandy beach, 305 acres of coastal dunes, and 532 acres of disturbed habitat, will be affected. Based on natural characteristics of the landscape, it is intended that the northern portion of the park be managed as a relatively pristine limited day-use area, due to more severe terrain and intact native habitat, while the southern portion, with gentler terrain and more disturbed habitat, will be a more intensely used day and overnight use area. Overnight stay will be restricted to camping areas nested against the landward side of the dunes, and at Stilwell Hall or other lodge-type facility. Planned access points for vehicles and bicycles include a low speed road between Marina and Seaside paralleling State Highway 1, the existing 8th Street Overpass, and through a State Highway 1 underpass just north of the Main Gate. A network of hiking trails will be implemented, and a regional visitor center is also proposed, as shown in Figure 3.6-3. The Reuse Plan accommodates the proposed siting for the Visitor Center, provides for the potential future expansion of overnight stay at Stilwell Hall or other lodge and the future development of a desalinization plant on state park land at such a time as sufficient demand is present, and coordinates access with the state park plan.

CSUMB campus

The CSUMB campus will contain over 1,350 acres when completely assembled as planned, including the existing housing area north of Intergarrison Road. The Reuse Plan views the CSUMB campus as a significant asset to the development of the new communities of the former Fort Ord. Recreation/conservation planning emphasizes the campus as an opportunity to provide multiple connections between disparate areas within the former Fort Ord, from both a natural systems and recreation standpoint. Although the western portion of the new CSUMB campus is almost entirely urbanized as the result of development of the Main Garrison, the eastern portion of the campus south of Intergarrison Road is largely unimproved, and contains significant stands of valuable oak woodland habitat. The Reuse Plan identifies the establishment and maintenance of an oak habitat corridor through this area to connect preserved oak woodlands to the north and south as a desirable goal. Another desirable goal of the Reuse Plan is development of hiker/biker trails either adjacent to or within the north side of the campus. Development of this trail system shall be coordinated with the CSUMB Master Plan.

Laguna Seca Regional Park

Approximately 600 acres of land adjacent to Laguna Seca Regional Park on the southern boundary of the former Fort Ord will be deeded to the Monterey County Parks Department, in part to augment overflow parking capacity. No other improvements are planned. The Reuse Plan emphasizes the principles of minimal development and ecological restoration of these lands.

UC/Natural Reserve System Fort Ord Natural Reserve

The UC/NRS Fort Ord Natural Reserve consist of approximately 605 acres flanking the north and south side of Reservation Road. The UC/NRS Fort Ord Natural Reserve is in three sections, which includes the north reserve, south reserve and corridor reserve.

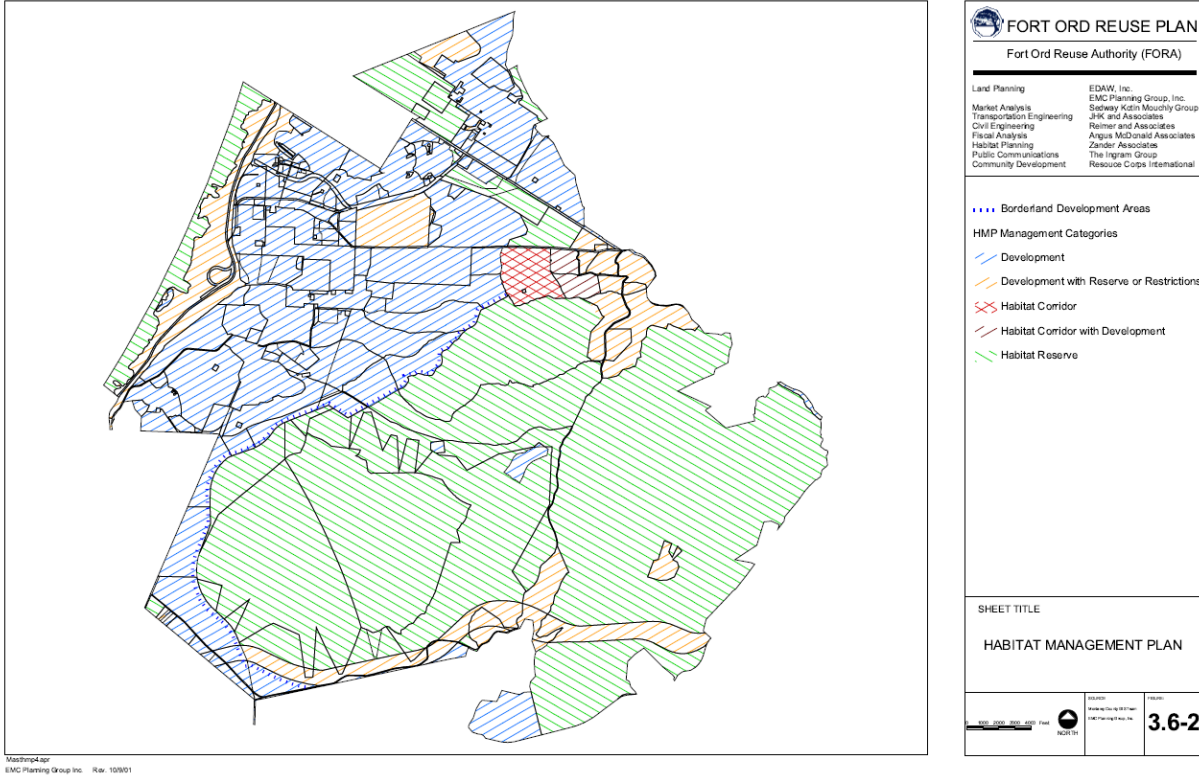
The north reserve is relatively isolated 408 acre area consisting of one large parcel. Vegetation consists primarily of well-developed maritime chaparral and coast live oak woodland, with incursions of coastal scrub and grasslands. The north reserve supports habitat for several special status plant and animal species. This reserve is currently being considered for an extension of California Avenue through the west corner. This will impact the reserve's value as a habitat corridor unless proper mitigations are applied.

The south reserve is not as isolated as the north reserve and is an approximately 186 acre parcel on the south side of Reservation Road. It contains the same principal elements of maritime chaparral and oak woodland as the north reserve. It is smaller with a larger perimeter-to-area ratio, adjacent to a developed residential area and more accessible to human use and the resulting damage.

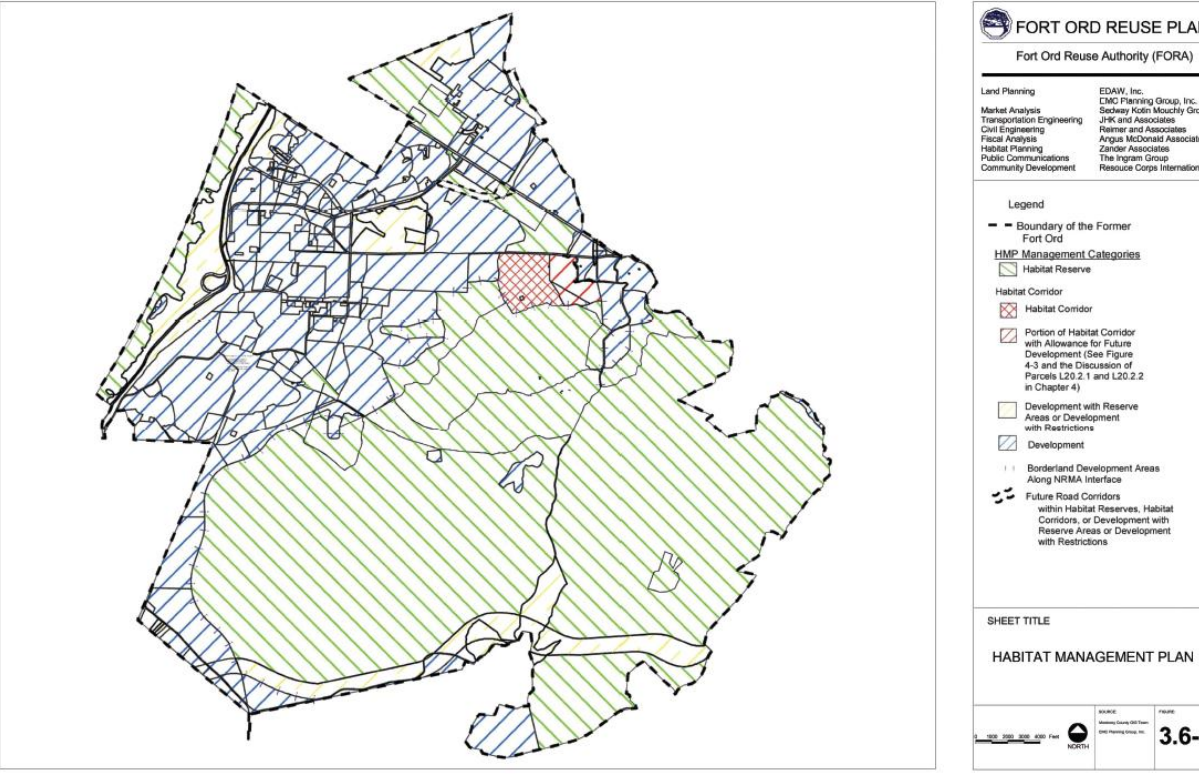
Figure 3.6-2, Habitat Management Plan

This figure can be found within the "Maps" section off the homepage of the FORA CD-ROM Application.

The original Figure 3.6-2 immediately follows.



The amended Figure 3.6-2 immediately follows.



Numerous dirt roads, trails, and a utility easement traverse the reserve, forming large disturbed tracts in some sections. The FORA Reuse Plan proposes an extension of Blanco Road through a portion of this reserve. This will impact the reserve’s value as a habitat corridor unless proper mitigations are applied.

The corridor reserve is approximately 11 acres and is near the intersection of Reservation Road and Imjin Road. It is highly disturbed because of its proximity to residential development. The viability of this parcel as a functional ecological connection is uncertain, the remnant vegetation and potential habitats are characteristic of the area (primarily maritime chaparral) and restoration is feasible, as soil conditions are good.

Other Public Open Space/Recreation-Oriented Lands

Community-oriented recreation lands have been designated under the principle of providing recreation land in accordance with local community standards. Community parks or gateway image lands are shown in Figure 3.6-3 while smaller neighborhood parks are designated by symbols. For Marina, Figure 3.6-3 shows the existing park within the housing area north of Imjin Road, a community park in the Marina Village area, which includes an equestrian center in the near term, and image gateway open space along the Del Monte Road extension north of the 12th Street entrance. A total of ~~seventy five~~ twenty five acres within Seaside is designated as community park, ~~including 25 acres intended as~~ which consists of a major trailhead access point into the BLM lands at the south end of Seaside, ~~and a 50-acre community park just south of Gigling Road adjacent to the county boundary.~~ Also shown is some gateway image green space on either side of the Main Gate. Public open space areas designated by the Plan within Monterey County include a community park for Marina along Intergarrison Road, including an equestrian center, a community park for

Monterey with the State Highway 68 Bypass easement, and a recreation area on the former landfill site. The Reuse Plan calls for a landfill cap design capable of supporting public commercial uses in support of the economic revitalization of the base. These commercial recreation uses include a golf course, a regional amphitheatre, and a regional equestrian center connected by trails to the BLM lands. Additional County land designated for recreation includes the York School area in the southwest corner of the former Fort Ord, which will become a cross-country running course.

Other Public Open Space/Habitat Management Lands

Approximately 1,500 acres of land within the City of Marina and Monterey County have been dedicated by the HMP as preservation of habitat. The Reuse Plan has adopted the principle that planning for these lands should be guided by the need to support the HMP. The bulk of these lands are found north of the BLM lands, west of the East Garrison, and east of the CSUMB campus, where they create an important habitat corridor bridging the area from the BLM lands to the Salinas River Valley. This includes almost 600 acres in the Airport Habitat Management District, approximately 75% of the area at the former landfill, over 650 acres in the Reservation Road Habitat Management District, of which 125 acres are intended to be developed as a youth camp, and all but 200 acres of the East Garrison. A variety of agencies will manage these lands, including the City of Marina, the University of California, and Monterey County. Additional habitat management lands include part of the former landfill site and the expansion of the existing Frog Pond Natural Area in the southwestern corner of the former Fort Ord. For a more complete description of these lands, refer to Section 4.4, the Conservation Element.

Oak Woodland Protection

The Oak Woodlands at Fort Ord represent an outstanding environmental asset. Much of this resource is located in lands that have been set aside for habitat management. A significant amount of these oak woodlands, however, are located in polygons that are designated for development. It is an objective of the Reuse Plan to accommodate the development programs on these polygons while protecting to the greatest extent possible the oak woodland resource.

“Development Character and Design Objectives” are defined for these polygons in the following Section 3.7, Planning Areas and Districts. In addition, policies and programs to encourage the preservation and enhancement of oak woodland elements in the natural and building environment are included in Volume II of the Reuse Plan. (See Section 4.4.3 Biological Resources.)

Commercial Recreation

Commercial recreation lands have been designated under the principle that tourism is one of the underlying strengths of the regional economy, and redevelopment at the former Fort Ord should support this segment of the economy. The existing Fort Ord golf courses adjacent the City of Seaside, containing approximately 350 acres, will remain in that use. Private ownership will be sought to operate this facility. An additional 150 acres in Monterey County adjacent the City of Del Rey are designated as commercial recreation and identified as a golf course opportunity site. A land use designation of ‘visitor serving’ has been assigned to land adjacent to both of these areas with the intent that overnight resort facilities would be developed there. Four additional golf course opportunity sites have been identified within the former Fort Ord boundaries, two within the City of Marina (one as an interim use), and two within the County. Improvement of these sites as golf courses is dependent on finding a willing developer. All golf course opportunity sites are shown in Figure 3.6-3.

Description of the Proposed Trail Network

The following principles were identified to guide the planning of the Fort Ord trails network:

- The trail system should be adequate to provide connections to non-motorized transportation alternatives to all neighborhoods in the former Fort Ord.

Figure 3.6-3, Open Space and Recreation Framework

This figure can be found within the “Maps” section off the homepage of the FORA CD-ROM Application.

The original Figure 3.6-3 immediately follows.



The amended Figure 3.6-3 immediately follows.



- The trail system should reinforce the redevelopment planning strategy of using recreation and open space assets to make the former Fort Ord attractive to potential users by interconnecting and increasing access to those assets.
- Adequate ROW should be reserved along planned transportation corridors to accommodate planned trails in addition to the entire planned road cross section.
- The Fort Ord trails system shall be considered as an integral part of a larger regional trails network which includes, but is not limited to, the Toro Regional Park trails, existing and proposed Carmel Valley trails, the existing Highway 68 corridor (used as a bike route). Fort Ord trails shall be linked to regional bike/pedestrian trails wherever possible.

The proposed trail network is shown in Figure 3.6-3, Recreation and Open Space Framework Plan.

Hiker/Biker Trails: Hiker/biker trails are divided into two categories of major and minor trails. These categories are analogous to the Arterial vs. Collector classification of roads. In general, major trails are seen as having a more regional function, connecting foot and non-motorized traffic to destinations outside of the former Fort Ord, or completing critical higher volume linkages with the former Fort Ord. In most cases these are located within the rights-of-way planned for major transportation arterials. Minor trails perform a less critical role, distributing and collecting traffic to and from neighborhoods along lower volume routes. Projected use volumes were not modeled for the planned network. More intensive research is needed prior to jurisdictions adopting an actual plan.

Major Trails: A minimum trail pavement width of 12 feet should be adopted as a trail standard for major trails. Trail surface should consist of asphalt or concrete, although a wood plank surface is permitted on causeways or boardwalks. Three major hiker/biker trails have been designated, as shown in heavy brown lines in Figure 3.6-3, with their description as follows:

- **The Intergarrison Trail:** Connects Fort Ord Dunes State Beach to the CSUMB campus, the former landfill area, the BLM lands through Marina’s community park, and the East Garrison by means of the 8th Street Bridge, 8th Street, and Intergarrison Road. The right-of-way reserved for Intergarrison Road is sufficient to accommodate the hiker/biker trail on the south side of the road, in addition to the road travelway. This trail could also be located within the CSUMB campus, if this location were agreeable to CSUMB. The advantages of this siting is a greater separation from cars, potentially greater use to CSUMB, more space within the Intergarrison right-of-way for the equestrian trail planned for the north side of the road, and a unique identity for the trail. Siting would need to be coordinated with the CSUMB Master Plan.
- **Fort Ord Dunes State Beach Trail:** This trail would consist of lane striping within the travelway of the proposed Beach Range Road connecting the cities of Marina and Seaside through the back dune area. This will be a low speed, restricted access road, so physical separation between bike lanes and vehicles is not needed. For the same reason, trail width can be less than the specified 12 feet.
- **The Salinas Valley/Seaside Trail:** This trail is intended to serve as a major north/south hiker/biker trail through the former Fort Ord. It is located predominantly within planned transportation rights-of-way, ~~although an option exists along the Seaside/former Fort Ord boundary to locate the bike trail within an existing power transmission line corridor.~~ The proposed route of this trail, from north to south, follows Blanco Road into the former Fort Ord, turns along Reservation Road, crosses Reservation Road onto Imjin Road, then follows the proposed transportation corridor along the landfill site, across the CSUMB campus, and then along the extension of Eucalyptus Road. A user then has the option of following Coe Road into Seaside, or turning south toward Del Rey Oaks. The trail could be located along the North/South Road extension, or within the power line corridor mentioned above. This segment of the trail would have an important spur leading to the community park trailhead into the BLM lands beyond. Another spur continues west along the multi-modal transportation corridor parallel to Imjin Road into the Marina Village area. It turns south through the planned

community park at California Street, and links to the Intergarrison Trail. A local level trail does not turn south on California but continues through the Village to Crescent Street.

Minor Trails: A minimum trail pavement width of ten feet should be adopted as a trail standard for minor trails. Four major trails have been designated, as shown in thin brown lines in Figure 3.6-3, with their description as follows:

- **The Monterey Road Trail:** A minor hiker/biker trail should follow Monterey Road from the vicinity of Fremont Boulevard through the planned residential district, then cross General Jim Moore Boulevard into the POM Annex. From there it follows oak woodlands through a ravine near Marshall Elementary up to the extension of Eucalyptus Road. A side spur connects the trail to Eucalyptus Road, while the main trail turns north along the Seaside/County line, through the Seaside community park, and connects with the CSUMB campus across Gigling Road.
- **The Main Garrison Trail:** A second minor trail connects the proposed visitors center and the Intergarrison Trail at 8th Street through the Town Center Planning Area to the Monterey Road Trail. One spur gives access to the State Beach through the underpass just north of the Main Gate. A second spur gives access into the west side of the CSUMB campus. The north end of the trail is located within a linear neighborhood park/greenway, in the Mixed Use District.
- **The Crescent Avenue Trail:** This trail connects Marina to the Intergarrison Trail and the CSUMB campus along Crescent Avenue and the Marina Village Community Park. A spur follows the multi-modal transit corridor eastward to connect to the Seaside/Salinas Valley Trail.
- **The Reservation Road Trail:** This trail connects the East Garrison to the City of Marina. It is located entirely within the right-of-way of Reservation Road.

Equestrian Trails: Several centers of equestrian activity are planned for the former Fort Ord. Fort Ord was one of the last active calvary posts in the U.S. Army, and is well suited to equestrian uses. The BLM intends to actively promote equestrian activities on BLM-managed lands in the center of the former Fort Ord, with a number of trails designated for equestrian use. Several community parks on the periphery of the BLM lands will be planned to act as trailheads for this trail system. A temporary equestrian center will be established in the Marina Village District in the short term, with the planned relocation of this equestrian center as a permanent use in the former landfill area.

A primary concern of trail planning at the former Fort Ord is to connect these various equestrian-related activities, building a synergy which will increase their attractiveness and usefulness. Two equestrian trails are designated outside of the BLM lands. These trails appear as a dashed black line in Figure 3.6-3.

In addition, a section of a proposed cross-country course (up to approximately 150 feet wide) shall be allowed within the Habitat Management Area in the general location depicted on Figure 3.6-3 of the Reuse Plan.

The Intergarrison Equestrian Trail: This trail will connect the regional equestrian center planned for the former landfill area with the BLM trail system, with a trailhead staging area and related parking planned for the Marina community park adjacent to Intergarrison Road. The equestrian trail will be located within the Intergarrison Road right-of-way on the north side of the road, with a crossing east of the intersection with Gigling Road. An opportunity exists for this trail to connect all the way to the temporary equestrian center in the Marina Village community park along the planned multi-modal corridor as an interim use.

The Eucalyptus Road Trail: This trail parallels the northern boundary of the BLM lands. It is located within the future Eucalyptus Road Residential Community, where it forms a dual function as both a recreation trail and a firebreak between the residential area and the native coastal shrub areas. The trail will be a dirt trail at least twenty feet wide. South of the Eucalyptus Road district, the trail will be located within the planned Fort Ord Expressway easement all the way to the Seaside community park, where it will terminate at another major regional trailhead. Preliminary planning by the BLM indicates a potential to connect to the BLM trails at several other nodes along this trail between the two planned regional trailheads.

3.7 Planning Areas and Districts

Planning Areas and Districts within each of the former Fort Ord jurisdictions are designated to reinforce the community design vision for the former Fort Ord. They are based on the surrounding development context and the Development Framework, Circulation Framework, and Conservation, Open Space and Recreation Framework. They build on the major assets within the former Fort Ord including: CSUMB, UC MBEST, the Marina Municipal Airport, the East Garrison and the existing housing resources and recreational and open space features. The Planning Areas and Districts provide a flexible tool for planning and implementing coordinated development to take advantage of these assets for achieving the desirable community vision. The Planning Areas and Districts are identified in the "Area and District Matrix", illustrated as Table 3.7-1.

Land Reserves and Projected Land Uses

Districts within the Planning Areas contain one or more land use types. The Reuse Plan projects the balance of uses within each district based on existing site characteristics, public benefit conveyances, appropriate development prototypes based on market support, and role of the land area in achieving the community vision. Based on this balance of land use types, the Reuse Plan reserves land for: 1) community ROW's; 2) parks and open space; 3) habitat management; 4) public facilities; 5) schools; and 6) golf courses. The Net Area represents the land available for development.

The Reuse Plan projects a distribution of acreage and land use intensity for the Net Area. For each of the jurisdictions, the intensity is measured in: 1) number of dwelling units; 2) number of hotel rooms; or 3) square footage of industrial, office, or retail space.

General Development Character and Design Objectives

Development Character and Design Objectives are included in the Reuse Plan for each district to convey the significant community design interrelationships appropriate to realize the community vision and support the development framework for the Reuse Plan.

The original Table 3.7-1 immediately follows.

**Table 3.7-1
Planning Area and District Matrix**

City of Marina

1. EXISTING CITY OF MARINA NEIGHBORHOODS PLANNING AREA

Planned Residential District
Civic/Mixed Use District

2. TOWN CENTER PLANNING AREA

Mixed Use Corporate Center
Del Monte Mixed Use District
Marina Village District
University Office Park/R&D District

3. AIRPORT PLANNING AREA

Marina Municipal Airport District
Light Industrial/Technology Center
UCMBEST Center
North Airport Lt. Ind'l/Technology District
Habitat Management District

4. UNIVERSITY PLANNING AREA

CSUMB District (Marina) (3)

City of Seaside

1. UNIVERSITY PLANNING AREA

Gateway Regional Entertainment District
University Village (1)
POM Annex Retail & Services
Community Park
CSUMB District (Seaside) (2)

2. SEASIDE RESIDENTIAL PLANNING AREA

New Golf Course Community District
Visitor Serving Hotels, Conf. Center, Golf Courses
Reconfigured POM Annex Community
Planned Residential Extension Districts
Community Park

Monterey County

1. FORT ORD DUNES STATE PARK PLANNING AREA

2. RESERVATION ROAD PLANNING AREA

UC MBEST Center Cooperative Planning District
Univ. California Habitat Reserve
East Garrison District
Youth Camp District
County Habitat Management District

3. EUCALYPTUS ROAD PLANNING AREA

University Corporate Center
Residential/Recreational District

4. SOUTH GATE PLANNING AREA

Visitor Serving Hotel & Golf Course District
Office Park R&D District
Augmentation of Regional Park

5. YORK ROAD PLANNING AREA

Office Park/R&D District
Community Park on ROW
Monterey Corporation Yard

6. BLM HABITAT MANAGEMENT/REGIONAL RECREATION PLANNING AREA

BLM Lands
POST District
Augmentation of York School
Augmentation of Laguna Seca Regional Park

7. UNIVERSITY PLANNING AREA

CSUMB (County)
County Recreation/Habitat
County Recreation

The amended Table 3.7-1 immediately follows.

**Table 3.7-1
Planning Area and District Matrix**

City of Marina	
1. EXISTING CITY OF MARINA NEIGHBORHOODS PLANNING AREA	Planned Residential District Civic/Mixed Use District
2. TOWN CENTER PLANNING AREA	Mixed Use Corporate Center Del Monte Mixed Use District Marina Village District University Office Park/P&D District
3. AIRPORT PLANNING AREA	Marina Municipal Airport District Light Industrial/Technology Center UCMBEST Center North Airport Lt. Ind'l/Technology District Habitat Management District
4. UNIVERSITY PLANNING AREA	CSUMB District (Marina) (3)
City of Seaside	
1. UNIVERSITY PLANNING AREA	Gateway Regional Entertainment District University Village (1) POM Annex Retail & Service Community Park <u>Mixed Use Village District</u> CSUMB District (Seaside) (2)
2. SEASIDE RESIDENTIAL PLANNING AREA	New Golf Course Community District Visitor Serving Hotels, Conf. Center, Golf Course Reconfigured POM Annex Community <u>Veterans Cemetery District</u> Planned Residential Extension Districts Community Park
Monterey County	
1. FORT ORD DUNE STATE PARK PLANNING AREA	
2. RESERVATION ROAD PLANNING AREA	UC MBEST Center Cooperative Planning District Univ. California Habitat Reserve East Garrison District Youth Camp District County Habitat Management District
3. EUCALYPTUS ROAD PLANNING AREA	University Corporate Center Mixed Use Village District Residential/Recreational District Habitat Management and Education District Veterans Cemetery District
4. SOUTH GATE PLANNING AREA	Visitor Serving Hotel & Golf Course District Office Park R&D District Augmentation of Regional Park
5. YORK ROAD PLANNING AREA	Office Park/R&D District Community Park on ROW Monterey Corporation Yard
6. BLM HABITAT MANAGEMENT/REGIONAL RECREATION PLANNING AREA	BLM Lands POST District Augmentation of York School Augmentation of Laguna Seca Regional Park
7. UNIVERSITY PLANNING AREA	CSUMB (County) County Recreation Habitat County Recreation

These general objectives will be refined and elaborated in the regional urban design guidelines to be prepared and adopted by FORA or in design standards and guidelines prepared and implemented by the local land use agencies for specific locations.

3.7.1 California State University Monterey Bay (CSUMB) Planning Areas

The campus of CSUMB totals 1,350 total acres, with approximately 224 acres located in Marina, 322 acres in Seaside, and 741 acres in Monterey County. The core campus occupies many of the former Fort Ord buildings located in the City of Marina. CSUMB is currently developing a Master Plan for its development. It is now an operating University, with its second class of approximately 820 students in Spring 1996. Hereafter, enrollment is expected to increase by 500 to 1,000 students per year to an expected 25,000 FTE students. The University is currently in Phase I renovation of 24 buildings; Phase II is expected to start in the Summer of 1996 with an additional 15 buildings.

CSUMB Residential Development

CSUMB is pursuing a program aimed at housing 80% of the total student population of 25,000 FTE, as well as substantial portions of the faculty and staff. Assuming four students per unit (in a typical two bedroom unit configuration), this 80% of the student population will require an estimated 5,100 “dwelling-unit equivalents.”



CSUMB

Existing Residential Projects: CSUMB presently has title to 1,253 residential units (primarily attached town homes) in the area between Inter-Garrison Road and Imjin. Approximately 175 acres have been identified for potential infill development within the district. The Ultimate Development Plan assumes 20% of this land will be reserved for recreation and open space use, while the remaining 140 acres is infilled with compatible residential development at 5-10 Du/Ac. In all likelihood, CSUMB will pursue a more diverse development program for the area. Many of the existing units in this area are currently occupied by CSUMB faculty, staff, and students. The campus does not envision housing lower-division undergraduates in this area, but it is suitable for upper-division undergraduate and graduate student housing.

Core Campus Student Housing: CSUMB is presently retro-fitting undergraduate dormitories into the existing building stock within the campus core. The Ultimate Development Plan anticipates a total of 5,100 dwelling unit equivalents within the core campus in order to accommodate the 80% targeted student housing need.

Infill Housing in the Campus Reserve: In order to anticipate a development potential for CSUMB reserve lands, the FORA Ultimate Development Plan assumes a program for infill housing at the eastern end of the CSUMB campus reserve area. The area is presently undeveloped and outside FORA’s core infrastructure area. Nonetheless, it has been identified as a desirable location for faculty housing. The Ultimate Development Plan assumes that 20% of the approximately 150 acres will be reserved as open space to protect the existing oak woodland community. The remaining 120 acres are assumed to be developed at 5-10 Du/Ac.

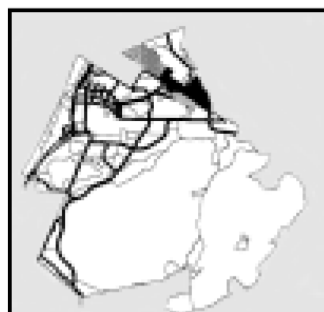
General Development Character and Design Objectives - The integration of the campus into the adjacent districts is key to achieving the vision embodied in the community design concepts. This integration relies on eliminating unnecessary impediments to access and circulation and promoting a mix of uses along the boundary that enhances economic vitality and the mixed-use nature of the villages in Marina and Seaside.

To achieve the community design vision, CSUMB shall implement the following:

1. *Pursue the early redevelopment of the boundary lands, to the degree possible, to support the revitalization of the villages to the north and south.*
2. *Locate student residential development to support and take advantage of the mix of retail, business, and student services that will be available in the villages to the north and south.*
3. *Locate recreational and cultural facilities so that they are convenient to the adjacent villages and accessible from the future transit opportunities in the TAMC planned Multi-Modal corridor.*
4. *Provide for north-south vehicular circulation through campus, open to the public, to link adjacent districts and reduce unnecessary travel and vehicular trips.*

3.7.2 UC MBEST Center Cooperative Planning Districts

The UC MBEST Center and UC/NRS Fort Ord Natural Reserve area located in the City of Marina and in Monterey County. The UC MBEST Center and UC/NRS Fort Ord Natural Reserve will total approximately 1,087 acres upon completion of anticipated land transfers from the U.S. Army. Current planning for FORA projects 5.0 million square feet to represent the ultimate development capacity for the UC MBEST Center. An additional amount of square footage are eventually expected to be associated with the future development of Polygons 8b and 8c. However, these polygons have not been master planned by UC and therefore are not included in presentations of square footage or other development characteristics. The UC MBEST Center Master Plan is incorporated by reference into the Fort Ord Reuse Plan.



UC MBEST
■ Developable ■ Habitat

Even at 5.0 million sq. ft., UC MBEST represents about 40% of the combined total for light industrial/business park and office/R&D capacity for the Ultimate Development at FORA.

Using the lower end of the planning range, UC MBEST Center would still be able to accommodate 50 to 60 years of development (projecting an absorption similar to the first 20 years) and more in line with the ultimate land capacity for the base as a whole.

Current University of California Planning

The University of California is currently reviewing its plans and has initiated a “marketing niche” study and related planning that is directly tied to the Business and Operations Plan that is a key implementation tool for the Reuse Plan. The current mix of uses and intensity is consistent with the UC MBEST Master Plan.

Planned Development Mixed Use Land Use: The UC MBEST Center Cooperative Planning District represents a significant location for this use. The Marina portion is presently served with infrastructure and accessible via Reservation Road and Blanco Road. A total of 123 acres is available within the City of Marina, accommodating approximately 1.38 million sq. ft. of Office/R&D. The portions of UC MBEST Center in the County comprise two major areas projected to accommodate a total of 3.67 million sq. ft. The larger site is approximately 272 acres and is situated in a triangular shape east of Blanco Road and north of Reservation Road. The smaller site is approximately 30 acres and is located south of Reservation Road.

Visitor-Serving Land Uses: A 150-room business hotel within the UC MBEST Center will cater to the UC MBEST visitors and anchor a small convenience retail and service center.

Residential Land Uses: A limited amount of residential land use is anticipated to retain for the University the opportunity to serve the needs of visiting scholars and graduate students.

General Development Character and Design Objectives - The community design vision establishes the UC MBEST Center as a significant focus of development on the TAMC Multi-Modal Corridor. To succeed in this role and contribute significantly to the economic reuse of the former Fort Ord lands, UC MBEST will need to establish itself as a premier science and technology park within a national and global market place.

To achieve the community design vision, UC MBEST shall implement the following:

1. *Establish a design character that is attractive as a major employment center with appropriate services, conveniences and environmental amenities.*
2. *Establish a development pattern that is pedestrian-oriented and takes advantage of the long-term transit opportunities inherent in the Multi-Modal Corridor.*

3.9 City of Seaside Planning Areas and Districts

The City of Seaside contains three Planning Areas: 1) CSUMB Planning Area; 2) University Planning Area; and 3) Seaside Residential Planning Area. (See Figure 3.9-1 which illustrates the Planning Areas for Seaside and the subdivision into the various Districts.) The land reserves and project development capacity for each District are summarized in Table 3.9-1, City of Seaside Land Development Intensity Summary.



**CSUMB Planning Area
Seaside Portion**

3.9.1 CSUMB Planning Area

The amount of CSUMB land in Seaside is approximately 322 acres and is expected to accommodate academic, administrative, student housing, and other support facilities. For planning purposes, the Reuse Plan assumes that one half of the projected total of 5,100 student units planned for the campus are located within the City of Seaside. The balance is assumed to be located in the Marina portion of the CSUMB campus.

Access to the Seaside portion of the campus will be from the upgraded 2nd Ave/Del Monte Extension arterial on the west and from Gilling Road on the south.

The original Table 3.9-1 immediately follows.

PLANNING AREAS AND DISTRICTS	PLANNED LAND USE & INTENSITY			LAND AREA and RESERVES							PROJECTED DEVELOPMENT CAPACITY			
	Gross (acres)	Development Intensity	Land Use	ROW (acres)	Park & O.S. Reserve	Hab. Mgt. Reserve	Pub. Fac./ Mil. Enclave	Schools	Golf Courses	Net (acres)	Acresage by land use+	Projected Yield	Units	Net Intensity
UNIVERSITY PLANNING AREA														
Gateway Regional Entertainment District	90	.25 FAR	Reg'l Retail	4	42					44	44 acres regional retail	476,764 SF		.25 FAR
University Village (1)	146	up to .35 FAR and 20 DU's/Acre	MX	0	5		49	10		82	50 acres housing 32 acres retail	540 346,847 SF	DU's SF	10.8 units/acre .25 FAR
POM Annex Retail & Services	67	N/A	Mil. Enclave	0			67			0	67 acres POM Annex PX	0		N/A
Community Park	50	N/A	OS/Rec.	0	50					0	50 acres community park	0		N/A
CSUMB District (Seaside)(2)	332	N/A	School/Univ.	0				332		0	332 acres - CSUMB	12,000	PTE's	N/A
SEASIDE RESIDENTIAL PLANNING AREA														
New Golf Course Community District	659	5 - 10 units/acre 10 - 20 units/acre .25 FAR	SFD-med MFD	16	10			76		557	461 acres housing 24 acres housing (San Bay Apts. & Resort) 70 acres housing (Beaumont Park) 2 acres convenience retail	2,304 297 existing + 64 new 700 21,780	DU's DU's DU's SF	5.0 units/acre 15 units/acre 10 units/acre .25 FAR
Visitor Serving/Hotels, Conf. Center, Golf Courses	375		Visitor Serving	0					350	25	25 acres visitor serving	800	Rooms	
Reconfigured POM Annex Community	799	N/A	Mil. Enclave	83			646	69		0	646 acres military housing	1,590	DU's	2.5 units/acre
Planned Residential Extension Districts	288	5 - 10 units/acre .25 FAR	SFD-med	60	7					221	195 acres housing 26 acres neighborhood retail	1,214 283,685 SF	DU's SF	6.2 units/acre .25 FAR
Community Park	25	N/A	OS/Rec.	0	25					0		0		N/A
TOTALS														
	2,831			163	139	0	762	487	350	929		#VALUE!	DU's	
												1,129,076 SF		
												800	Rooms	
												12,000	PTE student pop.	

The amended Table 3.9-1 immediately follows.

Table 3.9-1
CITY OF SEASIDE
Land Development Intensity Summary Table

The "Land use Capacity" is a projected development yield based on anticipated market absorption, land characteristics, and community vision. The capacities indicated are intended to provide a general guide to assist in land resource management and infrastructure commitments and financing. The precise mix of uses is expected to vary in response to market conditions and FORA actions. The aggregate totals provide a "not-to-exceed envelope" of development within the former Fort Ord.

PLANNING AREAS AND DISTRICTS	PLANNED LAND USE & INTENSITY			LAND AREA and RESERVES							PROJECTED DEVELOPMENT CAPACITY			
	Gross (acres)	Development Intensity	Land Use	ROW (acres)	Park & o.s. Reserve	Hab. Mgt. Reserve	Pub. Fac./ Mil. Enclave	Schools	Golf Courses	Net (acres)	Acreage by land use+	Projected Yield	Units	Net Intensity
UNIVERSITY PLANNING AREA														
Gateway Regional Entertainment District	90	.25 FAR	Reg'l Retail	4	42					44	44 acres regional retail	476764	SF	.25 FAR
University Village (1)	146	up to .35 FAR and 20 DU's/Acre	MX	0	5		49	10		82	50 acres housing 32 acres retail	540 346847	DU's SF	10.0 units/acre .25 FAR
POM Annex Retail & Services	67	N/A	Mil. Enclave	0			67			0	67 acres POM Annex PX	0		N/A
Mixed Use Village District	50	N/A	SFD/PP	0			4			46	50 acres housing -public facilities	280	DU's	N/A
CSUMB District (Seaside)(2)	332	N/A	School/Univ.	0				332		0	332 acres-CSUMB	12000	FTE's	N/A
SEASIDE RESIDENTIAL PLANNING AREA														
New Golf Course Community District	659	5-10 units/acre 10-20 units/acre .25 FAR	SFD-med. MFD	16	10			76		557	461 acres housing 24 acres housing (Sun Bay Apts & Resort) 70 acres housing (Brostrom Park) 2 acres convenience retail	2,304 297 existing + 64 new 700 21780	DU's DU's DU's SF	5.0 units/acre 15 units/acre 10 units/acre .25 FAR
Visitor Serving Hotels, Conf. Center, Golf Courses	375		Visitor Serving	0					350	25	25 acres visitor serving	800	Rooms	
Reconfigured POM Annex Community	698	N/A	Mil. Enclave	83			545	69		0	545 acres military housing	1340	DU's	2.5 units/acre
Veterans Cemetery District	101	8 units/acre				30.5	41			30	30 acres housing Habitat Management Cemetery Uses	195 10000	DU's SF	
Planned Residential Extension Districts	288	5-10 units/acre .25 FAR	SFD-med.	60	7					221	195 acres housing 26 acres neighborhood retail	1214 283685	DU's SF	6.2 units/acre .25 FAR
Community Park	25	N/A	OS/Rec.	0	25					0		0		N/A
TOTALS	2,831			163	89	30.5	705.5	487	350	1005		6,459 1,139,076 800 12,000	DU's SF Rooms FTE student pop.	

NOTES

- (1) Public Facility reserves includes area for DFAS and a 20% internal road reserve.
- (2) Includes 50% of projected 25,000 Full-time Student Equivalents, based on coordination with traffic modeling.

*Figures to be updated based on the latest Fort Ord totals are highlighted in yellow.

General Development Character and Design Objectives - To achieve the community design vision in the City of Seaside, CSUMB shall implement the following:

1. Coordinate with Seaside to create a well-designed gateway at Light Fighter Drive.
2. Encourage the use of alternate transportation by providing convenient and direct transit access to campus activity centers.

3.9.2 University Planning Area



The University Planning area is on the southern perimeter of the CSUMB campus and has been defined to coordinate all of the surrounding land planning and development issues that involve coordination with the Campus. This Planning Area includes four districts: 1) Gateway Regional Entertainment Center; 2) POM Annex Retail and Services; 3) University Village with DFAS; and 4) Community Park District Mixed Use Village District.

Gateway Regional Entertainment District

This important gateway straddles both sides of the Main Gate interchange at State Highway 1 and is one of the primary entrances to CSUMB and all of the former Fort Ord. The district is identified as a location for an entertainment-oriented regional retail center. A portion of this district is included in the lands to be incorporated into the Fort Ord Dunes State Park. This portion of the Park will serve as a vehicular entrance and queuing location for managing RV arrivals. Additionally, approximately 28 acres have been set aside near the Main Gate interchange to enhance the visual gateway to this district along the State Highway 1 Scenic Corridor.

Projected Land Uses:

Retail and Services Land Use. The property has a projected development capacity of approximately 477,000 sq. ft., on approximately 44 acres for regional retail activities.

Open Space Land Use. A total of 42 acres are reserved for open space and recreational uses.

Development and Character Guidelines - To achieve the community design vision, the City of Seaside shall implement the following:

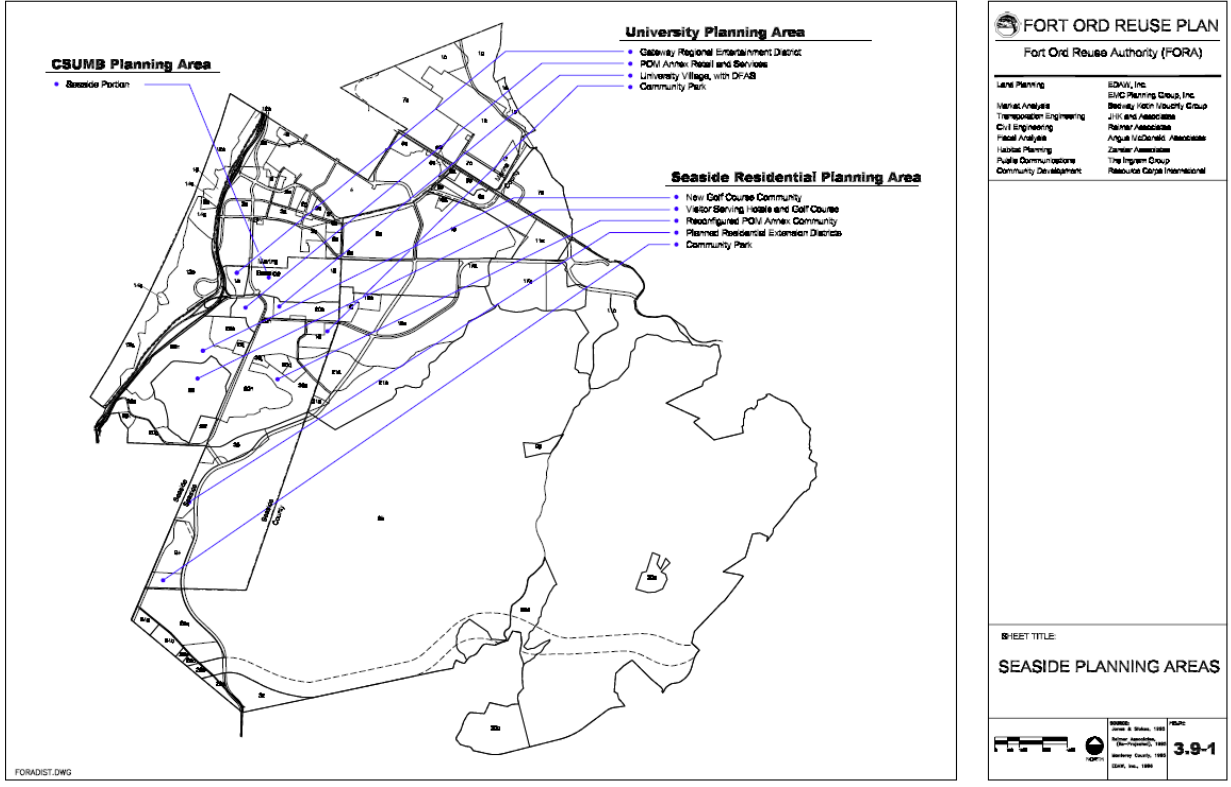
1. Take advantage of the Highway visibility and accessibility to establish an entertainment-oriented regional retail center.
2. Coordinate development of the regional retail center with the adjacent development in Marina. Provide for continuous vehicular and pedestrian connections to the Intermodal Center.

- Coordinate with the State Park Master Planning to assure that traffic controls are implemented to manage the RV arrivals.

Figure 3.9-1, Seaside Planning Areas

This figure can be found within the "Maps" section off the homepage of the FORA CD-ROM Application.

The original Figure 3.9-1 immediately follows.



The amended Figure 3.9-1 immediately follows.

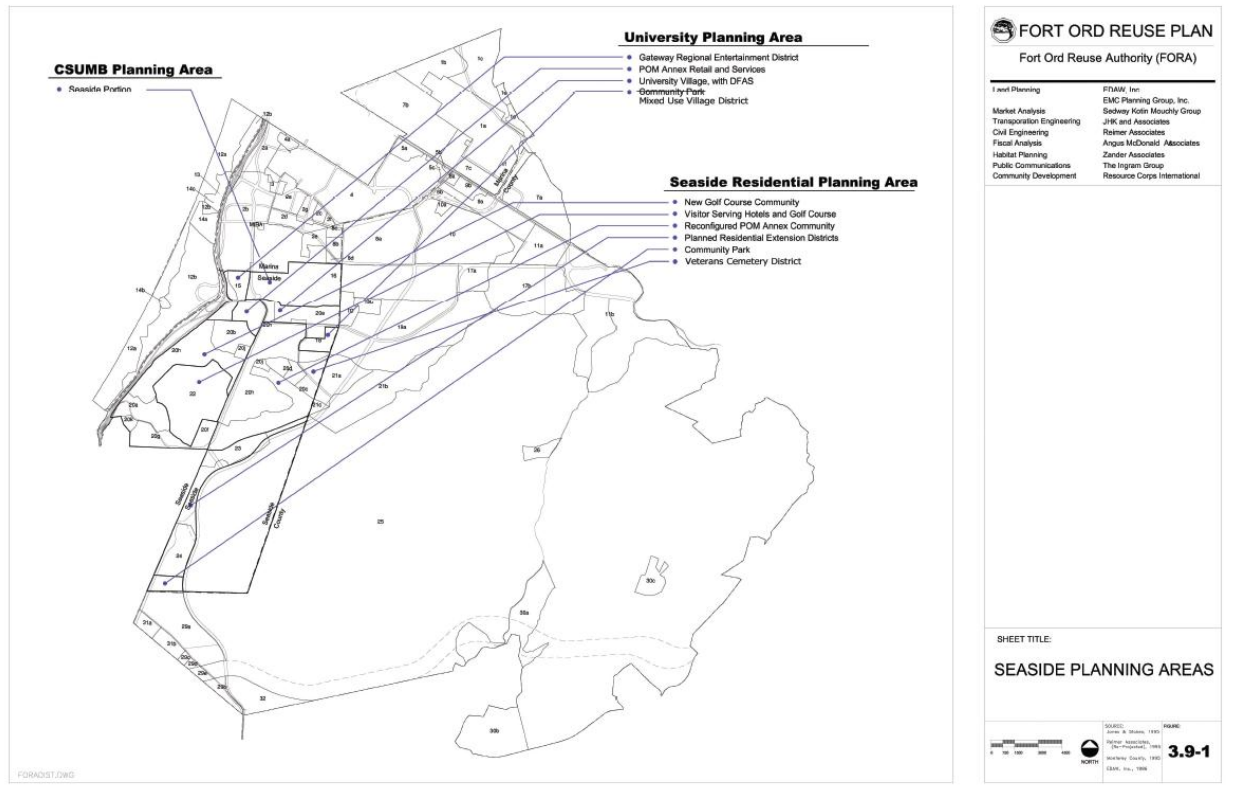


Figure 3.9-1(a) immediately follows.



4. *Coordinate development within this district with the preparation of a Gateway Corridor Specific Plan that provides for an integrated gateway design concept to the former Fort Ord and CSUMB.*
5. *Protect the visual qualities of the State Highway 1 Scenic corridor:*
 - a) *Maintain a minimum 100-foot development setback from the Highway ROW that permits the establishment of a continuous landscape character. Provide for a master landscape plan to reinforce the continuity of the regional landscape using such materials as Monterey Cypress and Monterey Pines along the scenic Highway corridor setback.*
 - b) *Designate a scenic corridor design overlay area between State Highway 1 and Del Monte Boulevard/General Jim Moore Boulevard.*
 - c) *Establish a maximum building height related to an identified mature landscape height to accommodate higher intensity land uses appropriate to this Town Center location without detracting from the regional landscape character of the State Highway 1 Scenic Corridor.*

- d) *Provide design guidelines to address architectural qualities, building massing and orientation, parking, fencing, lighting, and signage.*

University Village District

The Seaside University Village is poised to become an important community focus in the 2015 horizon. In the near term, this district will benefit from: 1) the areawide roadway improvements in the Gigling corridor anticipated in this period; 2) the surrounding activity generated by CSUMB; and 3) the adjacent reconfigured POM Annex. It is anticipated that the Seaside University Village could provide an important gateway function for CSUMB as well as significant concentration of neighborhood retail, business and personal services. This is one of the best and most central locations for a neighborhood retail center at the former Fort Ord. Additionally, convenience retail centers can be phased to enliven this mixed-use district.

Projected Land Uses:

Residential Land Use. A housing program of 540 units at densities ranging from small lot single family at 5-10 Du/Ac to attached town homes at 10 Du/Ac and multi-family attached housing at 20 Du/Ac will provide an appropriate mix to complement the non-residential uses.

Retail and Service Land Use. A total of 32 acres are projected for neighborhood and convenience retail and service land uses accommodating approximately 347,000 sq. ft. of development.

Public Facilities Land Use. Approximately 19 acres are reserved to accommodate the 750 employees at the DFAS, located in the former Fort Ord Military Hospital. Approximately ten acres are reserved to accommodate requested public benefit conveyances for educational facilities; approximately ten acres are reserved for use by the U.S. Army. An additional 20 acres are projected for internal roads.

Open Space Land Use. A five-acre neighborhood park is reserved to serve the residents of the Village.

General Development Character and Design Objectives - To achieve the community design vision, the City of Seaside shall implement the following:

1. *Promote a pattern of development that subdivides the large land resource into blocks to allow for convenience and publicly accessible circulation in a manner that creates an Urban Village Character with a mix of uses and a lively streetscape.*
2. *Create a central focus for the Village where retail and service uses are concentrated in a fine grain typical of historic "main-streets."*
3. *Provide well-designed, pedestrian-oriented streetscapes that accommodate automobiles, bicycles, and truck deliveries.*
4. *Prepare a master landscape plan for the district that integrates street trees, pedestrian-scaled lighting, graphics, and furnishings.*
5. *Coordinate development within this district with the preparation of a specific plan or other planned development mechanism to achieve the potential integrated design that can be realized in this key mixed-use district. Work with various public benefit requests in this district to eliminate impediments to coordinated reuse. Coordinate development within this district with the preparation of a specific plan or other planned development mechanism to achieve the potential integrated design that can be realized in this key mixed-use district. Provide design guidelines to address architectural qualities, building massing and orientation, parking, fencing, lighting, and signage.*
6. *Promote the use of the Park and Ride Facility, which is planned for development at the corner of Gigling Road and Eighth Avenue.*

POM Annex Retail and Services District

The POM Annex area currently accommodates the Post Exchange (PX) and other services for the military families and residents.

Projected Land Uses:

Retail and Services Land Use. Sixty-seven acres are retained the POM Annex area.

General Development Character and Design Objectives - To achieve the community design vision, the City of Seaside shall implement the following:

1. *Identify ways by which the operations at the PX can contribute to the visual attractiveness of the Gateway and Village Districts.*
2. *Work with the U.S. Army to participate in a coordinated management program for retail development and activities at the PX district to integrate them in joint marketing and signing compatible with the Gateway and Village Districts.*

Community Park District

~~This District is designated as a community park that encompasses an undeveloped area adjacent to the DFAS. The topography is gently rolling and significant portions of the designated park are covered in oak woodland. The park is accessible from Gigling Road and is located in the center of the University Planning Area, providing a large park area for CSUMB, University Village residents and the POM Annex residents.~~

Projected Land Uses:

Open Space Land Use. A 50-acre community park is projected.

General Development Character and Design Objectives – See Section 4.3, Recreation and Open Space Element.

Mixed Use Village District

This 50-acre District is planned for residential and public facility uses. This District is part of Parker Flats located in both the City of Seaside and Monterey, which is designated for Planned Development Mixed Use District and Habitat Management land uses, as further described in Section 3.4.2 of the Reuse Plan.

Projected Land Uses:

Residential Land Use. Approximately 46 acres are projected for residential uses at an average density of 8 Du/Ac together with neighborhood parks open space buffers, and pedestrian and bicycle pathways.

Public Facility Land Use. Approximately 4 acres are projected for an existing water tank and public utility purposes.

3.9.3 Residential Planning Area

The Seaside Residential Planning Area contains ~~five~~ six planning districts: 1) New Golf Course Community; 2) Visitor-Serving Hotel and Golf Course; 3) Reconfigured POM Annex Community; 4) Planned Residential Extension; ~~and~~ 5) Community Park; and 6) Veterans Cemetery District.

New Golf Course Community District

Development of the New Golf Course Community District is contingent on the reconfiguration of the existing POM Annex so that the U.S. Army residential enclave is located totally to the east of North-South Road. The new Golf Course Community District will surround the two existing golf courses. The District encompasses the existing 297-unit Sun Bay Apartments and Resort complex on Coe Road and envisions the replacement of the other remaining housing units. The district is designated as SFD Medium Density Residential.



Construction could commence in the early years on the southern portion of this area and extend into the existing POM Annex when the lands are available. It is anticipated that the lands would be sufficient to meet targeted housing needs throughout the 2015 horizon and be completed by the end of this planning period.

Projected Land Uses:

Residential Land Use. The residential land use is projected to total 3,365 DU's within the district. This includes 2,304 units on 461 acres at an average density of 5.0 Du/Ac. In addition, the 297 and additionally planned 64 units at Sun Bay Apartments and Resort are located on approximately 24 acres at an average density of 15 Du/Ac. The Sun Bay Apartments and Resort complex includes a swimming pool, full service health club and child care facilities. Some of the 297 units have been and continue to be used exclusively for transient occupancy of less than 30 days, though the project is permitted to use all or a portion of the units for transient or permanent occupancy.

The Brostrom Park area (currently developed with 220 mobile homes) is projected to be redeveloped. The approximately 70 acre site is projected to hold 700 units at an average of 10 Du/Ac. The District is designated medium density and high density residential. A reallocation of the total number of units not to exceed 3,365 within this district may be desirable in response to market demand.

Retail and Services Land Use. Two, one-acre opportunity sites are projected to provide up to a total of approximately 22,000 sq. ft. of convenience retail and services.

Public Facilities and Schools Land Use. A total of 76 acres are reserved for the three existing schools in this district.

Open Space Uses. Ten acres are reserved for neighborhood parks. (See Section 4.3 Recreation and Open Space element.)

General Development Character and Design Objectives - To achieve the community design vision, the City of Seaside shall implement the following:

1. *Integrate the new residential development around the golf course in a way that optimizes the golf course frontage and views to this significant open space amenity. Consider rerouting the courses into the adjacent residential lands and find opportunities to integrate new residential development within the existing golf course area to improve the integration of the amenity into the new community.*
2. *Provide a development setback and landscaped buffer along the Highway scenic corridor frontage to minimize noise intrusion into the residential neighborhoods and enhance the State Highway 1 Scenic Corridor. Provide for a master landscape plan to reinforce the continuity of the regional landscape using such materials as Monterey cypress and Monterey pines along the scenic highway corridor setback.*
3. *Maintain the continuity of a roadway collector through the district to distribute trips north and south. (See Circulation Framework.)*

4. *Provide retail and business services at strategic gateways to the new community.*

Visitor-Serving Hotels and Golf Course District

This District includes a total of 800 new hotel rooms built in phases to enhance two existing championship level golf courses (36-holes total). The golf courses make this District the strongest market for a resort hotel at the former Fort Ord in the initial years and this is likely to be the first hotel opportunity realized.

Projected Land Uses:

Visitor-Serving Land Use. A total of 375 acres are in this district and the plan projects 350 acres for the golf course and 25 acres for hotel sites.

General Development Character and Design Objectives - To achieve the community design vision, the City of Seaside shall implement the following:

1. *Site the 800 hotel rooms in several buildings to reduce the scale of the project and its visual intrusion into the State Highway 1 Scenic Corridor.*
2. *Establish a maximum building height related to the mature landscape height of the trees in the golf course areas.*
3. *Establish bulk and massing criteria to integrate the structures into the existing topography and landscaped setting so as to minimize grading and tree removal.*

Reconfigured POM Annex District

The Reconfigured POM Annex district includes approximately 1000 existing units on 344 acres in the POM Annex and an additional ~~302~~ 201 acres of surrounding, vacant land that is intended to be developed for housing to replace the POM Annex housing west of General Jim Moore Boulevard.

Projected Land Uses:

Residential Land Use. ~~646~~ 545 acres are included in the district.

Public Facilities and Schools Land Use. A total of 69 acres are reserved for the elementary school and administrative uses for the MPUSD and the adjacent Bachelor Officer Quarters. In addition, lands are reserved within the new POM Annex to accommodate required basewide infrastructure. (See the Public Facilities Plan in Appendix B in the Business and Operations Plan.)

Planned Residential Extension Districts

Three different locations provide an opportunity to directly extend the existing residential fabric of Seaside east onto the former Fort Ord properties. These three locations will be ultimately bounded on the east with a major arterial that will provide access to the future SR 68 alignment planned along the southern perimeter of the former Fort Ord. A significant neighborhood retail center is located in this District serving the existing Seaside community and all of the planned residential neighborhoods on the south side of the former Fort Ord. Additionally, there is a large community park planned to serve this new community.

Projected Land Uses:

Residential Land Use. There are 195 acres designated for residential land use providing up to a projected 1,214 new dwelling units. The locations are all designated as SFD Medium Density Residential.

Retail and Service Land Use. There are 26 acres projected to be in neighborhood retail land use providing up to 283,000 sq. ft.

Open Space Land Use. Seven acres are reserved for a neighborhood park. (See Section 4.3, Recreation and Open Space Element.)

Development and Character Guidelines - To achieve the community design vision, the City of Seaside shall implement the following:

1. *Integrate each of these residential neighborhoods into the existing fabric of the City by providing continuity in residential streets, pedestrian paths and bicycle routes.*
2. *Incorporate the overhead electric power lines ROW into a neighborhood serving open space resource.*
3. *Consider providing centralized equestrian facilities as amenities for the new neighborhoods to take advantage of the trails within the adjacent BLM lands.*
4. *Coordinate the future design of the boundary arterial to provide for convenient trail crossings. (See Section 4.3, Recreation and Open Space Element.)*

Community Park District

The Community Park District is located at the City boundary and will serve the Planned Residential Extension Districts. The park is located to also provide convenient access to the BLM recreation lands for the existing neighborhoods in Seaside. The park will serve as a regional trail head and accommodate equestrian trails and facilities.

Projected Land Uses:

Open Space Land Use. A 25-acre community park is projected to serve existing and new **Seaside community residents.**

General Development Character and Design Objectives - To achieve the community design vision, the City of Seaside shall implement the following:

See Section 4.3, Recreation and Open Space Element

Veterans Cemetery District

This District is approximately 101 acres of a larger approximately 178-acre planned Cemetery property. The other 77 acres of the Cemetery is located within Monterey County. This District is planned for residential, cemetery and habitat protection uses. This District is part of Parker Flats located in both the City of Seaside and Monterey, which is designated for Planned Development Mixed Use District and Habitat Management land uses, as further described in Section 3.4.2 of the Reuse Plan.

The anticipated components of the Veterans Cemetery include, but are not limited to, a Veterans Cemetery, Chapel, Veterans Hall, an Amphitheater, an Endowment Parcel, and a Development area within Habitat Restoration Opportunity. The Veterans Cemetery is expected to be developed in general conformance with Figure 3.9-1(a) of the Reuse Plan. The Endowment Parcel identified in Figure 3.9-1(a) of the Reuse Plan is anticipated to be developed with residential units.

Projected Land Uses:

Residential Land Use. Approximately 30 acres are projected for residential uses at an average density of 8 Du/Ac together with neighborhood parks open space buffers, and pedestrian and bicycle pathways.

Cemetery Use. Approximately 40.5 acres are projected for an Veterans Cemetery and ancillary uses such as a Chapel, Veteran's Hall, Amphitheater roads and Parking.

Habitat Protection. Approximately 30.5 acres are project for Habitat Management. This 30.5-acre area is being preserved as mitigation land for the development of the Veterans Cemetery.

3.10 County of Monterey Planning Areas and Districts

The Monterey County Planning Area contains seven areas: 1) Fort Ord Dunes State Park; 2) Reservation Road Planning Area; 3) Eucalyptus Road Planning Area; 4) South Gate Planning Area; 5) York Road Planning Area; and 6) BLM Habitat Management/Regional Recreation Area and a recreation and habitat protection area. See Figure 3.10-1 which illustrates the Planning Areas for the County and the subdivision into the various Districts. The land reserves and project development capacity for each District is summarized in Table 3.10-1, Monterey County Land Development Intensity Summary.

3.10.1 Fort Ord Dunes State Park Planning Area



Fort Ord Dunes State Park

The California DPR has prepared the Fort Ord Dunes State Park Preliminary General Plan, as required by state law, for the coastal lands west of State Highway 1. The State is a responsible agency for habitat management and restoration of sensitive coastal environments under the HMP. The DPR is also planning for visitor-serving uses in the coastal area including hiking, camping, day use activities, and resort accommodations. The State Park will also include base-wide infrastructure facilities. The Fort Ord Dunes State Park Preliminary General Plan is incorporated herein by reference.

The original Table 3.10-1 immediately follows.

**Table 3.10-1
Monterey County
Land Development Intensity Summary Table**

The "Land Use Capacity" is a projected development yield based on anticipated market absorption, land characteristics, and community vision. The capacities indicated are intended to provide a general guide to assist in land resource management and infrastructure commitments and financing. The precise mix of uses is expected to vary in response to market conditions and FORA actions. The aggregate totals provide a "not-to-exceed envelope" of development within the former Fort Ord.

PLANNING AREAS AND DISTRICTS	PLANNED LAND USE & INTENSITY			LAND AREA and RESERVES (in acres)						PROJECTED DEVELOPMENT CAPACITY			
	Gross (acres)	Development Intensity	Land Use	ROW	Park & O.S. Reserve	Hab. Mgt. Reserve	Pub. Fac./ ML Enclave	Schools	Golf Courses	Net Area	Acreage by land use	Projected Yield	Units
FORT ORD DUNES STATE PARK	1014	N/A	OS/Rec.	13	803		23			175	59 acres visitor serving	40 rooms	N/A
RESERVATION ROAD PLANNING AREA													
UCMBEST Center	319	0.35 FAR	MX	12			10			272	30 acres O/R&D (polygon 9b)	459,666 SF	0.35 FAR
Univ. California Habitat Reserve	186	N/A	Habitat Mg.	19		167				0	272 acres O/R&D (polygon 7a)	3,172,374 SF	0.27 FAR
East Garrison District	751	20 FAR	MX	25		551		75		100	30 acres habitat mgmt.	0	N/A
Youth Camp District	125	N/A	Public Fac./ Instit'l							0	25 acres BP/LL	609,848 SF	20 FAR
County Habitat Management District	400	N/A	Habitat Mg.	25		374				0	25 acres spec. retail	54,463 SF	25 FAR
										0	125 acres youth camp	0	
										0	375 acres habitat mgmt.	0	N/A
EUCALYPTUS ROAD PLANNING AREA													
University Corporate Center	353	0.25 FAR	Office/R&D	60			84			209	209 acres office/R&D	1,368,673 SF	15 FAR
Residential/Recreational District	946	0.25 FAR	SFD-low	23	200			9	179	536	1 acre convenience retail	10,938 SF	25 FAR
		1 - 5 DU's/acre									520 acres housing & 200 acres of open space reserve	3,184 DU's	4.4 DU's/acre
											15 acres hotel	300 rooms	N/A
SOUTH GATE PLANNING AREA													
Visitor Serving Hotel & Golf Course District	195	25 FAR	Visitor Serving	26					149	20	5 acres convenience retail	30,000 SF	14 FAR
Office Park R&D District	50	25 FAR	Office/R&D	3						48	15 acres hotel	300 rooms	N/A
Augmentation of Regional Park	29	N/A	OS/Rec.	7	22					0	48 acres O/R&D	415,123 SF	20 FAR
											22 acres - Frag Pond	0	N/A
YORK ROAD PLANNING AREA													
Office Park/R&D District	189	25 FAR	O/R&D	9						180	147 acres O/R&D	413,000 SF	06 FAR
Community Park on ROW	25	N/A	OS/Rec.		25					0	25 acres community park	0	N/A
Monterey Corporation Yard	33	N/A	Public Fac./ Instit'l			33				0	33 acre public facility	0	N/A
BLM HABITAT MANAGEMENT/REGIONAL RECREATION AREA													
BLM Lands	15119	N/A	Habitat Mg.	61		15,058				0	15,058 acres habitat mgmt.	0	N/A
POST District	39	N/A	Public Fac./ Instit'l				39			0	39 acres Public Facility	0	N/A
Augmentation of York School	67	N/A	OS/Rec.		67					0	67 acres Environ'l Education	0	N/A
Augmentation of Laguna Seca Regional Park	592	N/A	OS/Rec.		592					0	592 acres Regional Rec'n	0	N/A
UNIVERSITY PLANNING AREA													
CSDMR (County)	806	5 - 10 DU's/acre	Public Fac./ Instit'l	53	36	32		190		496	496 acres univ. housing	3,093 DU's	6.2 units/acre
County Recreation/Habitat	340	0.25 FAR	Habitat Mg.	56	141	142				1	1 acre convenience retail	10,938 SF	0.25 FAR
County Recreation	88	N/A	OS/Rec.	17	70					1	1 acre convenience retail	10,938 SF	0.25 FAR
TOTALS	21,668			409	1,956	16,324	314	274	328	2,063		6,277 DU's	
												6,776,852 SF	
												640 Rooms	

The amended Table 3.10-1 immediately follows.

Table 3.10-1
MONTEREY COUNTY
Land Development Intensity Summary Table
The "Land use Capacity" is a projected development yield based on anticipated market absorption, land characteristics, and community vision. The capacities indicated are intended to provide a general guide to assist in land resource management and infrastructure commitments and financing. The precise mix of uses is expected to vary in response to market conditions and FORA actions. The aggregate totals provide a "not-to-exceed envelope" of development within the former Fort Ord.

PLANNING AREAS AND DISTRICTS	PLANNED LAND USE & INTENSITY			LAND AREA and RESERVES						PROJECTED DEVELOPMENT CAPACITY				
	Gross (acres)	Development Intensity	Land Use	ROW (acres)	Park & O.S. Reserve	Hab. Mgt. Reserve	Pub. Fac./ Mtl. Enclave	Schools	Golf Courses	Net (acres)	Acres by land use	Projected Yield	Units	Net Intensity
FORT ORD DUNES PARK	1014	N/A	OS/Rec.	13	803		23			175	59 acres visitor serving	40	rooms	N/A
RESERVATION ROAD PLANNING AREA														
UCM/Best Center	319	0.35 FAR 0.30 FAR	MX	12			10			272	30 acres O/R&D (polygon 9b) 272 acres O/R&D (polygon 7a)	459,667 SF 3,172,372 SF		0.35 FAR 0.27 FAR
Univ. Calif. Habitat Reserve	186	N/A	Habitat Mgt.	19		167				0	167 acre habitat mgt.	0		N/A
East Garrison District	751	.20 FAR .25 FAR .25 FAR	MX	25		551		75		100	70 acres BP/LI	609,840 SF 217,800 SF 54,461 SF		.20 FAR .25 FAR .25 FAR
Youth Camp District	125	N/A	Public Fac./Instl					125		0	125 acres youth camp	0		
County Habitat Management District	400	N/A	Public Fac./Instl	26		374				0	376 acres habitat mgt.	0		N/A
EUCALYPTUS ROAD PLANNING AREA														
Habitat Management and Education District	690	0.25 FAR	Office/R&D			445	245			0	Habitat and Education	50,000 SF		15 FAR
Mixed Use Village District	541.5	0.25 FAR 8-20 DU's/acre	MX	23			132.5			386	office, commercial, entertainment 520 acres housing & 200 acres of open space reserve 15 acres hotel	850,000 SF 825 DU's 675 rooms		.25 FAR 4.4 DU's/acre N/A
SOUTH GATE PLANNING AREA														
Visitor Serving Hotel & Golf Course District	195	.25 FAR	Visitor Serving	26					149	20	5 acres convenience retail 15 acres hotel	30,000 SF 300 rooms		.14 FAR N/A
Office Park R&D District	50	.25 FAR	Office/R&D	3						48	48 acres O/R&D	415,127 SF		.20 FAR
Augmentation of Regional Park	29	N/A	OS/Rec.	7	22					0	22 acres - Frog Pond	0		N/A
YORK ROAD PLANNING AREA														
Office Park/R&D District	189	.25 FAR	O/R&D	9						180	147 acres O/R&D	413,000 SF		.06 FAR
Community Park on ROW	25	N/A	OS/Rec.		25					0	25 acres community park	0		N/A
Monterey Corporation Yard	33	N/A	Public Fac./Instl				33			0	33 acre public facility	0		N/A
BLM HABITAT MANAGEMENT/REGIONAL RECREATION AREA														
BLM Lands	15,119	N/A	Habitat Mgt.	61		15,058				0	15,058 acres habitat mgt.	0		N/A
POST District	39	N/A	Public Fac./Instl				39			0	39 acres public facility	0		N/A
Augmentation of York School	67	N/A	OS/Rec.		67					0	67 acres Environ'l Ed.	0		N/A
Augmentation of Laguna Seca Regional Park	592	N/A	OS/Rec.		592					0	592 acres Regional Rec'n	0		N/A
UNIVERSITY PLANNING AREA														
CSUMB (County)	806	5-10 DU's/acre	Public Fac./Instl	53	36	32		190		496	496 acres univ. housing	3,093 DU's		62 units/acre
County Recreation/Habitat	340	0.25 FAR	Habitat Mgt.	56	141	142				1	1 acre convenience retail	10,980 SF		0.25 FAR
County Recreation	88	N/A	OS/Rec.	17	70					1	1 acre convenience retail	10,980 SF		0.25 FAR
TOTALS	21,668			350	1756	16769	607.5	265	149	1679		3,918 DU's 6,294,227 SF 1015 Rooms		

*Figures to be updated based on the latest Fort Ord totals are highlighted in yellow.

Projected Land Uses:

Open Space Land Use. 803 acres are reserved for park and open space which will be managed for habitat restoration and limited visitor-serving activities.

Visitor-Serving Land Use. 59 acres are reserved for use as a limited service resort facility accommodating 40 rooms.

Public Facilities Land Use. 23 acres are reserved for use to accommodate a future desalination plant.

General Development Character and Design Objectives - To achieve the community design vision, the California DPR shall implement the following:

1. Enhance the visual character of the State Highway 1 Scenic Corridor with detailed siting, grading and design plans and landscaping programs that minimize the visual intrusion of buildings and large paved areas for overnight RV vehicles and campground parking.
2. Work with the City of Marina to incorporate a visitor center and gateway function into the 8th street Visitor/Cultural Center within Marina's Town Center Planning Area. Establish the 8th Street bridge as a major access point to the state park.
3. Manage the traffic impacts of the potential queuing of RV vehicles arriving at the Main Gate Intersection.

3.10.2 CSUMB/Recreational Planning Area

The CSUMB/Recreational Planning Area is located in a central position that will dramatically affect the potential surrounding development. It consists of three major resources: 1) the lands conveyed or subject to future public benefit conveyance to CSUMB; 2) the former land fill site; and 3) the planned Marina community park that is composed of two areas north and south of Intergarrison Road and is subject to a public benefit conveyance request.



CSUMB/Recreational Planning Area

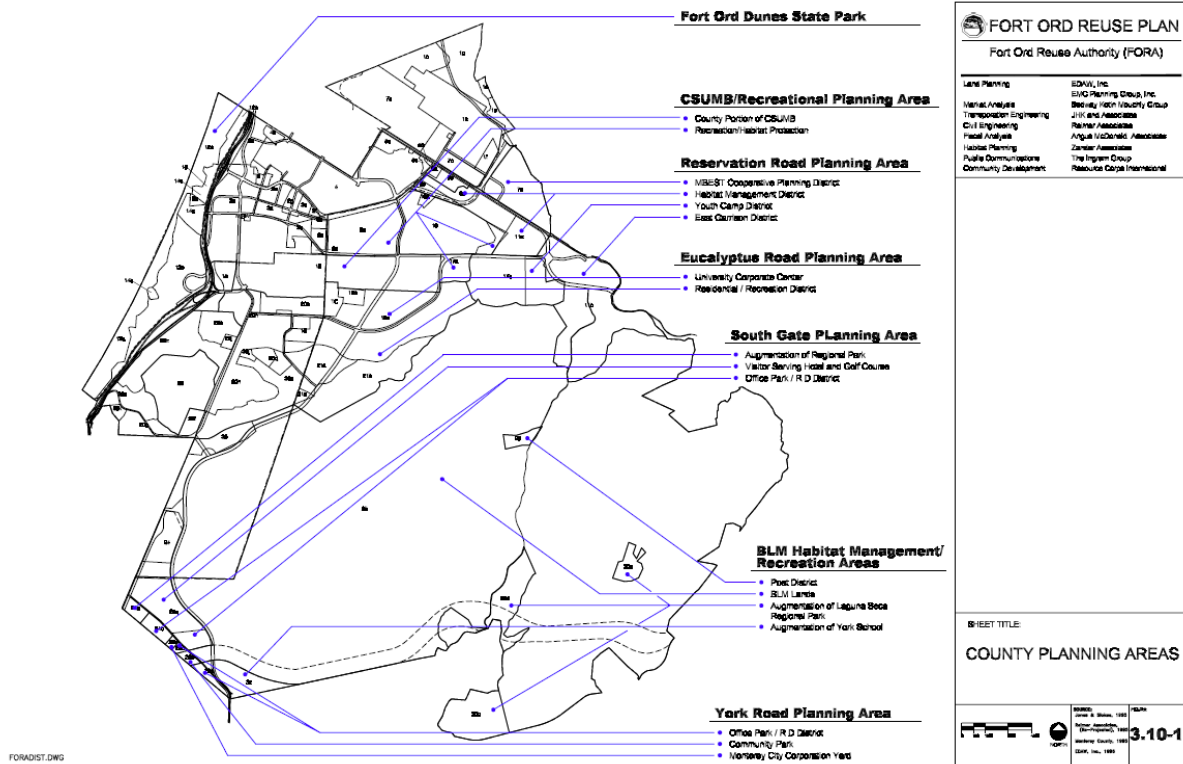
CSUMB Planning District

The County portion of the CSUMB lands totals approximately 806 acres and is comprised of the existing residential area and a reserve area for future development needs of the campus. The existing housing area is designated Medium Density residential and is identified as an opportunity site for residential infill. The development reserve for the campus extends from the Seaside City limits to the extension of Gigling Road at the east. A portion of these lands is also identified as a residential infill opportunity.

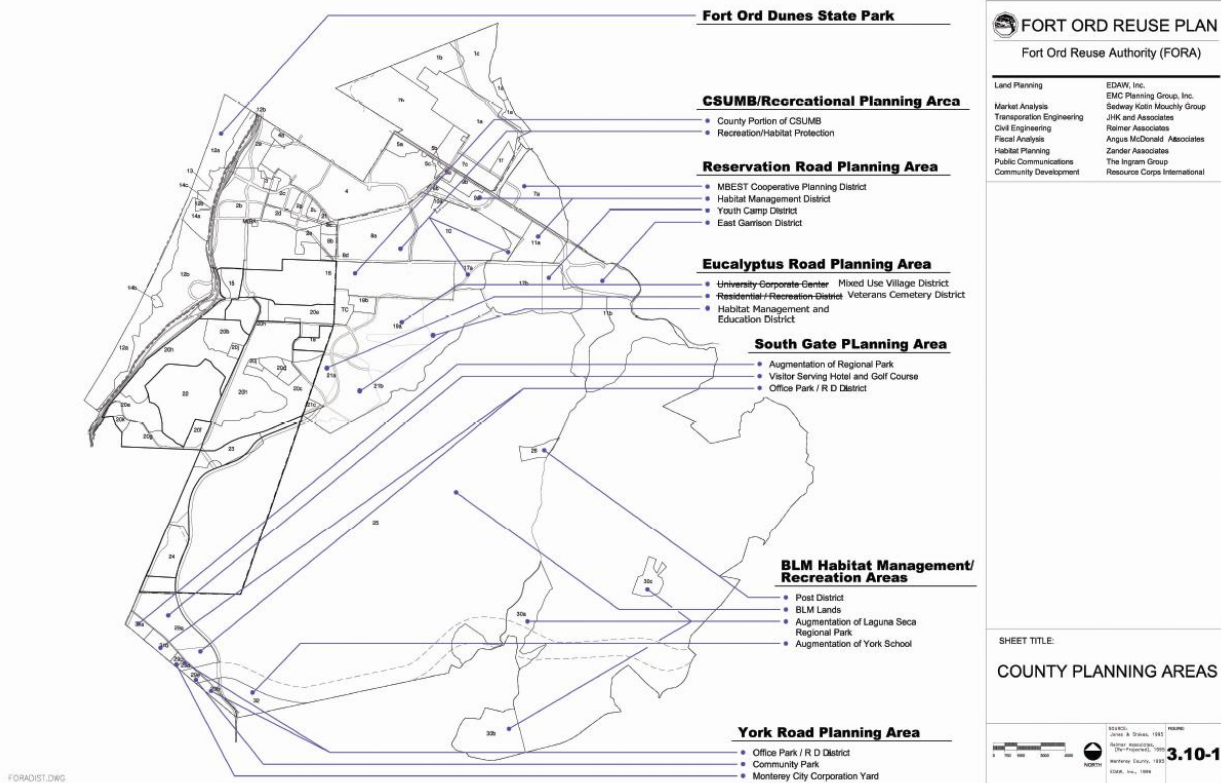
Figure 3.10-1, County Planning Areas

The original Figure 3.10-1 immediately follows.

This figure can be found within the "Maps" section off the homepage of the FORA CD-ROM Application.



The amended Figure 3.10-1 immediately follows.



Projected Land Uses:

Schools/University Land Use. All 806 acres of the County portion of CSUMB lands are reserved for academic, administrative, and support uses including residential uses. A 13-acre site (Polygon 10a) has been conveyed to the MPUSD for a future elementary school.

Residential Land Use. Two portions of the CSUMB lands are designated for specific residential land uses at a development intensity of 5 to 10 Du/Ac:

- The eastern end of the main campus (Polygon 16) is 140 acres and designated as a Residential Infill Opportunity that will provide approximately 1,120 units reserving 20% of the gross area for open space.

- The area north of Intergarrison (Polygon 10) is 425 acres and is currently developed with 1,253 units. This area is designated as a Residential Infill Opportunity that will provide approximately 720 units, reserving 20% of the gross area for open space.
- The projected total residential development is approximately 3,100 units.

Open Space Land Use. Thirty-six acres are reserved for park and recreational uses and 32 acres are reserved for habitat management.

General Development Character and Design Objectives - To achieve the community design vision, CSUMB shall implement the following:

1. *Integrate the Intergarrison Road corridor into the campus as a major recreational trail.*
2. *Treat the Intergarrison/Gigling intersection as a major gateway to the campus.*

Monterey County Recreational/Habitat District

This District is comprised of two areas. The larger, approximately 340 acres, is the former land fill site. The smaller, approximately 88 acres, stretches both north and south of Intergarrison Road. Both of these areas are reserved for a combination of habitat protection and recreational uses.

Projected Land Uses for the Former Land Fill:

Open Space/Recreation Land Use. About 141 acres are reserved for park and open space at the former landfill site. This represents the area included in the planned land fill cap. Region-serving recreation facilities, such as an amphitheater, are appropriate at this location.

Habitat Protection. About 142 acres are reserved for habitat management, including non-invasive and controlled passive uses such as hiking and equestrian trails.

Opportunity Sites. The land fill cap provides an opportunity to locate a range of commercial recreational uses, including a golf course, a region-serving equestrian center and a convenience retail center for up to 10,980 sq. ft. Approximately 50 acres located at the southwest corner of the former landfill site, adjacent to the Marina City limits and Inter-Garrison Road is ~~suitable for office/R&D development by the University of California~~ designated for Open Space/Recreation uses.

Projected Land Uses for the City of Marina Community Park:

Open Space/Recreation Land Use. Open Space/Recreation Land Use. A total of 70 acres are reserved for active recreational use ~~on portions both north and~~ south of Intergarrison Road. The facilities will be incorporated into the existing oak woodland and chaparral landscape. The realignment of the Future Eastside Parkway, as shown on Figure 3.5-1 of the Reuse Plan, through this 70-acre area is expressly permitted.

Habitat Protection. A total of 18 acres are reserved for protected habitat management.

Opportunity Sites. The portion south of Intergarrison Road is designated as an opportunity site for an equestrian center and a convenience retail center for up to 10,980 sq. ft.

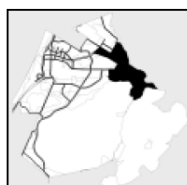
General Development Character and Design Objectives - See Section 3.4, Recreation and Open Space Element.

3.10.3 Reservation Road Planning Area

This area extends along Reservation Road and includes five districts: 1) UC MBEST Center Cooperative Planning District; 2) UC Habitat Management District; 3) East Garrison District; 4) Youth Camp District; and 5) County Habitat Management District.

UC MBEST Center Cooperative Planning District

The County portion of the UC MBEST Center Cooperative Planning District includes two major sites. The larger site is approximately 272 acres and is located at the bluff top above the Salinas Valley. The second site is located south of Reservation Road and includes a development area of approximately 30 acres and a habitat management area of 167 acres.



Reservation Road Planning Area

Projected Land Uses:

Planned Development Mixed Use. Two separate parcels are projected for use as planned development mixed use activities: 272 acres supporting approximately 3.2 million sq. ft.; and 30 acres supporting approximately 460,000 sq. ft.

Visitor Serving Land Use. An alternate location for a 150 room hotel/conference center.

General Development Character and Design Objectives - To achieve the community design vision in the County, UC MBEST Center shall implement the following:

1. *Enhance the visual identity and imagery for UCMBEST as viewed from the major circulation corridors, including Reservation Road and Blanco Road.*
2. *Establish a maximum building height related to an identified mature landscape height to retain the visual line of the bluffs as viewed from the Scenic State Highway 1 Corridor.*
3. *Maintain a minimum setback from the top of the bluff above the valley to retain the native vegetation and provide for a continuous bluff top trail.*
4. *Provide primary access from Reservation Road to promote the role of this arterial as a distribution link in the network.*
5. *Provide for a direct connection to Blanco Road for this district to reduce traffic impacts on Reservation Road.*
6. *Provide development standards for the interface with the NRS lands to protect the habitat resources.*

University of California Habitat Reserve District

The UCNRS will manage the Habitat for educational purposes in the District. (See Section 4.4 Conservation Element.)

Projected Land Uses:

Habitat Management Land Use. 167 acres are projected for habitat management.

East Garrison District

The East Garrison District area is designated as a "Planned Development Mixed Use District." The District is a total of approximately 751 acres. The HMP, however, limits development at the East Garrison to 200 acres. The remaining lands will be reserved in habitat management.

The Reuse Plan provides for a range of uses to accommodate competing visions for the development of this District.

Projected Land Use as a Mixed Use Urban Village and Employment Center

A development concept under evaluation by the County envisions a mixed-use development that utilizes the historic East Garrison as a focal point for an Urban Village. The program elements include:

East Garrison Village

1. *An Arts District with live/work studios, gardens and galleries incorporated into the historic structures.*
2. *A new Residential neighborhood with convenience retail and services built within the historic district to augment the live/work resources.*
3. *A Monterey County Agricultural Showcase located adjacent to the historic parade grounds and overlooking the Salinas Valley. The Showcase could feature a culinary academy, specialized restaurants, micro-brewery, specialty food and wine facilities, etc.*
4. *Shared Open Space Features within the Village include the "Village Green" and common meeting room in the historic chapel, agricultural demonstration gardens, common exhibition space for the arts community, and neighborhood recreation facilities.*

Employment Center

1. *Office/R&D Land Use. Approximately 32 acres would be located at a site adjacent to the UC MBEST Center.*
2. *Business Park/Light Industrial Land Use. Approximately 37 acres would be located in the disturbed lands west of the historic parade ground.*

Conservation Area

1. *Visitor-Serving Land Use. A 150-room "spa" hotel on ten acres and a winery annex located on 33 acres at the former Ammunition Supply Post (ASP).*
2. *Habitat Management Land Use. The approximately 550 acres not incorporated into the development plan would be protected habitat as provided for the HMP.*

Projected Land Use as the POST Facility

Monterey Peninsula College District has submitted a public benefit conveyance request for reuse of the East Garrison as a Police Officer Safety Training Center (POST). This request has been approved by the Department of Education. If granted, it would allow MPC to continue the POST-related training activities which it has been conducting at East Garrison for California State Parks personnel and others for some years.

There is a conflict between this PBC and a portion of the Youth Camp PBC in the adjacent Polygon 17b.

The POST Center would utilize the existing facilities on the approximately 200 acres of lands that have been previously developed. The activities and programs envisioned make use of the substantial investment in training facilities.

Historic Parade Ground District

1. *Model Township.* Scenario training would be provided for: crime scene investigation; response to crimes in progress; high risk traffic stops; accident investigation/reconstruction; and city street defensive driving.
2. *Parade Ground Activities.* Activities would accommodate: State Parks Encampments, physical training, and a grenade (gas) practice area.
3. *Existing Facilities.* The chapel would be used as a lecture facility; the former jails would be used in the corrections curriculum; and the existing chemical (gas) training building, K-9 building, battle simulation center, range office, and rappelling tower could support training activities.

Outside the Historic Parade Ground District

1. *Emergency Vehicle Operations.* An operations course would be conducted on the large, open paved portions west of the historic district.
2. *Leadership Reaction Course and skills/team building course.* Activities conducted at existing facilities south of West Gate Road.
3. *Practice Ranges.* The sheriff 's pistol range and the small arms firing range would be retained and used in the training programs.

Reuse Plan Program Assumptions

The Reuse Plan incorporates a program that combines elements of both programs. This permits a realistic staging of development that can be used in the 2015 scenario on which the Business and Operations Plan is based.

The ultimate development program incorporated into the analyses assumes that the POST Center is operating but on a reduced footprint limited to the activities within the parade ground historic district. The eliminated program elements include the firing ranges and the emergency vehicle operations.

A complementary employment center program is incorporated into the lands outside the parade ground historic district.

Reuse Plan Projected Land Uses:

Business Park/Light Industrial Land Use. About 70 acres are projected for Business Park and Light Industry accommodating approximately 610,000 sq. ft. on the disturbed lands west of the parade ground.

Office/R&D Land Use. Twenty-five acres are projected to accommodate up to 217,000 sq. ft. of office land use adjacent to the UC MBEST Center.

Retail and Services Land Use. A five-acre site is projected for a specialty retail center accommodating up to a total of approximately 54,000 sq. ft..

Open Space Land Use. Approximately 551 acres have been reserved for habitat management.

Public Facilities Land Use. Approximately 75 acres are reserved for the POST Center, under the direction of the Monterey Peninsula Community College District.

General Development Character and Design Objectives - Objectives will be defined when the development program for this district is determined.

County Habitat Management District

The County portion for habitat management in this area is under provisions of the HMP. (See Section 4.4, Conservation Element.)

Projected Land Uses:

Open Space Land Use. Approximately 374 acres are reserved for habitat management in various locations in this District.

General Development Character and Design Objectives - To achieve the community design vision, the County shall implement the following:

See Section 4.3, Recreation and Open Space Element and Section 4.4.3, Conservation Element.

Youth Camp District

The Youth Camp District located along the southern side of Intergarrison Road between the East Garrison and a major open space bridge between the BLM lands and the UC MBEST NRS lands. A public benefit conveyance request has been made for the District by the County to establish a youth camp. Operation of the camp may be contracted to an outside agency or managed by a county social service agency.

Projected Land Uses:

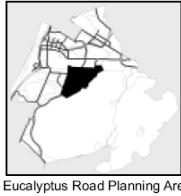
Public Facilities Land Use. Approximately 125 acres are projected for use in as a public recreational facility for youth.

General Development Character and Design Objectives - To achieve the community design vision, the County shall implement the following:

See Section 4.3, Recreation and Open Space Element and Section 4.4.3, Conservation Element.

3.10.4 Eucalyptus Road Planning Area

The Eucalyptus Road Planning Area is predominately undeveloped and served by substandard roadways. The west end area includes facilities retained in the Military Enclave and a Public Benefit Conveyance request by the Monterey Salinas Transit District. It includes ~~two~~ three Districts: 1) the ~~University Corporate Center District~~ Mixed Use Village District; ~~and~~ 2) the ~~Residential/Recreation Center District~~ Habitat Management and Education District; and 3) the Veterans Cemetery District.



University Corporate Center District

~~This area includes the University Corporate Center located along the extension of Gigling Road. This area is located outside of the core infrastructure area.~~

~~However, it is directly adjacent to the planned Salinas Transit Center and U.S. Army Motor Pool and located along the Gigling Road extension that is expected to be provided in the earlier stages of development. Because of the regional roadway improvements, this location will be on the corridor that connects the Main Gate interchange and the Davis Street connection to Salinas.~~

Projected Land Uses:

~~**Business Park/Light Industrial Land Use.** The University Corporate Center will occupy approximately 209 acres and accommodate approximately 1.37 million sq. ft. of Business Park/Light Industrial Land Use.~~

~~**Public Facilities Land Use.** Approximately 84 acres are reserved for the Monterey/Salinas Transit Center and for use by the U.S. Army for various uses, including the U.S. Army motor pool.~~

~~**General Development Character and Design Objectives** To achieve the community design vision, the County shall implement the following:~~

- ~~1. Establish site planning, bulk, and massing criteria to integrate development into the existing topography and natural habitat so as to minimize grading and oak tree removal (see Section 4.4.3 Conservation Element.)~~
- ~~2. Coordinate development within this district with the preparation of a specific plan or other planned development mechanism to achieve the potential integrated design that can integrate the commercial development with the adjacent CSUMB campus, Monterey/Salinas Transit Center and U.S. Army motor pool.~~

Residential/Recreation Center District

~~This District is designated to include a significant new residential area at the perimeter of the BLM lands and to link the POM Annex residential district in Seaside with the CSUMB housing areas north of Intergarrison Road. This district is designated as SFD Low Density Residential in order to provide the flexibility to retain portions of the significant oak woodland community. A focal point of this community could be a golf course and visitor-serving hotel.~~

Projected Land Uses:

~~**Residential Land Use.** This area will accommodate various density of residential land use in a total area of approximately 520 acres and accommodating approximately 3,184 dwelling units.~~

~~**Retail and Services Land Use.** A one-acre site is projected for convenience retail and services accommodating approximately 11,000 sq. ft.~~

~~**Visitor-Serving Land Use.** A 300-room hotel is projected with an 18-hole golf course on a total of approximately 194 acres.~~

~~**General Development Character and Design Objectives** To achieve the community design vision, the County shall implement the following:~~

- ~~1. Establish site planning criteria to integrate development into the existing topography and natural habitat so as to minimize grading and oak tree removal (see Section 4.4.3 Conservation Element.)~~
- ~~2. Coordinate development within this district with the preparation of a specific plan or other planned development mechanism to achieve the potential integrated design that can integrate the residential development with the potential golf course and hotel operations.~~
- ~~3. Coordinate the design and character of a perimeter regional trail to provide an effective boundary between the residential development and adjacent BLM protected habitat (see Section 4.3 Recreation and Open Space Element, Section 4.4.3 Conservation Element, and Section 4.6.2 Safety Element.)~~
- ~~4. Consider providing centralized equestrian facilities as amenities for the new neighborhoods to take advantage of the trails within the adjacent BLM lands.~~

Mixed Use Village District

~~This District is planned for residential, recreational, office and commercial, public facility and community road uses. This District is part of Parker Flats located in both the City of Seaside and Monterey, which is designated for Planned Development Mixed Use District and Habitat Management land uses, as further described in Section 3.4.2 of the Reuse Plan.~~

Projected Land Uses:

Residential Land Use. Approximately 60 acres are projected for residential uses at an average density of 8 Du/Ac together with neighborhood parks open space buffers, and pedestrian and bicycle pathways. An approximately 23 acres is project for mixed use / residential uses at an average residential density of 20 Du/Ac.

Recreational Uses. Approximately 250 acres are projected for recreational uses including but not limited to trails and staging areas, equestrian centers, a thoroughbred racing facility, a sports arena and affordable workforce lodging units.

Office and Commercial Use. Approximately 51 acres are projected for commercial uses, including but not limited to hotels, restaurants, retail, office, tennis and swim clubs, and cultural uses.

Public Facilities Use. Approximately 15 acres are projected for public facility uses such as a Public Corporation Yard and Fire Station.

Community Road. Approximately 23 acres are projected for public right-of-way.

Habitat Management and Education District

This District includes a significant amount of habitat preservation adjacent to the Fort Ord National Monument and functions as oak tree and habitat mitigation for the development in the Eucalyptus Road Planning Area and East Garrison District. This District is part of Parker Flats located in both the City of Seaside and Monterey, which is designated for Planned Development Mixed Use District and Habitat Management land uses, as further described in Section 3.4.2 of the Reuse Plan.

Projected Land Uses:

Educational Land Use. Approximately 227 acres is project for the development of Monterey Peninsula College’s public safety training center and EVOG facility.

Habitat Protection. Approximately 445 acres are project for Habitat Management south of the Cemetery.

Veterans Cemetery District

This District is part of a larger approximately 178-acre planned Cemetery property. This District is planned for cemetery and habitat protection uses. This District is part of Parker Flats located in both the City of Seaside and Monterey, which is designated for Planned Development Mixed Use District and Habitat Management land uses, as further described in Section 3.4.2 of the Reuse Plan.

The anticipated components of the Veterans Cemetery include, but are not limited to, a Veterans Cemetery, Chapel, Veterans Hall, an Amphitheater, an Endowment Parcel, and a Development area within Habitat Restoration Opportunity. The Veterans Cemetery is expected to be developed in general conformance with Figure 3.9-1(a) of the Reuse Plan. The Endowment Parcel identified in Figure 3.9-1(a) of the Reuse Plan is anticipated to be developed with residential units.

Projected Land Uses:

Cemetery Use. Approximately 49.5 acres are projected for a Veterans Cemetery and ancillary uses such as a Chapel, Veterans Hall, Amphitheater roads and parking.

Habitat Protection. Approximately 15.5 acres are project for Habitat Management south of the Cemetery. This 15.5- acre area is being preserved as mitigation land for the development of the Veterans Cemetery.

3.10.5 South Gate Planning Area

This District includes an Office Park/R&D District surrounding the planned visitor-serving hotel and golf course development. The combination of uses anticipates strong synergy between them. The area is located outside of the core infrastructure area but has been identified as a development “opportunity site.”



South Gate Planning Area

The South Gate Planning Area contains three districts: 1) Visitor-Serving Hotel and Golf Course, 2) Office Park and R&D, and 3) Augmentation of the Frog Pond area at the Monterey Peninsula Regional Park District.

Visitor Serving Hotel and Golf Course District

This District includes a 300-room hotel and golf course. This hotel will provide a focal point for an adjacent office/R&D park.

Projected Land Uses:

Visitor-Serving/Commercial Recreation Land Use. Approximately 164 acres are projected for the 300-room hotel and golf course.

Retail and Services. Five acres are projected for convenience retail shopping with up to 30,000 sq. ft. of space.

General Development Character and Design Objectives - To achieve the community design vision, the County shall implement the following:

1. *Establish site planning , bulk, and massing criteria to integrate development into the existing topography and natural habitat so as to minimize grading and habitat impacts.*
2. *Establish a maximum building height related to an identified mature landscape height to retain a compatible relationship with the regional landscape character and to not significantly impact the view from scenic Highway 68.*
3. *Coordinate development within this district with the preparation of a specific plan or other planned development mechanism to achieve the potential integrated design that can integrate the commercial development with the golf course and hotel operations.*
4. *Utilize the irrigated golf course landscape to provide an effective boundary between the commercial development and adjacent BLM protected habitat (See Section 4.4.3, Conservation Element and Section 4.6.2, Safety Element.)*

Office Park/R&D District

An office park and research and development district is compatible with the type of existing development along State Highway 68, providing a garden-type office complex.

Projected Land Uses:

Office/R&D Land Use. Forty-eight acres are projected for this use and will accommodate 415,000 sq. ft. of office park and R&D land uses.

General Development Character and Design Objectives - To achieve the community design vision, the County shall implement the following:

1. *Establish site planning, bulk, and massing criteria to integrate development into the existing topography and natural habitat so as to minimize grading and habitat impacts.*
2. *Establish a maximum building height related to an identified mature landscape height to retain a compatible relationship with the regional landscape character and to not significantly impact the view from scenic Highway 68.*
3. *Establish a development setback buffer at the former Fort Ord boundary to minimize impacts on the adjacent lands.*
4. *Coordinate development within this district with the preparation of a specific plan or other planned development mechanism to achieve the potential integrated design that can integrate the commercial development with the adjacent golf course and hotel operations.*

Augmentation of Regional Park District

The area includes the “Frog Pond” which is in open space protection under the Monterey Peninsula Regional Park District.

Projected Land Uses:

Open Space Land Use. 15 acres are projected for this park use and habitat protection.

General Development Character and Design Objectives - To achieve the community design vision, the County shall implement the following:

See Section 4.4.3, Conservation Element.

3.10.6 York Road Planning Area

This is an area that includes an Office Park/R&D District that is an extension of the existing Ryan Ranch development. The area will benefit from the development of a hotel and golf course nearby but is located outside of the core infrastructure area. It is not expected to be developed before the Ryan Ranch is closer to “build-out.”



York Road Planning Area

Office Park/R&D District

This District is a further extension of the Ryan Ranch development, continuing its garden office park style.

Projected Land Uses:

Office Park/R&D Land Use. This land use area, consisting of polygons 29b and 29d, is approximately 147 acres and will accommodate up to 413,000 sq. ft. of office and/or research and development uses.

General Development Character and Design Objectives - To achieve the community design vision, the local governing jurisdiction shall implement the following:

1. *Establish site planning, bulk, and massing criteria to integrate development into the existing topography and natural habitat so as to minimize grading and habitat impacts.*
2. *Establish a maximum building height related to an identified mature landscape height to retain a compatible relationship with the regional landscape character and to not significantly impact the view from scenic Highway 68.*
3. *Coordinate development within this district with the preparation of a specific plan or other planned development mechanism to achieve the potential integrated design that can integrate the commercial development with the adjacent commercial development outside the former Fort Ord boundaries.*
4. *The City of Monterey's Ryan Ranch development and design standards shall be integral to future development within the York Road Planning Area.*
5. *The Section of 8-mile Gate Road between York Road and South Boundary Road shall be constructed in the York Road Planning Area.*
6. *An 80-foot wide floating easement shall be provided connecting Ryan Ranch Road to South Boundary Road and Upper Ragsdale Drive to South Boundary Road in the York Road Planning Area.*

Community Park District

The site, consisting of polygon 29e, is reserved as a community park and open space set-aside area and may eventually be used for construction of the State Highway 68 By-Pass corridor.

Projected Land Uses:

Open Space Land Use. A 25-acre park along the State Highway 68 corridor will be set aside for community use. The State Highway 68 By-Pass may later replace this park, with the park to be relocated at another site.

Monterey City Corporation Yard District

The City of Monterey will utilize this undeveloped site, consisting of polygon 29c, for future corporation yard activities near State Highway 68 as part of its Public Benefit Conveyance Request.

Projected Land Uses:

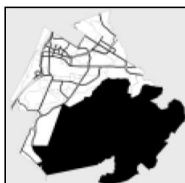
Public Facilities Land Use. This 33-acre site is projected for public facilities use as a future corporation yard.

General Development Character and Design Objectives - To achieve the community design vision, the County shall implement the following:

1. *Establish site planning, bulk, and massing criteria to integrate development into the existing topography and natural habitat so as to minimize grading and habitat impacts.*
2. *Establish a maximum building height related to an identified mature landscape height to retain a compatible relationship with the regional landscape character.*

Bureau of Land Management/Recreation Area

This is the largest land mass of the former Fort Ord Military base which is being set aside under one land use for habitat conservation and protection. The area will support a variety of passive recreational activities in addition to its primary mission of protection and restoration of sensitive plant and animal species.



BLM Habitat Management/ Recreation Areas

Projected Land Uses:

Open Space/Habitat Management Land Use. About 15,058 acres of the former Fort Ord are being set-aside for habitat conservation and protection and passive recreational activities.

General Development Character and Design Objectives - To achieve the community design vision, the County shall implement the following:

See Section 4.3, Recreation and Open Space Element and Section 4.4.3, Conservation Element.

POST District

The POST District for police officer training under the Monterey Peninsula Community College direction.

Projected Land Uses:

Public Facilities Land Use. Approximately 39 acres are projected for the POST.

General Development Character and Design Objectives - To achieve the community design vision, the County shall implement the following:

See Section 4.4.3, Conservation Element

Augmentation of Laguna Seca Regional Park District

Approximately 591 acres are set aside for augmentation to the Laguna Seca Regional Park. The uses will vary to support public enjoyment of activities at Laguna Seca, including hiking, ecology, parking, and passive and active recreational uses to meet the mission and role of the existing regional park.

Projected Land Uses:

Open Space Land Use. Approximately 591 acres are projected for this use. See Section 4.3, Recreation and Open Space Element and Section 4.4.3, Conservation Element.

General Development Character and Design Objectives - To achieve the community design vision, the County shall implement the following:

See Section 4.3, Recreation and Open Space Element and Section 4.4.3, Conservation Element.

Augmentation of York School District

This area will be added to the York School acreage for additional low-intensity educational activities to support educational and recreational activities associated with the school's athletic program.

Projected Land Uses:

Public Facilities Land Use. This land use is projected to be approximately 66 acres for primarily cross county sports activities at York School.

General Development Character and Design Objectives - To achieve the community design vision, the County shall implement the following:

See Section 4.3, Recreation and Open Space Element and Section 4.4.3, Conservation Element.

4.1 Land Use Element

4.1.1 Introduction

Land use is a major focus of the Fort Ord Reuse Plan. The Land Use Element offers a broad discussion of land use issues, constraints and opportunities. It promotes a balanced and functional mix of land uses consistent with the community values of Fort Ord jurisdictions and the Monterey Peninsula generally, and reflects the opportunities and constraints affecting land use at the former Fort Ord identified in other elements of this plan.

Goal: Promote the highest and best use of land through orderly, well-planned, and balanced development to ensure educational and economic opportunities as well as environmental protection

To establish a pattern for land use in the former Fort Ord, the Land Use Element is designed to serve as a guide for future development of the land. The element provides for orderly growth by setting forth general designations for the location, extent, intensity, and distribution of specified land uses. It inventories existing land uses, discusses potential conflicts between land uses and offers recommendations in the form of land use policy statements.

The dramatic setting of the former Fort Ord between the coastline of Monterey Bay and the undeveloped Oak Woodlands to the east gives these 44 square miles of land a special quality of natural abundance and variety.

The military installations which were developed here, mostly since preparations began for World War II in the late 1930s, provided a land use pattern and infrastructure that is not unlike that of many communities: residential areas that include single-family, suburban-style homes and multi-unit apartment buildings; commercial areas for retail or other services, such as gas stations, mini-markets and fast food facilities; elementary and middle schools for children living here, a hospital and other medical facilities; recreational areas including golf courses, tennis courts, playgrounds and a pool; and open space reserved for hunting, fishing and camping, or left undeveloped in its natural state (See Figure 4.1-1).

Other land uses were more uniquely suited to the defense-related purposes of this community: barracks and mess halls for the many troops coming here to train; military support areas, such as motor pools, machine shops, and a small airfield; soldier training areas including track and field and stadium facilities, and firing ranges near the beach and in the inland areas.

The communities growing up around the base in many ways supported the needs and development of the former Fort Ord. Although much of the surrounding land remains to this day in agricultural use, the cities of Marina and Seaside, in particular, became closely linked with the military mission of their neighbor, providing housing, commercial services, high school capacity and other facilities for the people living and training at the former Fort Ord. And even though Marina and Seaside had no jurisdictional authority over the federal lands of Fort Ord, their city limits extended into the base: 15%, or 4,122 acres of the former Fort Ord, lies within Seaside city limits, 12%, or 3,361 acres, within Marina city limits. The remaining acreage, 73% or 20,537 acres, is located in unincorporated Monterey County.

Much as the growth and economic development of these cities and their neighbors on the Monterey Bay Peninsula were tied to the operations taking place at Fort Ord, the 1991 decision of the Department of Defense to place Fort Ord on its official closure list, as part of an overall budget reduction program, was reflected in a sudden downturn of economic activity and decrease in service levels to the military personnel which began to leave the base. Although Fort Ord was initially downsized, rather than completely closed, the large population loss has considerably affected the surrounding communities.

The Fort Ord Base Reuse Plan constitutes the next chapter in the history of this land. This Land Use Element is intended to establish an updated pattern for land use at the former Fort Ord, taking into consideration the needs of the military families who continue to live on the base, as well as the surrounding cities and jurisdictions that are faced with the challenge of creating a new "seamless" community from their existing communities and the Fort Ord lands that were formerly under federal jurisdiction.

Toward this "seamless" community, the Land Use Element sets standards for intensity of development and to promote a balanced and functional mix of land uses consistent with existing community values. The land use planning concepts, overall goal and objectives, and policies and programs to implement these, were generated from specific issues and requirements identified by each jurisdiction, as well as an overall vision for reuse of the base developed on a more regional level.

The global goal guiding all planning and land use decisions for the former base can be summarized by the three "E's": Education, Environment, and Economy. From this major focus, more specific objectives have evolved for the four specific areas of land use: residential, commercial, open space/recreation, and institutional.

The land use concept that provides the foundation for the policy structure for land use at the former Fort Ord is based on a set of basic concepts for creating a cohesive community. They include:

- Identifiable centers to add focus to the larger area;
- Diversity and choice to enhance opportunity and interaction;
- Alternative transportation that stresses access vs. speed and encourages a pedestrian-friendly environment;
- Housing diversity in type, density and location; and
- Natural and preserved areas that link all sectors together in a seamless way.

The goal of this general concept is to quickly integrate the former Fort Ord into the local economy, maintain a housing/retail/jobs balance, and make full use of existing infrastructure and infill opportunities. With the educational facilities as the centerpiece creating energy and identity around them, land use planning at the former Fort Ord will emphasize human scale development, village-type mixed use centers, a circulation system that responds to land use priorities, and connectivity to the natural environment.

Figure 4.1-1, Existing Development Pattern at Fort Ord

This figure can be found within the "Maps" section off the homepage of the FORA CD-ROM Application.

4.1.1.1 The Fort Ord Planning Area

This section incorporates by reference information from the Land Use Baseline Study of Fort Ord, California (U.S. Army Corps of Engineers, Sacramento District, 1992b), the Environmental Impact Statement for Fort Ord Disposal and Reuse (U.S. Army Corps of Engineers, Sacramento District, June 1993), and the Supplemental Environmental Impact Statement (U.S. Army Corps of Engineers, Sacramento District, Dec. 1995). These documents are available at the public information repository established at the Seaside Branch Library.

The former Fort Ord is located adjacent to unincorporated county land and the cities of Marina, Seaside, Sand City, Del Rey Oaks, and Monterey. The Fort Ord planning area is illustrated in Figure 4.1-2. Since the former Fort Ord is still largely under federal jurisdiction, neither the surrounding cities nor county have jurisdictional authority over the former Fort Ord until such land conveyances have been made.

The Fort Ord planning area is located within the jurisdictional or political boundaries of the following agencies.

State and Regional Agencies

Association of Monterey Bay Area Governments: a voluntary council of governments.

California Coastal Commission: responsible for administering the state's coastal management program (the portion of the former Fort Ord west of State Highway 1 is in the coastal zone, see Figure 4.1-2, Fort Ord and surrounding local jurisdictions).

California Department of Transportation: responsible for the maintenance and administration of the California highway system.

California State Parks Department: responsible for operating the Fort Ord Dunes State Park.

California State University: responsible for operating a state university at Monterey Bay.

Monterey County Local Agency Formation Commission (LAFCO): responsible for reviewing proposals involving boundary changes, including but not limited to cities, counties, and special districts.

Monterey County LAFCO is authorized under the Cortez-Knox Act and based on a resolution adopted by LAFCO, will not consider any boundary changes at Fort Ord until an EIR is certified by the FORA Board. Once this action is complete, and the Reuse Plan is adopted, LAFCO will begin to consider formal requests for reorganizations (i.e., boundary changes) from individual jurisdictions. These require formal action by LAFCO once a property tax transfer agreement has been reached between the county and the individual jurisdictions.

Figure 4.1-2, Planning Areas and Jurisdictions

This figure can be found within the "Maps" section off the homepage of the FORA CD-ROM Application.

Special Districts: established to implement specific activities within defined boundaries (e.g. Monterey Peninsula Water Management District, Marina Coast Water District, Salinas Rural Fire District, Monterey County Resource Conservation District, Monterey Peninsula Airport District, Seaside County Sanitation District, Monterey Regional Parks District, etc.).

University of California: responsible for creating a research and technology park and managing natural reserve and habitat areas.

4.1.1.2 The Local Setting

This section describes the existing conditions for the former Fort Ord and for the jurisdictions that currently encompass areas of the former Fort Ord: the cities of Marina and Seaside, and the County of Monterey. The generalized land use setting for these surrounding jurisdictions is illustrated in Figure 4.1-3.

General Characteristics: The former Fort Ord is bounded by Marina on the north; unincorporated county land on the east; Del Rey Oaks, Monterey, and unincorporated land on the south; and Sand City, Seaside, and Monterey Bay on the west.

Most of the approximately 28,000-acre Fort Ord area consists of undeveloped training and open space areas, with approximately 82% (23,000 acres) undeveloped and 18% (5,000 acres) developed. The three major developed areas within the former Fort Ord are the former Main Garrison and East Garrison areas, and Marina Municipal Airport, formerly Fritzsche Army Airfield.

Population: In 1990, the resident population at Fort Ord was approximately 31,000, 8 percent of the total population of Monterey County. At that time, 14,000 soldiers and 17,000 family members resided on Fort Ord.

The on-post resident population was divided between the two municipalities of Marina and Seaside. Through 1990, 17,139 people (56%) were within the Seaside city limits and 13,321 people (44%) were within the Marina city limits (Harding Lawson Associates, 1991, Workplan remedial investigation/feasibility study, Fort Ord, CA).

City of Marina

General Characteristics: The City of Marina is located immediately north of the former Fort Ord and south of the Salinas River (Figure 4.1-3). The city was incorporated in 1975 and consists of approximately 6,400 acres. The area located within the former Fort Ord encompasses approximately 55% of the total number of acres within the city. The Marina planning area, which excludes the former Fort Ord but includes a substantial area north of the city, totals 6,145 acres (City of Marina General Plan, 1982). A large portion of the land is undeveloped, but the predominant land use in the incorporated area is single-family residential.

Marina's Sphere of Influence (SOI) extends north and east of the existing city limits. The northern portion of the SOI lies within the planning area, while the eastern portion includes the former Fort Ord and is outside the planning area. A portion of Marina is

located in the coastal zone, primarily the incorporated area west of State Highway 1. The Local Coastal Program (LCP) is the controlling plan in these areas.

Existing Land Use: The City of Marina's predominant land use is residential. Another major land use is the approximately 1,820-acre Armstrong Ranch. Located within the northern portion of the city boundaries, the ranch is currently undeveloped and used for cattle grazing. The 320 acres of Armstrong Ranch which are located in Marina are designated in the General Plan as single-family residential and industrial/residential development/professional office use. The remaining 1,500 acres of the Armstrong Ranch are located within the city's Sphere of Influence (SOI) in unincorporated Monterey County. This adjoining portion is designated in the General Plan as single family residential and parks and open space highway commercial, public grounds and buildings, neighborhood commercial and low-density multiple family land use. The Monterey County General Plan designates the area as permanent grazing.

Located between the Armstrong Ranch and Reservation Road is the 1,395-acre former Fritzsche Army Airfield, now renamed Marina Municipal Airport. The City of Marina received a public benefit conveyance from the U.S. Army of approximately 845.5 acres for public airport use. The remainder of the site is the subject of an economic development conveyance request by the University of California for the Monterey Bay, Education, Science and Technology Center and the UC/NRS Fort Ord Natural Reserve.

South of Reservation Road, land adjacent to the former Fort Ord is developed with single family homes. Commercial land uses are located along Reservation Road and along Del Monte Avenue. Marina State Beach and commercial lodging facilities are located west of State Highway 1.

Population: The City of Marina's total population in 1991 was 30,113, with 44% residing within Fort Ord's boundary (Monterey County Local Agency Formation Commission, 1991).

City of Seaside

General Characteristics: The City of Seaside is located in Monterey County near the south end of Monterey Bay, bordered by the cities of Monterey and Del Rey Oaks to the south, Sand City to the west and the former Fort Ord to the east and north (Figure 4.1-3). The city was subdivided in 1890 as a resort and incorporated in 1954. The city encompasses a total area of approximately nine square miles. It is divided into two distinct portions: Seaside proper consists of 2.69 miles, while the former Fort Ord, which comprises 70% of land within Seaside's city boundaries, consists of 6.44 square miles. (Seaside General Plan Update Program/Preliminary General Plan, November 1993).

Figure 4.1-3, Generalized Land Use Settings

This figure can be found within the "Maps" section off the homepage of the FORA CD-ROM Application.

Seaside's sphere of influence (SOI) is currently the same as its city limits. The city has submitted an application to the Local Agency Formation Commission (LAFCO) to expand the SOI eastward to include almost all of the former Fort Ord, and westward to include the unincorporated beachfront and 10,000 feet of Monterey Bay. LAFCO has placed a moratorium on all SOI expansion requests related to the former Fort Ord until a final Fort Ord reuse plan is established. (See also discussion below under Local Agency Formation Commission Requests.)

Existing Land Use: The current area occupied by Seaside proper is essentially built out. Over 800 acres, or almost 50% of its land, are devoted to residential use, predominantly single-family housing.

Seaside proper is characterized by a wide range of uses including residential, commercial, public, vacant land, and limited industrial/wholesale uses. Of these, residential is the largest single land use, making up 48.4% of all land use. The second largest use of land is right-of-way for streets and the Southern Pacific Railroad, with 28.4% of all use.

Seaside contains 500 feet of ocean frontage. The city's beach area adjacent to Monterey Bay (Del Monte Beach) is approved for visitor serving commercial use, parking and beach access in the Local Coastal Plan (LCP). The State Department of Parks and Recreation has purchased and improved the area adjacent to the water for inclusion in the State Parks System. Other areas covered by the LCP include Roberts Lake and Laguna Grande, both located in the southern part of the city adjacent to Canyon Del Rey and Del Monte Boulevards.

The Central Business District and retail/commercial areas are located in the western part of the city between and adjacent to Del Monte and Fremont boulevards, as well as on the section of Broadway closest to the commercial center along Del Monte Boulevard.

The existing areas adjacent to the former Fort Ord are primarily developed with single-family homes (up to 9.9 units per acre). A retail shopping center is located at the Fremont Boulevard/Military Avenue intersection near State Highway 1. The Mission Memorial Park cemetery, which also includes the Monterey Peninsula Mortuary, is located along General Jim Moore Boulevard. A few neighborhood parks are also located in the residential areas adjacent to the former Fort Ord.

The amount of vacant land currently available in the city is approximately 53 acres, or 3 percent of the total land within Seaside proper. Of the total, 24.67 acres (46%) are located in residential zones; 23.12 acres (44%) are in commercial zones; and 5.14 acres (ten percent) are in special treatment, or multi-zone areas. As Seaside proper is essentially built out, any new residential growth here will come on the few remaining vacant lots, through redevelopment, or through expansion into former Fort Ord lands.

The Fort Ord land area located within the Seaside city limits includes existing low-density residential areas, four existing schools, office space, two golf courses, and natural open space areas. Development in the Fort Ord land area following conveyance of the land presents a major opportunity for Seaside to expand residential, commercial and recreational land uses.

Population: The 1991 total population within its 9.13 square miles city limits was 39,750, with Seaside proper consisting of 2.69 square miles and 23,344 residents. The Fort Ord portion, comprising 6.44 square miles, had 17,298 residents at the time the announcement was made that the base would close or be downsized (Monterey County Local Agency Formation Commission, 1991).

County of Monterey

General Characteristics: The County consists of 2,127,400 acres (3,324 square miles), of which 10 percent includes military reservations and 22% is in the Los Padres National Forest and the Ventana Wilderness. Among the prominent geographic features in the county are the Santa Lucia and Gabilan Ranges, the Salinas and Carmel Valleys and 100 miles of California's central coast (Figure 4.1-3).

The county is divided into eight planning areas. The former Fort Ord is located in the Greater Monterey Peninsula Area Plan (GMPAP), adjacent to the Greater Salinas and Toro planning areas. The GMPAP consists of 140,222 acres and includes seven incorporated cities that constitute 15% of the total acreage. They are Marina, Seaside, Sand City, Del Rey Oaks, Monterey, Pacific Grove, and Carmel. Fort Ord represents 27,954 acres of the total GMPAP area (Monterey County Peninsula Area Plan, 1984).

Existing Land Uses: Public and quasi-public use is the largest category of existing land use in the County's unincorporated area, accounting for a total of 45,458 acres. The largest components of this land use category are military (primarily Fort Ord), natural resource management (U.S. Bureau of Land Management, portions of Los Padres National Forest and the Salinas River Wildlife Area), recreational/cultural (primarily Jacks Peak Park, Laguna Seca Recreation Area, Garland Ranch Regional Park, Point Lobos State Reserve and various public and private golf courses), transportation (primarily the Monterey Peninsula Airport, which has self-government status under state law, and State Highway 1 and U.S. Highway 101, which link the County north and south), education, and emergency services facilities.

Unincorporated Monterey County includes the coastal zone of approximately 1,050 acres adjacent to the former Fort Ord, extending 4 miles along Monterey Bay.

Vacant/unimproved lands in Monterey County total 41,480 acres, much of which is located in the steeper southern portions of the GMPAP. Lands in this use category have traditionally sustained development pressure, primarily for residential purposes. Agricultural, grazing and rangeland uses total 25,603 acres and are primarily grazing land and range land north of the City of Marina, in the hillside areas north and south of Carmel Valley, and to the east of Carmel Valley Village. Some row crops are grown north of the City of Marina near the Salinas River and on the floor of the Carmel Valley at the mouth and in the mid-valley area. Agricultural uses in the flatter areas have come under pressure for development of residential, commercial and industrial uses. Grazing land and range land areas have come under development pressure also, primarily for residential purposes.

Residential development in the county totals approximately 5,029 acres, of which 4,576 acres are developed in single-family residential units and 453 acres in multiple units. Most residential development in the unincorporated area is found in the Del Monte Forest, the Carmel Highlands, the Carmel Valley, the Aquajito area, and to a lesser extent, Hidden Hills, Toro Park and Laguna Seca Ranch.

Commercial land uses in the county total 188 acres and include businesses which serve both residents and the large number of tourists who visit the planning area. Most of the major commercial uses in the unincorporated area are located in Carmel Valley.

Industrial uses total 187 acres and include a variety of facilities such as the Dole processing and packaging plants near the Salinas River on State Highway 1 and near Soledad off State Highway 101, the Monterey Regional Waste Management District landfill and the Monterey Regional Water Pollution Control Agency's sewage treatment facility northeast of Marina, the Carmel Sanitary District sewage treatment facility at the mouth of the Carmel Valley, and mineral extraction (sporadic) facilities in the various areas of the County.

Streets, highways and railroads in the GMPAP cover 1,760 acres. Major water bodies in the planning area total 55 acres and are all constructed water storage facilities. Included in this total is a portion of the San Clemente Reservoir. The other facility is the Forest Lake Reservoir in the Del Monte Forest (currently drained).

Population: As of January 1991, the county population was 362,800. Of this total, 72% of the population was located in the 12 incorporated cities and 28% in unincorporated areas. The enlisted military population represented seven percent of the total population (California Department of Finance, Demographic Research Unit).

Local Agency Formation Commission Requests

Several cities have submitted requests to expand their Sphere of Influence (SOI) into County lands. LAFCO has a policy of not processing any Fort Ord requests for SOI expansion until a final Fort Ord Reuse Plan is approved and environmental documentation is provided. The SOI expansion requests, shown on Figure 4.1-4 (SOI map) include:

- City of Marina: The City Council approved a request on May 26, 1992 to expand the city's SOI at the eastern boundary of the former Fort Ord and in the dune area west of State Highway 1. This action never reached the status of a formal application due to the LAFCO policy of not processing any Fort Ord requests.
- City of Seaside: In September 1991, the city submitted two separate requests to amend its SOI, with the goal of defining its Fort Ord SOI for general planning purposes. The proposed Seaside SOI boundaries would extend to the dunes area west of State Highway 1 and 10,000 feet into Monterey Bay, as well as east and south of the city's existing and General Plan SOI. As with all other requests related to the former Fort Ord, the city's request to LAFCO is on hold, pending completion of the Fort Ord Reuse Plan EIR.
- City of Del Rey Oaks: The city is currently meeting informally with LAFCO officials, the cities of Monterey and Seaside, and its General Plan consultants regarding SOI extension and annexation of Fort Ord Polygons 29a, 31a and 31b.
- City of Monterey: The city passed a resolution in 1983 to expand its SOI to include the Fort Ord planning area between South Boundary Road and Ryan Ranch and is still planning to request SOI expansion and annexation of Fort Ord Polygons 29 b, c, d and e within the next 20 years.

4.1.1.3 Permitted Range of Land Uses for Fort Ord

The permitted range of uses for designated land uses at the former Fort Ord is described by land use type on Table 3.2-2 in the Framework for the Reuse Plan. It offers density standards, description of intent and permitted range of uses for each land use category allowed at the former Fort Ord. As shown in the mix of uses included for each land category, the reuse plan encourages a creative approach to planning development by each jurisdiction.

The Land Use Element addresses its topic in four major sections: Residential land use, Commercial land use, Recreation/Open Space land Use, and Institutional Land use. For each section, the Element offers a summary of existing conditions, followed by objectives shared by each jurisdiction with lands on the former Fort Ord (Cities of Marina and Seaside, County of Monterey) and separate policies and programs for each jurisdiction.

The Land Use Element incorporates the permitted range of uses for designated uses at the former Fort Ord as described in Table 3.2-2. This information includes density standards, description of intent and permitted range of uses for each land use category described in the element.

The designation of uses for Fort Ord lands, which follows this system of permitted uses and has been described previously in the Land use framework, resulted in the Reuse Plan's Land use Concept for the former Fort Ord. The concept is shown by jurisdiction for the City of Marina, Figure 4.1-5, the City of Seaside, Figure 4.1-6, and the County of Monterey, Figure 4.1-7.

Figure 4.1-4, Sphere of Influence and Annexation Requests

This figure can be found within the "Maps" section off the homepage of the FORA CD-ROM Application.

Figure 4.1-5, City of Marina Land Use Concept

This figure can be found within the "Maps" section off the homepage of the FORA CD-ROM Application.

4.1.1.4 Permitted Development Capacity

The land Development Capacity is summarized in Table 3.3-1 in the Framework of the Reuse Plan. This table delineates land use capacity for each jurisdiction (Marina, Seaside, and Monterey County) and provides a summary of the acreage and capacity in: 1) number of dwelling units; 2) number of hotel rooms; or 3) amount of square feet of office, industrial, R&D, and retail uses. The table lists the various land uses, including the CSUMB designation and area-wide rights-of-way, and more specific categories for hotels, golf courses, and the Fort Ord Dunes State Park. The development capacity for Marina, Seaside, and Monterey County are detailed for each planning district in Tables 3.8-1, 3.9-1, and 3.10-1 in the framework for the Reuse Plan.

The "Land Use Capacity" is a projected development yield based on anticipated market absorption, land characteristics, and community vision. The capacities indicated are intended to provide a general guide to assist in land resource management and infrastructure commitments and financing. The precise mix of uses is expected to vary in response to market conditions and FORA actions. The aggregate totals provide a "not-to-exceed envelope" of development within the former Fort Ord.

4.1.2 Residential Land Use

4.1.2.1 Summary of Existing Land Use Conditions

This section provides information about the existing residential land use at the former Fort Ord. It incorporates by reference information from the Land Use Baseline Study of Fort Ord, California (U.S. Army Corps of Engineers, Sacramento District, 1992b).

The existing conditions described in this section refer to the baseline year of 1991.

Fort Ord

Existing residential land uses on the former Fort Ord encompass a total of 1,294 acres. They include family and military housing, such as training and temporary personnel barracks, enlisted housing, and officer housing.

City of Marina

Fort Ord existing residential areas that are within Marina's city limits consist of family housing in the Patton Park and Abrams Park areas located in the Main Garrison south of Reservation Road. In Marina's SOI which extends eastward beyond the city limits, additional family housing is located in the East Garrison. Some troop housing is also located in the city limits.

City of Seaside

Fort Ord existing residential land uses within the Seaside city limits are primarily part of the Main Garrison and are identified as Stilwell Park, Hayes Park, Fitch Park, Marshall Park, Sun Bay Apartments and Brostrom Mobilehome Park.

Figure 4.1-6, City of Seaside Land Use Concept

This figure can be found within the "Maps" section off the homepage of the FORA CD-ROM Application.

The original Figure 4.1-6 immediately follows.



The **amended** Figure 4.1-6 immediately follows.



County of Monterey

Monterey County designates all land within Fort Ord boundaries public/quasi-public. The East Garrison and the Frederick Park area of the Main Garrison are the only unincorporated Monterey County areas that are developed with existing residential land uses.

4.1.2.2 Residential Land Use Objectives

Objective A: Establish a range of permissible housing densities for the Fort Ord area.

The land use designations developed for the Fort Ord Reuse Plan reflect an aggregated average development intensity within which a range of residential prototypes would be appropriate. To provide flexibility and diversity within planning areas or districts, the land use designation sets the range of permissible housing types and an overall maximum development intensity averaged over entire planning areas or districts in the Fort Ord area. The land use designations specifically limit the character of individual projects by addressing the range of appropriate development prototypes.

Objective B: Ensure compatibility between residential development and surrounding land uses.

The land use design concept for the former Fort Ord stresses cohesiveness of adjacent land uses. Incompatible uses can disrupt the development process of districts and neighborhoods, be visually inharmonious, and create environmental and safety problems.

Objective C: Encourage highest and best use of residential land to enhance and maximize the market value of residential development and realize the economic opportunities associated with redevelopment at the former Fort Ord.

Both the cities of Seaside and Marina have a sufficient supply of low income housing within their existing residential areas. For redevelopment of the former Fort Ord community within their city limits, the jurisdictions intend to provide moderate and above moderate income housing to achieve a better housing supply balance and to maximize the market value of the housing stock.

The market development strategy which underlies the land use concept of the Base Reuse Plan supports the goal of achieving the maximum market value for residential development. The strategy takes into account the types of development that can reasonably be attracted to the former Fort Ord to finance the extension of infrastructure and promote economic development within the region. By accommodating the broadest number of segments of the desirable real estate market during the initial years of Fort Ord redevelopment, this approach is intended to leverage the housing market—including moderate and above-market units—to achieve the following desirable results:

- Enhance the attractiveness of the former Fort Ord as a jobs center;
- Use market support to generate investment capital for infrastructure improvements; and
- Put into place the threshold investments that will carry the vision for the former Fort Ord beyond the 2015 horizon.

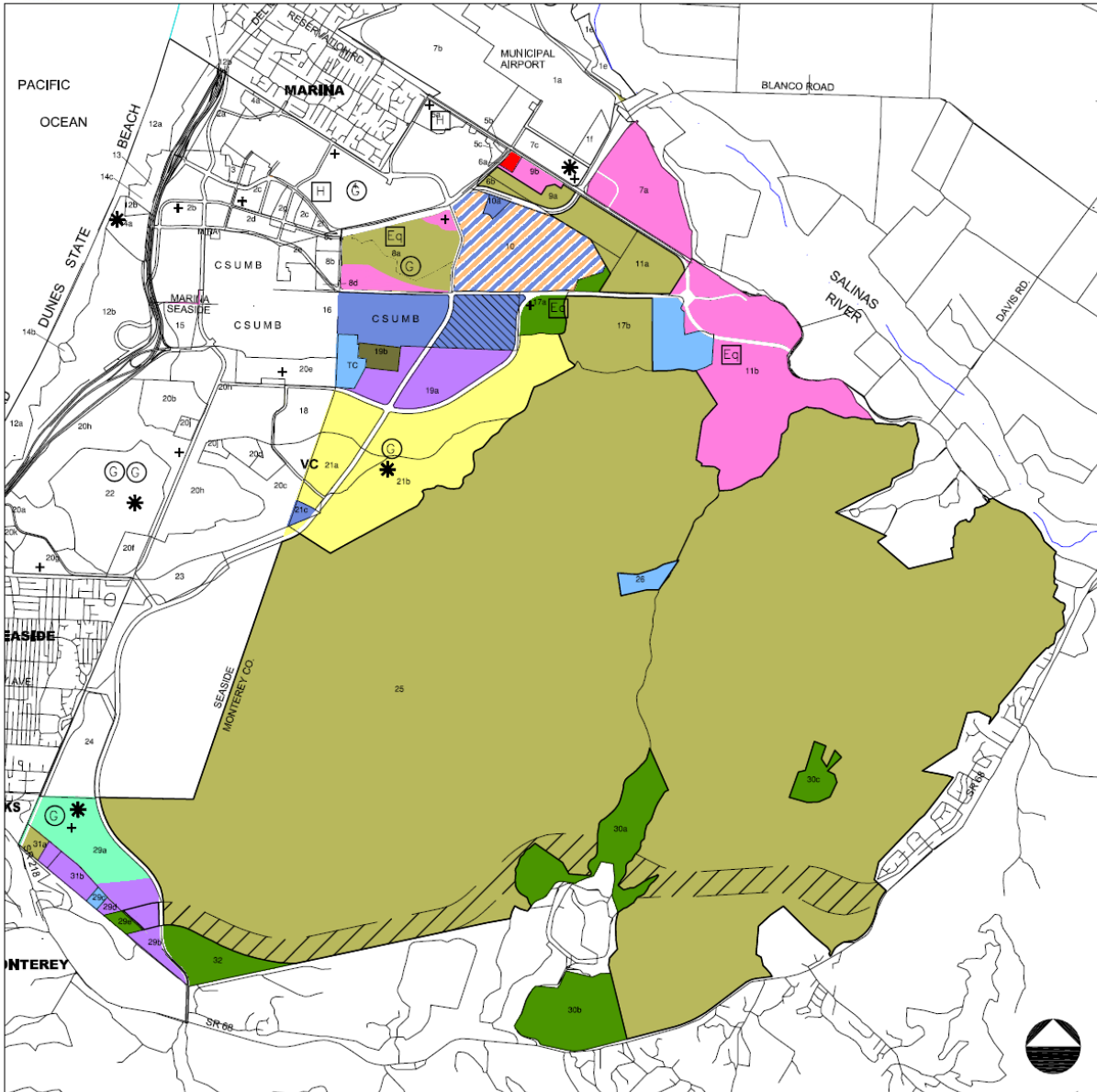
Figure 4.1-7, County of Monterey Land Use Concept

~~*This figure can be found within the "Maps" section off the homepage of the FORA CD-ROM Application.*~~

The original Figure 4.1-7 immediately follows.



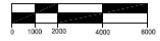
Fort Ord Reuse Plan



Source: Jones & Stokes, 1995; Relmer Associates, (Re-projected), 1995; Monterey Co., 1995; EDAW, 1996

LEGEND

- | | | |
|---|---------------------------------------|---|
| SFD Low Density Residential | Habitat Management | Regional Retail |
| SFD Medium Density Residential | School/University | Military Enclave |
| Residential Infill Opportunities | University Medium Density Residential | Public Facility/Institutional |
| Planned Development Mixed Use District | Veterans Cemetery | Hwy 68 Bypass ROW; Development with Restriction |
| Business Park/Light Industrial Office/R&D | Convenience Retail | |
| Visitor Serving | Golf Course Opportunity Site | |
| Open Space/Recreation | Hotel Opportunity Site | |
| | Equestrian Center Opportunity Site | |



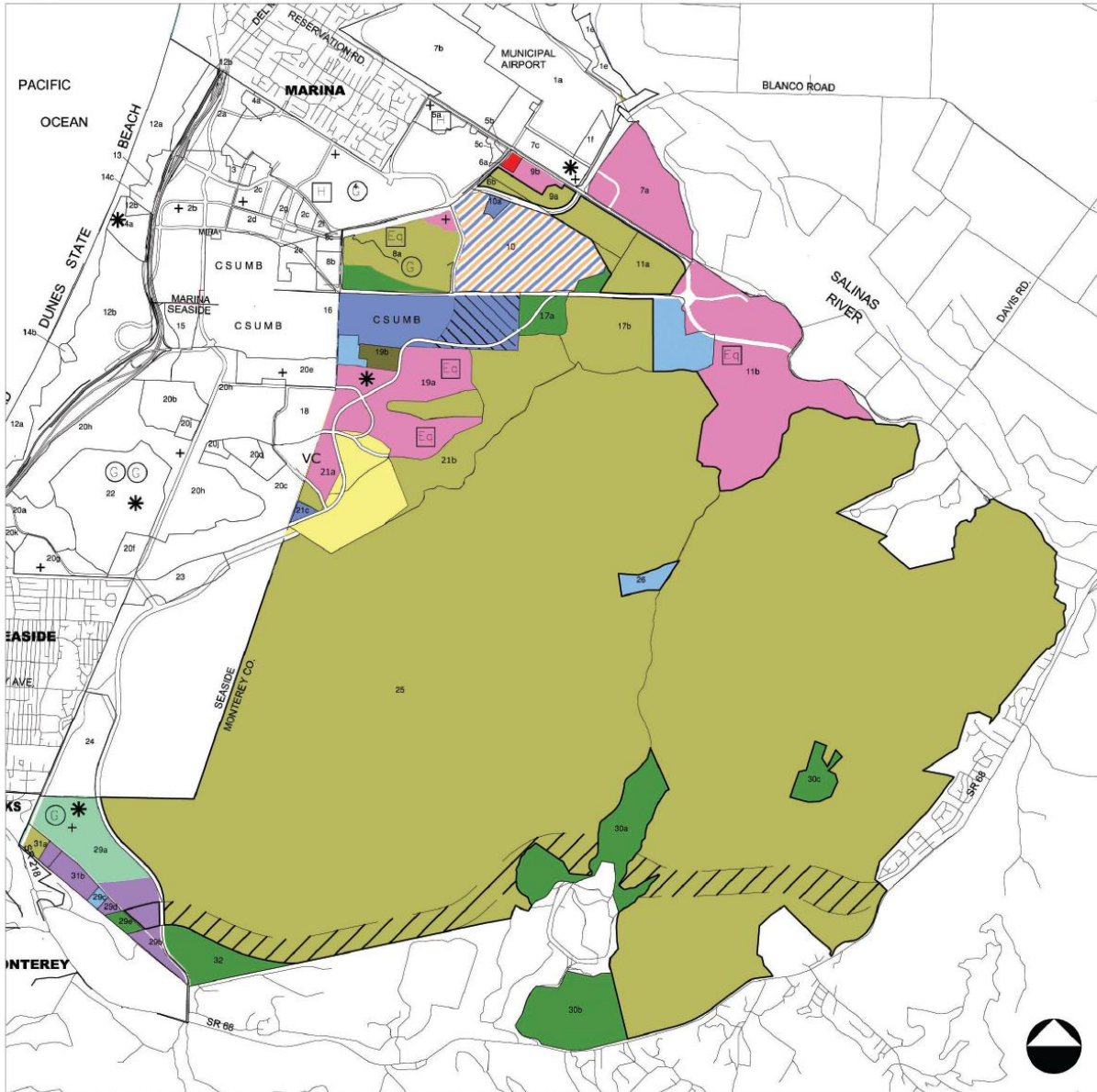
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EMC Planning Group Inc. Rev.: 9/04/01

FIGURE 4.1-7
COUNTY OF MONTEREY
LAND USE CONCEPT

The **amended** Figure 4.1-7 immediately follows.



Fort Ord Reuse Plan



Source: Jones & Stokes, 1995; Reimer Associates, (Re-projected), 1995; Monterey Co., 1995; EDAW, 1996

LEGEND

SFD Low Density Residential	Habitat Management	Regional Retail
SFD Medium Density Residential	School/University	Military Enclave
Residential Infill Opportunities	University Medium Density Residential	Public Facility/Institutional
Planned Development Mixed Use District	Veterans Cemetery	Hwy 68 Bypass ROW; Development with Restriction
Business Park/Light Industrial Office/R&D	Convenience Retail	
Visitor Serving	Golf Course Opportunity Site	
Open Space/Recreation	Hotel Opportunity Site	
	Equestrian Center Opportunity Site	

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FIGURE 4.1-7
COUNTY OF MONTEREY
LAND USE CONCEPT

Objective D: Provide public facilities and services that will support revitalization of existing Army housing and new housing construction on the former Fort Ord.

The availability of public facilities and services required to support residential development at the former Fort Ord is discussed in detail in associated documents, including the Public Facilities Implementation Plan and the Public Services Plan of the Fort Ord Reuse Plan.

Objective E: Coordinate the location, intensity and mix of land uses with alternative transportation goals and transportation infrastructure.

The Fort Ord land use design approach is based on a pedestrian-friendly concept that does not rely solely on the automobile for transportation. Alternative transportation, such as buses, bicycling and walking are important components of a transportation system that will reduce the number of cars on the road. Sound environmental planning practices, including alternative transportation measures, are an important element to promote a development pattern that reflects AMBAG's "Livable Communities Initiative." For further discussion, please turn to the Circulation Element of this plan.

The jurisdictions developing the former Fort Ord can encourage alternative transportation by directing high-intensity development along transit lines and promoting a concentrated mix of uses that make it easy for people to walk from place to place. Consolidation of living, working, entertainment, and shopping in mixed-use districts will allow people living and working in the Fort Ord area to depend less on their cars. The land use plan provides for Planned Development Mixed Use in each of the three land use

jurisdictions. This designation is intended to encourage the development of pedestrian-oriented community centers that support a wide variety of land uses, including commercial, residential, retail, professional services, and cultural and entertainment activities. Generally, this mixed use will be located near future transit facilities or along transit corridors, and near commercial and employment centers. It serves as a transition from existing developed urban centers and lower density residential and institutional districts.

Objective F: Balance economic development needs with the needs of the homeless population in the community.

Base conversion goals offer unique opportunities for affordable housing developers and homeless service providers to obtain surplus property and address the needs of the homeless, in addition to focusing on economic redevelopment. While it cannot be expected that communities resolve homelessness through base conversion, the resources offered by closing bases such as Fort Ord can be used to meet some local homeless needs in the Monterey Bay area.

Objective G: Improve access for people with disabilities by creating a barrier-free environment.

Many of the inequities for people with disabilities are defined by the built environment. By setting appropriate physical standards for buildings, community facilities and transportation patterns, jurisdictions can remove unnecessary limits that restrict the activities and quality of life of many members of the community, including children, elderly people, and people with disabilities.

Objective H: Provide General Plan consistency between land use and housing elements.

The Fort Ord Reuse Plan contains housing policies applicable to Fort Ord lands in the residential section of its Land Use Element. Adherence to standards related to issues such as density and housing type standards, relationships to transportation and open space, and others will ensure that residential development at the former Fort Ord will contribute to reuse goals and quality of life.

Objective I: Provide for Community Design principles and guidelines to ensure quality of life for Fort Ord residents and surrounding communities.

The reuse of the former Fort Ord offers an opportunity to reinforce the unified vision shared by Monterey Bay jurisdictions and establish a sense of community that will maintain value over time. Establishing high-quality design standards for Fort Ord residential development will help to establish the form and appearance for the area and ensure that the residential features will contribute to community identity, livability, and quality of life for residents of the Fort Ord area and surrounding jurisdictions.

Objective J: Provide for adequate housing for CSUMB.

CSUMB is planning to house 80% of its student population and substantial portions of faculty and staff. These housing needs will be met with existing residential projects, core campus student housing, and infill housing in the campus reserve at the eastern end of the campus area.

4.1.2.3 Residential Land Use Policies and Programs

City of Marina

Objective A: Establish a range of permissible housing densities for the Fort Ord area.

Residential Land Use Policy A-1: The City of Marina shall provide variable housing densities to ensure development of housing accessible to all economic segments of the community. Residential land uses shall be categorized according to the following densities:

<u>Land Use Designation</u>	<u>Actual Density-Units/Gross Acre</u>
SFD Low Density Residential	up to 5 Du/Ac
SFD Medium Density Residential	5 to 10 Du/Ac
MFD High Density Residential	10 to 20 Du/Ac
Residential Infill Opportunities	5 to 10 Du/Ac
Planned Development Mixed Use District	8 to 20 Du/Ac

Development intensities for residential and other land uses in the City of Marina are summarized in Table 3.3-2 in the Framework of the Reuse Plan.

The full range of permitted uses in each Land Use Designation is described in Table 3.4-1 in the Framework of the Reuse Plan.

Program A-1.1: Amend the City’s General Plan and Zoning Code to designate former Fort Ord land at the permissible residential densities consistent with the Fort Ord Reuse Plan and appropriate to accommodate the housing types desired for the community.

Objective B: Ensure compatibility between residential development and surrounding land uses.

Residential Land Use Policy B-1: The City of Marina shall encourage land uses that are compatible with the character of the surrounding districts or neighborhoods and discourage new land use activities which are potential nuisances and/or hazards within and in close proximity to residential areas.

Program B-2.1: The City of Marina shall revise zoning ordinance regulations on the types of uses allowed in the city’s districts and neighborhoods, where appropriate, to ensure compatibility of uses in the Fort Ord planning area.

Program B-2.2: The City of Marina shall adopt zoning standards for the former Fort Ord lands to achieve compatible land uses, including, but not limited to, buffer zones and vegetative screening.

Objective C: Encourage highest and best use of residential land to enhance and maximize the market value of residential development and realize the economic opportunities associated with redevelopment at the former Fort Ord.

Residential Land Use Policy C-1: The City of Marina shall provide opportunities for developing market-responsive housing in the Fort Ord planning area.

Program C-1.1: The City of Marina shall evaluate the existing residential areas in the Planned Residential District—the Abrams, Preston and Patton housing projects—and determine those areas that are suitable for renovation.

Program C-1.2: The City of Marina shall identify, zone, and consider development of “Infill Opportunities” in these residential areas where sites can be developed, which are easily served with existing infrastructure. This infill development will enrich the mix of housing types available by providing additional single-family housing on a range of lot sizes, including small lots (4,000 to 5,000 square foot lots).

Program C-1.3: The City of Marina shall prepare one or more specific plans for the Marina Town Center Planning Area in order to provide for appropriate market-responsive housing in the area designated as Planned Development Mixed Use. Housing shall range from single family homes to attached town homes, apartments, and condominiums.

Program C-1.4: Development in the UC MBEST Center Cooperative Planning District shall be consistent with the University of California Master Plan for this area, in particular with regard to providing a mixed-use housing component.

Objective D: Provide public facilities and services that will support revitalization of existing Army housing and new housing construction on the former Fort Ord.

Residential Land Use Policy D-1: The City of Marina shall implement the Public Services and Capital Improvement Program in the Fort Ord Reuse Plan to support residential development.

Program D-1.1: The City of Marina shall cooperate with FORA and provide adequate public facilities and services that will support residential revitalization and new housing construction at the former Fort Ord.

Objective E: Coordinate the location, intensity, and mix of land uses with alternative transportation goals and transportation infrastructure.

Residential Land Use Policy E-1: The City of Marina 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.

Program E-1.1: The City of Marina shall prepare one or more specific plans for the Marina Village and Mixed Used Corporate Center districts in the city’s Town Center Planning Area which are designated as mixed use areas, in order to support transportation alternatives to the automobile.

Program E-1.2: The City of Marina shall encourage CSUMB in the preparation of its master plan to designate high-density residential development near convenience corridors and public transportation routes.

Program E-1.2: The City of Marina shall prepare one or more master or specific plans for the UC MBEST Center Cooperative Planning District and incorporate provisions to support transportation alternatives to the automobile.

Residential Land Use Policy E-2: The City of Marina shall encourage neighborhood retail and convenience/specialty retail land use in residential neighborhoods.

Program E-2.1: The City of Marina shall designate convenience/specialty retail land use on its zoning map and provide standards for development within residential neighborhoods.

Residential Land Use Policy E-3: In areas of residential development, the City of Marina shall provide for designation of access routes, street and road rights-of-way, off-street and on-street parking, bike paths and pedestrian walkways.

Program E-3.1: The City of Marina shall delineate adequate circulation rights-of-way to and within each residential area by creating circulation rights-of-way plan lines.

Program E-3.2: The City of Marina shall prepare pedestrian and bikeway plans and link residential areas to commercial development and public transit.

Objective F: Balance economic development needs with the needs of the homeless population in the community. The City of Marina shall proactively work with the Coalition of Homeless Service Providers and its member agencies to provide housing related services to the homeless populations which the agencies serve, to successfully integrate such programs into Fort Ord, especially the city’s 12th Street and Abrams Park housing areas.

Residential Land Use Policy F-1: The City of Marina shall strive to meet the needs of the homeless population in its redevelopment of the former Fort Ord, specifically in the city’s Patton Park housing area.

Program F-1.1: The City of Marina shall develop guidelines to facilitate and enhance the working relationship between FORA and local homeless representatives.

Program F-1.2: The City of Marina shall conduct outreach to homeless service providers and nonprofit low income housing developers to determine homeless needs in the community.

Program F-1.3: [This program was removed based in the modifications to the Reuse Plan approved by the Board on June 13, 1997.]

Objective G: Improve access for people with disabilities by creating a barrier-free environment.

Residential Land Use Policy G-1: The City of Marina shall support broad design standards and accessible environments in developing the Fort Ord planning area.

Program G-1.1: The City of Marina shall identify focused areas and develop inclusionary zoning to encourage group homes and flexibility in household size and composition.

Program G-1.2: The City of Marina shall review all development plans with the goal of making the community more accessible.

Program G-1.3: The City of Marina shall inventory those existing public facilities on former Fort Ord lands that warrant reduction in barriers and develop a long-term program to implement reduction in barriers.

Objective H: Provide General Plan consistency between land use and housing elements.

Residential Land Use Policy H-1: The City of Marina shall incorporate policies in its Housing Element consistent with Fort Ord policies for residential lands.

Program H-1.1: The City of Marina shall revise its housing element to incorporate and address the policy direction in this plan, including but not limited to issues regarding additional housing stock, opportunities for affordable housing, and provisions for housing displacement.

Figure 4.1-8, Reconfigured POM Annex

This figure can be found within the "Maps" section off the homepage of the FORA CD-ROM Application.

Incorporate and address the policy direction in this plan, including but not limited to issues regarding additional housing stock, opportunities for affordable housing, and provisions for housing displacement.

Objective I: Provide for Community Design principles and guidelines to ensure quality of life for Fort Ord residents and surrounding communities.

Residential Land Use Policy I-1: The City of Marina shall support FORA in the preparation of regional urban design guidelines, including a scenic corridor design overlay area, to govern the visual quality of areas of regional importance.

Program I-1.1: The City of Marina shall prepare design guidelines for implementing development on former Fort Ord lands consistent with the regional urban design guidelines (to be prepared by FORA) and the General Development Character and Design Objectives of the Fort Ord Reuse Plan Framework.

Program I-1.2: The City of Marina shall review each development proposal for consistency with the regional urban design guidelines and the General Development Character and Design Objectives of the Fort Ord Reuse Plan Framework.

Residential Land Use Policy I-2: The City of Marina shall adhere to the General Development Character and Design Objectives of the Fort Ord Reuse Plan Framework.

City of Seaside

Objective A: Establish a range of permissible housing densities for the former Fort Ord area.

Residential Land Use Policy A-1: The City of Seaside shall provide variable housing densities to ensure development of housing accessible to all economic segments of the community. Residential land uses shall be categorized according to the following densities:

<u>Land Use Designation</u>	<u>Actual Density-Units/Gross Acre</u>
SFD Low Density Residential	up to 5 Du/Ac
SFD Medium Density Residential	5 to 10 Du/Ac
MFD High Density Residential	10 to 20 Du/Ac
Residential Infill Opportunities	5 to 10 Du/Ac
Planned Development Mixed Use District	8 to 20 Du/Ac

Development intensities for residential and other land uses in the City of Seaside are summarized on Table 3.3-3 in the Framework of the Reuse Plan.

The full range of permitted uses in each Land Use Designation is described in Table 3.4-1 in the Framework of the Reuse Plan.

Program A-1.1: Amend the City's General Plan and Zoning Code to designate former Fort Ord land at the permissible residential densities consistent with the Fort Ord Reuse Plan and appropriate to accommodate the housing types desired for the community.

Objective B: Ensure compatibility between residential development and surrounding land uses.

Residential Land Use Policy B-1: The City of Seaside shall encourage land uses that are compatible with the character of the surrounding districts or neighborhoods and discourage new land use activities which are potential nuisances and/or hazards within and in close proximity to residential areas.

Program B-2.1: The City of Seaside shall revise zoning ordinance regulations on the types of uses allowed in the city's districts and neighborhoods, where appropriate, to ensure compatibility of uses in the Fort Ord planning area.

Program B-2.2: The City of Seaside shall adopt zoning standards for the former Fort Ord lands to achieve compatible land uses, including, but not limited to, buffer zones and vegetative screening.

Objective C: Encourage highest and best use of residential land to enhance and maximize the market value of residential development and realize the economic opportunities associated with redevelopment at the former Fort Ord.

Residential Land Use Policy C-1: The City of Seaside shall provide opportunities for developing market-responsive housing in the Fort Ord planning area.

Program C-1.1: The City of Seaside shall develop an agreement with the U.S. Army to implement the reconfiguration of the POM Annex community (See Figure 4.1-8).

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 includes, the existing 297-unit Sun Bay apartment complex on Coe Road and 3,068 new housing units within the remainder of this District. The City of Seaside shall replace the remaining residential stock in the New Golf Course Community District with a range of market-responsive housing. Development of this area is contingent on the reconfiguration of the existing POM Annex so that the Army residential enclave is located totally to the east of North-South Road.

Program C-1.3: The City of Seaside shall assist the U.S. Army to reconfigure the POM Annex. The reconfigured POM Annex should include approximately ~~805~~ 1000 existing units on ~~344~~ 334 acres east of General Jim Moore Boulevard and an additional ~~302~~ 201 acres of surrounding, vacant land that is intended to be developed for housing to replace the existing POM Annex housing west of North-South Road.

Program C-1.4: The City of Seaside shall prepare a specific plan to provide for market-responsive housing in the University Village District between the CSUMB campus and Gigling Road. This is designated a Planned Development Mixed Use District to encourage a vibrant village with significant retail, personal and business services mixed with housing.

Program C-1.5: The City of Seaside shall amend its zoning ordinance to allow new residential development in the Planned Residential Extension Districts that provides a direct extension of the city's existing residential area west of the former Fort Ord properties.

Objective D: Provide public facilities and services that will support revitalization of existing Army housing and new housing construction on the former Fort Ord.

Residential Land Use Policy D-1: The City of Seaside shall implement the Public Services and Capital Improvement Program in the Fort Ord Reuse Plan to support residential development.

Program D-1.1: The City of Seaside shall cooperate with FORA and provide adequate public facilities and services that will support residential revitalization and new housing construction at the former Fort Ord.

Objective E: Coordinate the location, intensity and mix of land uses with alternative transportation goals and transportation infrastructure.

Residential Land Use Policy E-1: The City of Seaside 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 public transportation routes.

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.

Program E-1.2: The City of Seaside shall encourage CSUMB in the preparation of its master plan to designate the high-density residential development near convenience corridors and public transportation routes.

Program E-1.3: The City of Seaside 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.

Residential Land Use Policy E-2: The City of Seaside shall encourage convenience/specialty retail land use in residential neighborhoods.

Program E-2.1: The City of Seaside shall designate convenience/specialty retail land use on its zoning map and provide standards for development within residential neighborhoods.

Residential Land Use Policy E-3: In areas of residential development, the City of Seaside shall provide for designation of access routes, street and road rights-of-way, off-street and on-street parking, bike paths and pedestrian walkways.

Program E-3.1: The City of Seaside shall delineate adequate circulation rights-of-way to and within each residential area by creating circulation rights-of-way plan lines.

Program E-3.2: The City of Seaside shall prepare pedestrian and bikeway plans and link residential areas to commercial development and public transit.

Objective F: Balance economic development needs with the needs of the homeless population in the community.

Residential Land Use Policy F-1: The City of Seaside shall strive to meet the needs of the homeless population in its redevelopment of the former Fort Ord.

Program F-1.1: The City of Seaside shall develop guidelines to facilitate and enhance the working relationship between FORA and local homeless representatives.

Program F-1.2: The City of Seaside shall conduct outreach to homeless service providers and nonprofit low income housing developers to determine homeless needs in the community.

Program F-1.3: The City of Seaside shall support development of a standard format for the contracts between FORA and homeless service providers that must be submitted to the Federal Housing and Urban Development Agency with this reuse plan.

Objective G: Improve access for people with disabilities by creating a barrier-free environment.

Residential Land Use Policy G-1: The City of Seaside shall support broad design standards and accessible environments in developing the Fort Ord planning area.

Program G-1.1: The City of Seaside shall identify focused areas and develop inclusionary zoning to encourage group homes and flexibility in household size and composition.

Program G-1.2: The City of Seaside shall review all development plans with the goal of making the community more accessible.

Program G-1.3: The City of Seaside shall inventory those existing public facilities on former Fort Ord lands that warrant reduction in barriers and develop a long-term program to implement reduction in barriers.

Objective H: Provide General Plan consistency between land use and housing elements.

Residential Land Use Policy H-1: The City of Seaside shall incorporate policies in its Housing Element consistent with Fort Ord policies for residential lands.

Program H-1.1: The City of Seaside shall revise its housing element to incorporate and address the policy direction in this plan, including but not limited to issues regarding additional housing stock, opportunities for affordable housing, and provisions for housing displacement.

Objective I: Provide for Community Design principles and guidelines to ensure quality of life for Fort Ord residents and surrounding communities.

Residential Land Use Policy I-1: The City of Seaside shall support FORA in the preparation of regional urban design guidelines, including a scenic corridor design overlay area, to govern the visual quality of areas of regional importance.

Program I-1.1: The City of Seaside shall prepare design guidelines for implementing development on former Fort Ord lands consistent with the regional urban design guidelines (to be prepared by FORA) and the General Development Character and Design Objectives of the Fort Ord Reuse Plan Framework.

Program I-1.2: The City of Seaside shall review each development proposal for consistency with the regional urban design guidelines and the General Development Character and Design Objectives of the Fort Ord Reuse Plan Framework.

Residential Land Use Policy I-2: The City of Seaside shall adhere to the General Development Character and Design Objectives of the Fort Ord Reuse Plan Framework.

County of Monterey

Objective A: Establish a range of permissible housing densities for the Fort Ord area.

Residential Land Use Policy A-1: The County of Monterey shall provide variable housing densities to ensure development of housing accessible to all economic segments of the community. Residential land uses shall be categorized according to the following densities:

<u>Land Use Designation</u>	<u>Actual Density-Units/Gross Acre</u>
SFD Low Density Residential	up to 5 Du/Ac
SFD Medium Density Residential	5 to 10 Du/Ac
MFD High Density Residential	10 to 20 Du/Ac
Residential Infill Opportunities	5 to 10 Du/Ac
Planned Development Mixed Use District	8 to 20 Du/Ac

Development intensities for residential and other land uses in the County of Monterey are summarized on Table 3.3-4 in the Framework of the Reuse Plan.

The full range of permitted uses in each Land Use Designation is described in Table 3.4-1 in the Framework of the Reuse Plan.

Program A-1.1: Amend the County's General Plan, Greater Monterey Peninsula Area Plan and Zoning Code to designate the former Fort Ord land at the permissible residential densities consistent with the Fort Ord Reuse Plan and appropriate to accommodate the housing types desired for the community.

Program A-1.2: Provide for the appropriate infill residential zoning for CSUMB to expand its housing stock.

Objective B: Ensure compatibility between residential development and surrounding land uses.

Residential Land Use Policy B-1: The County of Monterey shall encourage land uses that are compatible with the character of the surrounding districts or neighborhoods and discourage new land use activities which are potential nuisances and/or hazards within and in close proximity to residential areas.

Program B-2.1: The County of Monterey shall revise zoning ordinance regulations on the types of uses allowed in the county's districts and neighborhoods, where appropriate, to ensure compatibility of uses in the Fort Ord planning area.

Program B-2.2: The County of Monterey shall adopt zoning standards for the former Fort Ord lands to achieve compatible land uses, including, but not limited to, buffer zones and vegetative screening.

Objective C: Encourage highest and best use of residential land to enhance and maximize the market value of residential development and realize the economic opportunities associated with redevelopment at the former Fort Ord.

Residential Land Use Policy C-1: The County of Monterey shall provide opportunities for developing market-responsive housing in the Fort Ord planning area.

Program C-1.1: The County of Monterey shall amend the Greater Monterey Peninsula Area Plan, zone and consider development of a significant new residential area Mixed Use Village District in the County Eucalyptus Planning Area in near the perimeter of the BLM land. The district is designated as SFD Low Density Residential (1 to 5 Du/Acre), Planned Development Mixed Use District and may be developed with a focal point of a an equestrian center golf course and visitor serving hotel.

Program C-1.2: The County of Monterey shall amend the Greater Monterey Peninsula Area Plan and zone for the development of new housing and other use in the East Garrison Historic District in the County Reservation Road Planning Area to be designated as a Planned Development Mixed Use District. This district may include a residential component, perhaps in a village setting incorporated into the designated historic district, depending on the ultimate location of the POST facilities within the former Fort Ord.

Objective D: Provide public facilities and services that will support revitalization of existing Army housing and new housing construction on the former Fort Ord.

Residential Land Use Policy D-1: The County of Monterey shall implement the Public Services and Capital Improvement Program in the Fort Ord Reuse Plan to support residential development.

Program D-1.1: The County of Monterey shall cooperate with FORA and provide adequate public facilities and services that will support residential revitalization and new housing construction at the former Fort Ord.

Objective E: Coordinate the location, intensity and mix of land uses with alternative transportation goals and transportation infrastructure.

Residential Land Use Policy E-1: The County of Monterey 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 and public transportation routes.

Program E-1.1: The County of Monterey shall prepare one or more specific plans for the UC MBEST Center Cooperative Planning District.

Program E-1.2: The County of Monterey shall prepare one or more specific plans for the East Garrison District and incorporate provisions to support transportation alternatives to the automobile.

Program E-1.3: The County of Monterey 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.

Residential Land Use Policy E-2: The County of Monterey shall encourage convenience/specialty retail land use in residential neighborhoods.

Program E-2.1: The County of Monterey shall designate convenience/specialty retail land use on its zoning map and provide standards for development within residential neighborhoods.

Residential Land Use Policy E-3: In areas of residential development, the County of Monterey shall provide for designation of access routes, street and road rights-of-way, off-street and on-street parking, bike paths and pedestrian walkways.

Program E-3.1: The County of Monterey shall delineate adequate circulation rights-of-way to and within each residential area by creating circulation rights-of-way plan lines.

Program E-3.2: The County of Monterey shall prepare pedestrian and bikeway plans and link residential areas to commercial development and public transit.

Objective F: Balance economic development needs with the needs of the homeless population in the community.

Residential Land Use Policy F-1: The County of Monterey shall strive to meet the needs of the homeless population in its redevelopment of the former Fort Ord.

Program F-1.1: The County of Monterey shall develop guidelines to facilitate and enhance the working relationship between FORA and local homeless representatives.

Program F-1.2: The County of Monterey shall conduct outreach to homeless service providers and nonprofit low income housing developers to determine homeless needs in the community.

Program F-1.3: The County of Monterey shall support development of a standard format for the contracts between FORA and homeless service providers that must be submitted to the Federal Housing and Urban Development Agency with this reuse plan.

Program F-1.4: All properties under Title V of the McKinney Act shall be considered to be legal non-conforming uses, and shall be subject to an inspection by the building inspector subject to Health and Safety Codes.

Objective G: Improve access for people with disabilities by creating a barrier-free environment.

Residential Land Use Policy G-1: The County of Monterey shall support broad design standards and accessible environments in developing the Fort Ord planning area.

Program G-1.1: The County of Monterey shall identify focused areas and develop inclusionary zoning to encourage group homes and flexibility in household size and composition.

Program G-1.2: The County of Monterey shall review all development plans with the goal of making the community more accessible.

Program G-1.3: The County of Monterey shall inventory those existing public facilities on former Fort Ord lands that warrant reduction in barriers and develop a long-term program to implement reduction in barriers.

Objective H: Provide General Plan consistency between land use and housing elements.

Residential Land Use Policy H-1: The County of Monterey shall incorporate policies in its Housing Framework consistent with Fort Ord policies for residential lands.



Program H-1.1: The County of Monterey shall revise its housing element to incorporate and address the policy direction in this plan, including but not limited to issues regarding additional housing stock, opportunities for affordable housing, and provisions for housing displacement.

Objective I: Provide for Community Design principles and guidelines to ensure quality of life for Fort Ord residents and surrounding communities.

Residential Land Use Policy I-1: The County of Monterey shall adhere to the Community Design principles of the Fort Ord Reuse Plan Design Framework.

Program I-1.1: The County of Monterey shall prepare design guidelines for implementing development on former Fort Ord lands consistent with the Community Design Element of the Reuse Plan.

Program I-1.2: The County of Monterey shall review each development proposal for consistency with the Community Design principles and the County's design guidelines.

Objective J: Provide for adequate housing for CSUMB.

Residential Land Use Policy J-1: The County shall coordinate with CSUMB to provide for maintenance of existing housing and infill of new housing.

Program J-1.1: The County shall amend the Monterey Peninsula Area Plan and provide zoning for appropriate housing consistent with CSUMB master plan.

4.1.3 Commercial Land Use

4.1.3.1 Summary of Existing Conditions

This section incorporates by reference information from the Land Use Baseline Study of Fort Ord, California (U.S. Army Corps of Engineers, Sacramento District, 1992b), the Environmental Impact Statement for Fort Ord Disposal and Reuse (U.S. Army Corps of Engineers, Sacramento District, June 1993), and the Supplemental Environmental Impact Statement (U.S. Army Corps of Engineers, Sacramento District, Dec. 1995). These documents are available at the public information repository established at the Seaside Branch Library.

The existing conditions described in this section refer to the baseline year of 1991.

Fort Ord: Existing Local Services/Commercial Areas land use category encompasses a total area of 34 acres. It provides retail or other commercial services, such as gas stations, mini-markets, and fast food facilities.

City of Marina: There are no existing commercial land uses located within the Marina city limits of the former Fort Ord.

City of Seaside: Existing Local Services/Commercial land uses associated with the POM Annex residential use are located within the Seaside city limits of the former Fort Ord.

County of Monterey: The County designates all land within Fort Ord boundaries public/quasi-public. There are no existing commercial land uses located within the Monterey County limits of the former Fort Ord.

4.1.3.2 Commercial Land Use Objectives

Objective A: Designate sufficient area for a variety of commercial centers to meet the retail and business needs of the Fort Ord community.

The Land Use Concept for the Fort Ord Reuse Plan provides for 14 million square feet of ultimate commercial development. Of this total, the Business Park/Light Industrial/Office/Research and Development use receives about 12 million square feet, while 2 million is allocated to the Retail use category. Almost 5 million square feet are scheduled to be allocated by the year 2015, approximately 3.9 million square feet for Business Park/Light Industrial/Office/R&D, and 1.1 million for Retail.

The following typical development intensities have been allocated to commercial uses at the former Fort Ord:

Light Industrial/Business Park: permitted floor area ratio (FAR) of .20, some areas slightly lower (.13 to .15 FAR) to account for special site conditions. The Land Use Concept accommodates numerous locations at the former Fort Ord that would be attractive to this market. They include:

- Marina Town Center Planning Area: along State Highway 1 and adjacent to CSUMB;
- Marina Airport Planning Area: UC MBEST Center and Marina Airport Business Park;
- County South Gate Planning Area: Adjacent to planned hotel and golf course development;
- County York Road Planning Area: Extension of existing Ryan Ranch development; and
- County Reservation Road Planning Area: UC MBEST Center and East Garrison.

Office/R&D: Permitted FAR of .25, some specific market segments or strategic locations higher (to .35 FAR) because they may be able to attract more intensive development. Numerous locations at the former Fort Ord would be attractive to the office/R&D market. The Reuse Plan's Land Use Concept accommodates them as follows:

- Marina Town Center Planning Area: Frontage along State Highway 1, University Office Park and mixed use village adjacent to CSUMB;
- Marina Airport Planning Area: UC MBEST Center Cooperative Planning District

- County South Gate Planning Area: Adjacent to hotel and golf course development;
- County York Road Planning Area: Extension of existing Ryan Ranch development; and
- County Reservation Road Planning Area: UC MBEST Center and East Garrison.

Retail and Service Centers: Permitted FAR of .25. The regional and neighborhood retail uses at the former Fort Ord are primarily located in the planning areas surrounding the western end of the CSUMB campus:

- Marina Town Center Planning Area: mixed use corporate center and Village;
- Seaside University Planning Area: Gateway Regional Entertainment District and University Village; and
- Seaside Residential Planning Area: Planned Residential Extension Districts.
- County South Gate Area: Adjacent to planned hotel and golf course development.

Convenience retail and specialty sites—a total of 10—will be encouraged in a more dispersed pattern to support the residential development pattern on former Fort Ord lands and to reduce vehicle trips.

Objective B: Establish visitor-serving hotel and golf course designations within suitable former Fort Ord land.

Hotels and golf courses are located in the Reuse Plan by specific “hotel and golf course opportunity sites.” Appropriate size and character of each facility will be based on the setting. Since there are sufficient land resources to accommodate the distribution of hotel rooms in the Ultimate Plan, hotel buildings at the former Fort Ord should stay within a low-rise configuration. It is anticipated that most new hotel sites should be associated with a golf course to enhance the operating performance of this commercial land use.

The total Fort Ord Visitor Serving program provides 139 acres for hotel sites to accommodate 1,790 rooms, and 678 acres of golf opportunity sites.

Objective C: Ensure that various types of commercial land use categories are balanced, and that business and industry enhance employment opportunities in and self-sufficiency of Fort Ord communities.

Planning for reuse of the former military base allows local jurisdictions to create a community that is largely self-contained, a place where residents can live, work, do business, shop, and enjoy recreational facilities. The commercial activities should be allocated across the Fort Ord area to bring about and maintain this balance.

The economic objectives for Fort Ord base reuse address the need for balanced growth and call for creating a setting which is conducive to long-term balanced economic and employment growth and the self-sufficiency of local communities (FORA Reuse Plan Alternatives Analysis).

Objective D: Encourage commercial development in close proximity to major residential areas and transportation routes.

Allowing for mixed-use development at the former Fort Ord by combining compatible land uses, such as shops, offices and housing, to locate closer together, will help decrease travel distances, increase transit ridership, walking and biking, and ultimately reduce the vehicle emissions associated with various types of land uses.

The commercial land use strategy for Fort Ord base reuse locates commercial activity near residential areas. It encourages convenience retail and services in a dispersed pattern to support the residential development pattern. The Convenience and Specialty Retail designation allows the distribution of commercial uses, establishing small scale centers that can meet the needs of residential districts. Uses allowed within this category, in addition to convenience and specialty retail, include restaurants and personal services, promoting additional linkage between residential and commercial development. This strategy will help reduce local vehicular trips and trip lengths, which in turn will lead to fewer air quality impacts from Fort Ord development.

A mix of commercial and residential uses is further encouraged by designating mixed-use districts that will allow people to both live and work in the Fort Ord area and therefore to depend less on their cars. The land use concept provides for Planned Development Mixed Use in each of the three land use jurisdictions. This designation is intended to encourage the development of pedestrian-oriented community centers that support a wide variety of commercial, residential, retail, professional services, and cultural and entertainment activities. Generally, this mixed use will be located near future transit facilities or along transit corridors, and near commercial and employment centers.

Objective E: Provide for adequate access to commercial developments.

The proposed base reuse circulation system is designed to accommodate and enhance commercial growth and expansion at the former Fort Ord. For the regional and neighborhood retail uses, primarily located around the western end of the CSUMB campus, approximately 20% of the land area is reserved for “local-serving” roads. The regional retail centers designated in the cities of Seaside and Marina are located along State Highway 1 frontage at the Main Gate and 12th Street interchanges to provide areawide access and visibility. Convenience retail and services will be placed in a dispersed pattern throughout the residential development areas on the former Fort Ord and will be accessible via local roads, bike paths and pedestrian trails.

Retail and services are generally served with surface parking in a combination of off-street and on-street locations.

(For further discussion of the proposed Fort Ord transportation system, please refer to the Plan’s Section 4.2, Circulation Element.)

Objective F: Provide for Community Design principles and guidelines to ensure quality of life for employees and residents of Fort Ord and the surrounding communities.

Ensuring high-quality design for Fort Ord commercial development will help to establish the form and appearance for the area and ensure that the commercial features will contribute to community identity, livability, and quality of life for residents of the Fort Ord area and surrounding jurisdictions.

(For further discussion of this topic, please refer to Section 3.1 Community Design Vision.)

4.1.3.3 Commercial Land Use Policies and Programs

City of Marina

Objective A: Designate sufficient area for a variety of commercial centers to meet the retail and business needs of the Fort Ord community.

Commercial Land Use Policy A-1: The City of Marina shall allocate land in commercial and office categories adequate to provide goods and services for the needs of its citizens, other Fort Ord jurisdictions and their trade areas. Commercial land uses shall be designated as follows:

- **Business Park/Light Industrial**
 - Marina Municipal Airport District (Polygons 1a, 1f):
60 acres, 0.13 FAR, 340,000 square feet
 - Light Industrial/Technology Center (Polygons 1a, 1f):
48.37 acres, .20 FAR, 421,399 square feet
 - North Airport Lt. Ind./Technology District (Polygon 1c)
207 acres, .20 FAR, 1,807,304 square feet
- **Office/R&D**
 - Mixed Use Corporate Center (Polygons 2a, 2b)
53.68 acres, .35 FAR, 818,405 square feet
 - Marina Village District (Polygons 2b/c/d/g, 3)
2 acres, .35 FAR, 30,492 square feet
 - University Office Park/R&D District
64.65 acres, .20 FAR, 563,231 square feet
- **Regional Retail**
 - Mixed Use Corporate Center (Polygons 2a, 2b)
30 acres, .25 FAR, 326,700 square feet
- **Neighborhood Retail**
 - Planned Residential District (Polygons 2a, 4, 4a, 5b/c)
17.25 acres, .25 FAR, 187,853 square feet
 - Mixed Use Corporate Center (Polygons 2a, 2b)
9 acres, .35 FAR, 98,010 square feet
- **Convenience/Specialty Retail**
 - Planned Residential District (Polygons 2a, 4, 4a, 5b/c)
1 acre, .25 FAR, 10,890 square feet
 - Civic/Mixed Use District (Polygon 5a)
1 acre, .25 FAR, 10,890 square feet
 - UC MBEST Center Cooperative Planning District (Polygon 7c)
1 acre, .25 FAR, 10,890 square feet
 - Marina Village District (Polygons 2b/c/d/g, 3)
7 acres, .25 FAR, 76,230 square feet

Program A-1.1: Amend the City's General Plan and Zoning Code to designate former Fort Ord land at the permissible commercial densities consistent with the Fort Ord Reuse Plan and appropriate to accommodate the commercial activities desired for the community.

Objective B: Establish visitor-serving hotel and golf course designations within suitable former Fort Ord land.

Commercial Land Use Policy B-1: The City of Marina shall allocate land in the visitor serving category to promote development of hotel and resort uses, along with associated commercial recreation uses such as golf courses. Visitor-serving uses shall be designated as follows:

- UC MBEST Center Cooperative Planning District (Polygon 7c): Hotel Opportunity Site, 10 acres, 150 rooms.
- North Airport Visitor-Serving District (Polygon 1c): Hotel Opportunity Site, 15 acres, 200 rooms; Golf Course Opportunity Site, 184.67 acres.

Program B-1.1: Amend the City's General Plan and Zoning Code to designate visitor-serving uses at the allowable densities consistent with the Fort Ord Reuse Plan and appropriate to accommodate the commercial activities desired for the community.

Commercial Land Use Policy B-2: The City of Marina shall not include nor allow card rooms or casinos for gambling as acceptable land uses on the former Fort Ord.

Program B-2.1: The City of Marina shall amend the City's General Plan and Zoning Code to prohibit card rooms or casinos as or conditionally permitted land uses on the former Fort Ord.

Commercial Land Use Policy B-3: The City of Marina shall prepare design guidelines for implementing hotel development on former Fort Ord lands consistent with the regional urban design guidelines (to be prepared by FORA) and the General Development Character and Design Objectives of the Fort Ord Reuse Plan Framework.

Program B-3.1: The City of Marina shall review each hotel proposal for consistency with the regional urban design guidelines and the General Development Character and Design Objectives of the Fort Ord Reuse Plan Framework.

Objective C: Ensure that various types of commercial land use categories are balanced, and that business and industry enhance employment opportunities in and self-sufficiency of Fort Ord communities.

Commercial Land Use Policy C-1: The City of Marina shall encourage a strong and stable source of city revenues by providing a balance of commercial land use types on its former Fort Ord land, while preserving the area's community character.

Program C-1.1: The City of Marina shall amend its zoning map to provide for commercial land use types and densities consistent with the Land Use Concept in the Fort Ord Reuse Plan in order to encourage employment opportunities and self-sufficiency.

Objective D: Encourage commercial development in close proximity to major residential areas and transportation routes.

Commercial Land Use Policy D-1: The City of Marina shall allow a mix of residential and commercial uses to decrease travel distances, encourage walking and biking and help increase transit ridership.

Program D-1.1: The City of Marina shall allow for all types and a balance of commercial designations in the following Planned Development Mixed Use Districts:

- UC MBEST Center Cooperative Planning District
- Del Monte Mixed Use District
- Mixed Use Corporate Center District
- Marina Village District

Program D-1.2: The City of Marina shall designate convenience/specialty retail land use on its zoning map and provide textual (and not graphic) standards for development within residential neighborhoods.

Objective E: Provide for adequate access to commercial developments.

Commercial Land Use Policy E-1: The City of Marina shall coordinate the location and intensity of commercial areas at the former Fort Ord with transportation resources and in a manner which offers convenient access.

Program E-1.1: The City of Marina shall coordinate with FORA and the Transportation Agency of Monterey County to address existing regional transportation needs and to implement the long-range circulation strategy for the former Fort Ord as specified in the Reuse Plan.

Commercial Land Use Policy E-2: In areas of commercial development, the City of Marina shall provide for designation of access routes, street and road rights-of-way, off-street and on-street parking, bike paths and pedestrian walkways.

Program E-2.1: The City of Marina shall delineate adequate circulation rights-of-way to and within each commercial area by creating circulation right-of-way plan lines.

Program E-2.2: The City of Marina shall prepare pedestrian and bikeway plans and link commercial development to residential areas and public transit.

Program E-2.3: The City of Marina shall preserve sufficient land at the former Fort Ord for right-of-ways to serve long-range commercial build-out.

Objective F: Provide for Community Design principles and guidelines for commercial development at the former Fort Ord.

Commercial Land Use Policy F-1: The City of Marina shall support FORA in the preparation of regional urban design guidelines, including a scenic corridor design overlay area, to govern the visual quality of areas of regional importance.

Commercial Land Use Policy F-2: The City of Marina shall adhere to the General Development Character and Design Objectives of the Fort Ord Reuse Plan Framework for commercial development at the former Fort Ord.

Program F-1.1: The City of Marina shall prepare design guidelines for implementing commercial development on former Fort Ord lands consistent with the regional urban design guidelines (to be prepared by FORA) and the General Development Character and Design Objectives of the Fort Ord Reuse Plan Framework.

Program F-1.2: The City of Marina shall review each commercial development proposal for consistency with the regional urban design guidelines and the General Development Character and Design Objectives of the Fort Ord Reuse Plan Framework.

City of Seaside

Objective A: Designate sufficient area for a variety of commercial centers to meet the retail and business needs of the Fort Ord community.

Commercial Land Use Policy A-1: The City of Seaside shall allocate land in commercial and office categories adequate to provide goods and services for the needs of its citizens, other Fort Ord jurisdictions and their trade areas. Commercial land use shall be designated as follows:

- **Regional Retail**
Gateway Regional Entertainment District (Polygon 15)
43.78 acres, .25 FAR, 476,764 square feet
- **Neighborhood Retail**
University Village District (Polygons 18, 20e, 20h)
27.85 acres, .25 FAR, 303,287 square feet

Planned Residential Extension District (Polygon 23)
26.05 acres, .25 FAR, 283,685 square feet
- **Convenience/Specialty Retail**
University Village District (Polygons 18, 20e, 20h)
4 acres, .25 FAR, 43,560 square feet

Program A-1.1: Amend the City's General Plan and Zoning Code to designate former Fort Ord land at the permissible commercial densities consistent with the Fort Ord Reuse Plan and appropriate to accommodate the commercial activities desired for the community.

Objective B: Establish visitor-serving hotel and golf course designations within suitable former Fort Ord land.

Commercial Land Use Policy B-1: The City of Seaside shall allocate land in the visitor serving category to promote development of hotel and resort uses, along with associated commercial recreation uses such as golf courses. Visitor-serving uses shall be designated as follows:

- Visitor-Serving Hotels and Golf Courses (Polygon 22): Hotel Opportunity Site, approximately 25 acres, 800 rooms; 36-Hole Golf Course Site, 350.14 acres.

Program B-1.1: Amend the City's General Plan and Zoning Code to designate visitor-serving uses at the allowable densities consistent with the Fort Ord Reuse Plan and appropriate to accommodate the commercial activities desired for the community.

Commercial Land Use Policy B-2: The City of Seaside shall not include nor allow card rooms or casinos for gambling as acceptable land uses on the former Fort Ord.

Program B-2.1: The City of Seaside shall amend the City's General Plan and Zoning Code to prohibit card rooms or casinos as permitted or conditionally permitted land uses on the former Fort Ord.

Commercial Land Use Policy B-3: The City of Seaside shall prepare design guidelines for implementing hotel development on former Fort Ord lands consistent with the regional urban design guidelines (to be prepared by FORA) and the General Development Character and Design Objectives of the Fort Ord Reuse Plan Framework.

Program B-3.1: The City of Seaside shall review each hotel proposal for consistency with the regional urban design guidelines and the General Development Character and Design Objectives of the Fort Ord Reuse Plan Framework.

Objective C: Ensure that various types of commercial land use categories are balanced, and that business and industry enhance employment opportunities in and self-sufficiency of Fort Ord communities.

Commercial Land Use Policy C-1: The City of Seaside shall encourage a strong and stable source of city revenues by providing a balance of commercial land use types on its former Fort Ord land, while preserving the area's community character.

Program C-1.1: The City of Seaside shall amend its zoning map to provide for commercial land use types and densities consistent with the Land Use Concept in the Fort Ord Reuse Plan in order to encourage employment opportunities and self-sufficiency.

Objective D: Encourage commercial development in close proximity to major residential areas and transportation routes.

Commercial Land Use Policy D-1: The City of Seaside shall allow a mix of residential and commercial uses to decrease travel distances, encourage walking and biking and help increase transit ridership.

Program D-1.1: The City of Seaside shall allow for a balance of neighborhood and convenience commercial designations in the University Village Planned Development Mixed Use District to serve the CSUMB population and Community Park in Polygon 18.

Program D-1.2: The City of Seaside shall designate convenience/specialty retail land use on its zoning map and provide textual (and not graphic) standards for development within residential neighborhoods.

Objective E: Provide for adequate access to commercial developments.

Commercial Land Use Policy E-1: The City of Seaside shall coordinate the location and intensity of commercial areas at the former Fort Ord with transportation resources and in a manner which offers convenient access.

Program E-1.1: The City of Seaside shall coordinate with FORA and the Transportation Agency of Monterey County to address existing regional transportation needs and to implement the long-range circulation strategy for the former Fort Ord as specified in the Reuse Plan.

Commercial Land Use Policy E-2: In areas of commercial development, the City of Seaside shall provide for designation of access routes, street and road rights-of-way, off-street and on-street parking, bike paths and pedestrian walkways.

Program E-2.1: The City of Seaside shall delineate adequate circulation rights-of-way to and within each commercial area by creating circulation rights-of-way plan lines.

Program E-2.2: The City of Seaside shall prepare pedestrian and bikeway plans and link commercial development to residential areas and public transit.

Program E-2.3: The City of Seaside shall preserve sufficient land at the former Fort Ord for right-of-ways to serve long-range commercial build-out.

Objective F: Provide for Community Design principles and guidelines for commercial development at the former Fort Ord.

Commercial Land Use Policy F-1: The City of Seaside shall support FORA in the preparation of regional urban design guidelines, including a scenic corridor design overlay area, to govern the visual quality of areas of regional importance.

Commercial Land Use Policy F-2: The City of Seaside shall adhere to the General Development Character and Design Objectives of the Fort Ord Reuse Plan Framework for commercial development at the former Fort Ord.

Program F-1.1: The City of Seaside shall prepare design guidelines for implementing commercial development on former Fort Ord lands consistent with the regional urban design guidelines (to be prepared by FORA) and the General Development Character and Design Objectives of the Fort Ord Reuse Plan Framework.

Program F-1.2: The City of Seaside shall review each commercial development proposal for consistency with the regional urban design guidelines and the General Development Character and Design Objectives of the Fort Ord Reuse Plan Framework.

County of Monterey

Objective A: Designate sufficient area for a variety of commercial centers to meet the retail and business needs of the Fort Ord community.

Commercial Land Use Policy A-1: The County of Monterey shall allocate land in commercial and office categories adequate to provide goods and services for the needs of its citizens, other Fort Ord jurisdictions and their trade areas. Commercial land use shall be designated as follows:

- **Business Park/Light Industrial**
East Garrison District (Polygon 11b):
70 acres, 0.2 FAR, 609,840 square feet

South Gate Planning Area (Polygons 29a, 31a, and 31b):
48 acres; .20 FAR; 415,127 square feet

York Road Planning Area (Polygons 29b, and 29d):
147 acres; .06 FAR; 413,000 square feet
- **Office/R&D**
UC MBEST Center Cooperative Planning District (Polygons 6a, 9b)
30.15 acres, .35 FAR, 459,667 square feet
267.47 acres, .27 FAR, 3,192,372 square feet

East Garrison District (Polygon 11b)
25 acres, .20 FAR, 217,800 square feet
- **Convenience/Specialty Retail**
East Garrison District (Polygon 11b)
5 acres, 54,461 square feet

~~Residential/Recreational District (Polygons 19a, 19b)~~
~~1 acre, 10,890 square feet~~

County Recreation/Habitat District (Polygon 8a)
1 acre, 10,890 square feet

County Recreation District (Polygon 17a)
1 acre, 10,890 square feet

South Gate Planning Area (Polygons 29a, 31a, and 31b):
5 acres; .14 FAR; 30,000 square feet

Program A-1.1: Amend the County's General Plan and Zoning Code to designate former Fort Ord land at the permissible commercial densities consistent with the Fort Ord Reuse Plan and appropriate to accommodate the commercial activities desired for the community.

Objective B: Establish visitor-serving hotel and golf course designations within suitable former Fort Ord land.

Commercial Land Use Policy B-1: The County of Monterey shall allocate land in the visitor serving category to promote development of hotel and resort uses, along with associated commercial recreation uses such as golf courses. Visitor-serving uses shall be designated as follows:

- ~~Residential/Recreation District Mixed Use Village District (Polygons 19a, 21a/b/c):~~ Hotel Opportunity Sites, 15 acres, 300 rooms
~~3-4 Hotels with 675 rooms; 18-Hole Golf Course Opportunity Site, 179 acres.~~
- Visitor-Serving Hotel/Golf Course District (Polygon 29a): Hotel Opportunity Site, 15 acres, 300 rooms; 18-Hole Golf Course Opportunity Site, 149.05 acres.

Program B-1.1: Amend the County's General Plan and Zoning Code to designate visitor-serving uses at the allowable densities consistent with the Fort Ord Reuse Plan and appropriate to accommodate the commercial activities desired for the community.

Commercial Land Use Policy B-2: The County of Monterey shall not include nor allow card rooms or casinos for gambling as acceptable land uses on the former Fort Ord.

Program B-2.1: The County of Monterey shall amend its General Plan and Zoning Code to prohibit card rooms or casinos as permitted or conditionally permitted land uses on the former Fort Ord.

Commercial Land Use Policy B-3: The County of Monterey shall prepare design guidelines for implementing hotel development on the former Fort Ord lands consistent with the regional urban design guidelines (to be prepared by FORA) and the General Development Character and Design Objectives of the Fort Ord Reuse Plan Framework.

Program B-3.1: The County of Monterey shall review each hotel proposal for consistency with the regional urban design guidelines and the General Development Character and Design Objectives of the Fort Ord Reuse Plan Framework.

Objective C: Ensure that various types of commercial land use categories are balanced, and that business and industry enhance employment opportunities in and self-sufficiency of Fort Ord communities.

Commercial Land Use Policy C-1: The County of Monterey shall encourage a strong and stable source of county revenues by providing a balance of commercial land use types on its former Fort Ord land, while preserving the area's community character.

Program C-1.1: The County of Monterey shall amend its zoning map to provide for commercial land use types and densities consistent with the Land Use Concept in the Fort Ord Reuse Plan in order to encourage employment opportunities and self-sufficiency.

Objective D: Encourage commercial development in close proximity to major residential areas and transportation routes.

Commercial Land Use Policy D-1: The County of Monterey shall allow a mix of residential and commercial uses to decrease travel distances, encourage walking and biking and help increase transit ridership.

Program D-1.1: The County of Monterey shall allow for convenience commercial designations in the following Planned Development Mixed Use Districts:

- UC MBEST Center Cooperative Planning District
- East Garrison District

Program D-1.2: The County of Monterey shall designate convenience/specialty retail land use on its zoning map and provide textual (and not graphic) standards for development within residential neighborhoods.

Objective E: Provide for adequate access to commercial developments.

Commercial Land Use Policy E-1: The County of Monterey shall coordinate the location and intensity of commercial areas at the former Fort Ord with transportation resources and in a manner which offers convenient access.

Program E-1.1: The County of Monterey shall coordinate with FORA and the Transportation Agency of Monterey County to address existing regional transportation needs and to implement the long-range circulation strategy for the former Fort Ord as specified in the Reuse Plan.

Commercial Land Use Policy E-2: In areas of commercial development, the County of Monterey shall provide for designation of access routes, street and road rights-of-way, off-street and on-street parking, bike paths and pedestrian walkways.

Program E-2.1: The County of Monterey shall delineate adequate circulation rights-of-way to and within each commercial area by creating circulation rights-of-way plan lines.

Program E-2.2: The County of Monterey shall prepare pedestrian and bikeway plans and link residential areas to commercial development to residential areas and public transit.

Program E-2.3: The County of Monterey shall preserve sufficient land at the former Fort Ord for right-of-ways to serve long-range commercial build-out.

Objective F: Provide for Community Design principles and guidelines for commercial development at the former Fort Ord.

Commercial Land Use Policy F-1: The County of Monterey shall support FORA in the preparation of regional urban design guidelines, including a scenic corridor design overlay area, to govern the visual quality of areas of regional importance.

Commercial Land Use Policy F-2: The County of Monterey shall adhere to the General Development Character and Design Objectives of the Fort Ord Reuse Plan Framework for commercial development at the former Fort Ord.

Program F-1.1: The County of Monterey shall prepare design guidelines for implementing commercial development on former Fort Ord lands consistent with the regional urban design guidelines (to be prepared by FORA) and the General Development Character and Design Objectives of the Fort Ord Reuse Plan Framework.

Program F-1.2: The County of Monterey shall review each commercial development proposal for consistency with the regional urban design guidelines and the General Development Character and Design Objectives of the Fort Ord Reuse Plan Framework.

4.1.4 Recreation/Open Space Land Use

4.1.4.1 Summary of Existing Conditions

Fort Ord

Existing recreational uses of open space at the former Fort Ord include two golf courses and a club house, baseball diamonds, tennis courts, and playgrounds. Training areas are also part of this designation and include a central track and field, a stadium, and a recreation complex. The combined land use category of Open Space/Training areas in the developed area of the former Fort Ord covers a total of 837 acres. In the undeveloped areas, this land use constitutes the large inland area of 22,576 acres left primarily in

its natural state without the development of facilities. Uses here include the training/fire range for advanced military training operations, recreational areas (i.e. hunting, fishing and camping), and land leased to local farmers for livestock grazing.

Over 16,000 acres in the interior of the former Fort Ord are dedicated as a Natural Resource Management Area to be held and managed for that purpose by the Bureau of Land Management. BLM is obligated to specific management activities through the adopted Habitat Management Plan (HMP) and is taking a leading role in the Coordinated Resource Management and Planning Program (CRMP).

City of Marina

The Fort Ord area within the Marina city limits includes several Open Space/Training areas, including the Equestrian Center, recreational facilities, and open space areas around the Marina Municipal Airport. The city's SOI includes the East Garrison and encompasses some training areas there.

City of Seaside

Open Space/Training areas within the Seaside city limits include the Black Horse and Bayonet championship golf courses.

County of Monterey

Unincorporated Monterey County includes the coastal zone of approximately 1,050 acres, extending 4 miles along Monterey Bay. The beach front property was used primarily for military training operations and open space. The county area also includes the large inland undeveloped area, which was used for the inland training/fire range for advanced military training operations, recreational areas (i.e. hunting, fishing and camping), and land leased to local farmers for livestock grazing.

4.1.4.2 Recreation/Open Space Land Use Objectives

Objective A: Encourage land uses that respect, preserve and enhance the natural resources of Fort Ord.

The former Fort Ord is located in a diverse and scenic natural environment. From coastal strand and dune areas to maritime chaparral and oak woodlands, the area offers a broad range of natural features. Land use and design policies can encourage development that enhances the beauty of the natural environment by carefully distributing building intensity and land uses. Fort Ord jurisdictions can preserve the environment by encouraging project design that is responsive to natural features, such as plant and animal habitats.

For further discussion of issues related to Fort Ord's natural environment, please turn to the elements addressing Recreation and Open Space, and Conservation.

Objective B: Use open space as a land use link and buffer.

Although open space exists in contiguous areas at the former Fort Ord, it will also serve an important purpose between various other existing and planned land uses. In this context, open space creates a vital connectivity with the natural resources and open space areas elsewhere and enhances the unique character of the Fort Ord community. Preservation of these "ribbons" of open space areas will be an important consideration in land use planning for the base.

Objective C: Reserve sufficient lands for regional, community and neighborhood parks and recreation facilities in the Fort Ord area and adjacent communities.

The abundance of open space resources at the former Fort Ord allows the jurisdictions involved in reuse planning to provide for ample parks and recreation uses as development strategies are considered for the area. The Fort Ord land use strategy promotes the compatible recreational use of diverse open space and recreational resources here to enhance the quality of life for residents, students and the work force within FORA boundaries and in the surrounding communities. These special resources will also contribute to the diversity of the tourist economy of the Monterey Peninsula.

The Open Space/Recreation designation on the Reuse land use plan has been applied to all planned parkland, which will be publicly owned, including Fort Ord Dunes State Park. In certain cases it has been applied to encourage the development of commercial recreation opportunities such as equestrian centers or golf courses. Allowed uses within the designation include convenience retail, commercial recreation such as equestrian centers/trails and golf courses, public amphitheaters, and habitat management.

The Open Space program for the Reuse Plan designates 1,952 acres for park use.

Objective D: Retain open space to enhance the appearance of special areas that serve as primary gateways to the Fort Ord area.

Gateways are points of entry into and embarkation from a community. When entering a community, gateways signify a sense of arrival and help to establish a sense of place. The former Fort Ord Army Base had well-defined gateways at major roadways to secure the base. Because there has been continued usage and significance of these existing gateways, maintaining their continuity to signify entry into the Fort Ord community is a logical progression in the conversion of the base.

The most significant gateway into the former Fort Ord is the main gate area, at State Highway 1 and Lightfighter Drive. Secondary entries include the 12th Street entry area at State Highway 1, and several other entries at Del Monte Ave., General Jim Moore Boulevard, and Reservation Road.

Objective E: Coordinate open space and recreation land use in Monterey County with other affected agencies at the former Fort Ord, such as the Bureau of Land Management, the California Department of State Parks and Recreation, and the University of California.

The County of Monterey lands at the former Fort Ord contain several large open space areas that need special management and coordination with other agencies.

Objective F: Preserve and protect the Habitat Management Area set aside at the former Fort Ord.

For a detailed discussion of the Habitat Management area and Plan, as well as related goals, objectives, policies and programs, please turn to Section 4.4 of this Reuse Plan.

4.1.4.3 Recreation/Open Space Land Use Policies and Programs

City of Marina

Objective A: Encourage land uses that respect, preserve and enhance natural resources and open space at the former Fort Ord.

Recreation/Open Space Land Use Policy A-1: The City of Marina shall protect irreplaceable natural resources and open space at former Fort Ord.

Program A-1.1: The City of Marina shall identify natural resources and open space, and incorporate it into its General Plan and zoning designations.

Recreation/Open Space Land Use Policy A-2: The City of Marina shall encourage the provision of public open space lands as part of all types of development including residential, commercial and institutional.

Program A-2.1: As part of review of development projects, the City of Marina shall evaluate and provide for the need for public open space.

Objective B: Use open space as a land use link and buffer.

Recreation/Open Space Land Use Policy B-1: The City of Marina shall link open space areas to each other.

Program B-1.2: The City of Marina shall create an open space plan for the former Fort Ord showing the linkage of all open space areas within the City of Marina and linking to open space and habitat areas outside Marina.

Recreation/Open Space Land Use Policy B-2: The City of Marina shall use open space as a buffer between various types of land use.

Program B-2.1: The City of Marina shall review each development project at the former Fort Ord with regard to the need for open space and buffers between land uses.

Program B-2.2: The City of Marina shall encourage clustering of all types of land uses, where appropriate, to allow for a portion of each project site to be dedicated as permanent open space.

Program B-2.3: The City of Marina shall designate open space areas, wherever possible, on the perimeter of all development undertaken at the former Fort Ord.

Program B-2.4: In the Planned Development/Mixed Use District in the Existing City Marina Neighborhoods Planning Area, intended for public facilities such as the future Marina Civic Center and related facilities, the City shall install an open space barrier along the border of adjacent Polygon 5b to prevent potential degradation of this undeveloped habitat. Both polygons provide corridor linkage from the maritime chaparral around the airfield to the habitats in the interior.

Objective C: Reserve sufficient lands for community and neighborhood parks and recreation facilities in the Fort Ord area and adjacent communities.

Recreation/Open Space Land Use Policy C-1: The City of Marina shall designate sufficient area for projected park and recreation facilities at the former Fort Ord.

Program C-1.1: The City of Marina shall amend its General Plan and zoning ordinance to designate appropriate park and recreation facilities at the former Fort Ord to serve the needs of their community area, appropriate and consistent with the recreation standards established for the Fort Ord Reuse Plan.

Program C-1.2: The City of Marina shall use the following Recreation Standards established for Fort Ord reuse and based on existing Marina Community Standards:

- Provide and equip five park acres per one thousand residents.
- 2015 demand for park area: 42 acres.
- Full build-out for park area: 64 acres.

Program C-1.3: The City of Marina shall designate land uses for the following park locations and acreages:

- Neighborhood Park in housing area (Polygon 4): 27 acres.
- Neighborhood Park with community recreation center (Polygon 2B): 10 acres.
- Community Park at existing equestrian center (Polygon 2G): 39.5 acres.
- Community Park with equestrian trailhead (Polygon 17A): 46 acres.

Recreation/Open Space Land Use Policy C-2: The City of Marina shall provide sufficient resources to operate and maintain the park facilities at the former Fort Ord.

Program C-2.1: The City of Marina shall provide in the annual budget for a minimal recreation program at the time that each park is developed. The city should also provide a budget for a complete recreation and park maintenance program when the population to be served by the park reaches one thousand residents.

Program C-2.2: Each park in Marina should be developed and recreation equipment should be in place when approximately 50% of the residential dwelling units that will be served by the park have been constructed and occupied.

Objective D: Retain open space to enhance the appearance of special areas that serve as primary gateways to the Fort Ord area.

Recreation/Open Space Land Use Policy D-1: The City of Marina shall protect the visual corridor along State Highway 1 to reinforce the character of the regional landscape at this primary gateway to the former Fort Ord and the Monterey Peninsula.

Program D-1.1: The City of Marina shall designate the State Highway 1 corridor along the former Fort Ord as a special design district in its zoning code.

Program D-1.2: The City of Marina shall develop special design standards for the State Highway 1 Special Design District textual (and not graphic) and establish a hierarchy of gateways as a part of these standards to help define the Fort Ord community and signify a sense of entry and threshold into the community.

Program D-1.3: The City of Marina shall designate the retail and open space areas along the State Highway 1 area and the Mixed Use Corporate Center area (Polygons 2a and 2b) as a Special Design District to convey the commitment to high-quality development to residents and visitors.

Program D-1.4: For this Special Design District, the City of Marina shall provide for such features as setbacks and buffers, height limits, architectural quality, landscaping and pedestrian access, as well compatibility with surrounding areas as a part of the design standards.

Program D-1.5: The City of Marina shall consider supporting the State Department of Parks and Recreation to develop a State Park entry and information center at the 8th Street Bridge.

City of Seaside

Objective A: Encourage land uses that respect, preserve and enhance natural resources and open space at the former Fort Ord.

Recreation/Open Space Land Use Policy A-1: The City of Seaside shall protect irreplaceable natural resources and open space at former Fort Ord.

Program A-1.1: The City of Seaside shall identify natural resources and open space, and incorporate it into its General Plan and zoning designations.

Recreation/Open Space Land Use Policy A-2: The City of Seaside shall encourage the provision of public open space lands as part of all types of development including residential, commercial and institutional.

Program A-2.1: As part of review of development projects, the City of Seaside shall evaluate and provide for the need for public open space.

Objective B: Use open space as a land use link and buffer.

Recreation/Open Space Land Use Policy B-1: The City of Seaside shall link open space areas to each other.

Program B-1.2: The City of Seaside shall create an open space plan for the former Fort Ord showing the linkage of all open space areas within the City of Seaside as well as linking to open space and habitat areas outside Seaside.

Recreation/Open Space Land Use Policy B-2: The City of Seaside shall use open space as a buffer between various types of land use.

Program B-2.1: The City of Seaside shall review each development project at the former Fort Ord with regard to the need for open space buffers between land uses.

Program B-2.2: The City of Seaside shall encourage clustering of all types of land uses, where appropriate, to allow for a portion of each project site to be dedicated as permanent open space.

Program B-2.3: The City of Seaside shall designate open space areas, wherever possible, on the perimeter of all development undertaken at the former Fort Ord.

Program B-2.4: The City of Seaside shall designate a fire-resistant buffer between BLM lands and residential land use.

Objective C: Reserve sufficient lands for community and neighborhood parks and recreation facilities in the Fort Ord area and adjacent communities.

Recreation/Open Space Land Use Policy C-1: The City of Seaside shall designate sufficient area for projected park and recreation facilities at the former Fort Ord.

Program C-1.1: The City of Seaside shall amend its General Plan and zoning ordinance to designate appropriate park and recreation facilities at the former Fort Ord to serve the needs of their community area, appropriate and consistent with the recreation standards established for the Fort Ord Reuse Plan.

Program C-1.2: The City of Seaside shall use the following recreation standards established for Fort Ord reuse and based on existing Seaside Community Standards:

- Provide and equip neighborhood parks at the rate of two park acres per 1,000 people and community parks at the rate of one acre per 1,000 people.
- 2015 demand for park area: 24 acres of neighborhood parks, 12 acres of community parks.
- Full build-out demand for park area: 31 acres of neighborhood parks, 16 acres of community parks.

Program C-1.3: The City of Seaside shall designate land uses for the following park locations and acreages:

- ~~Community Park in housing area (Polygon 18): 50 acres.~~
- Neighborhood Parks in mixed use area (Polygon 18): 10 acres.
- Neighborhood Park near new golf course community (Polygon 15): 10 acres.
- Neighborhood Park serving University Village Area (Polygon 20e): 5 acres.
- Neighborhood Park with Recreation Center (Polygon 20h): 10 acres.
- Community Park with equestrian/trailhead access to BLM: (Polygon 24): 25 acres.

Recreation/Open Space Land Use Policy C-2: The City of Seaside shall provide sufficient resources to operate and maintain the park facilities at the former Fort Ord.

Program C-2.1: The City of Seaside shall provide in the annual budget for a minimal recreation program at the time that each park is developed. The city should also provide a budget for a complete recreation and park maintenance program when the population to be served by the park reaches one thousand residents.

Program C-2.2: Each park in Seaside should be developed and recreation equipment should be in place when approximately 50% of the residential dwelling units that will be served by the park have been constructed and occupied.

Recreation/Open Space Land Use Policy C-3: The City of Seaside shall coordinate land use designations for parks and recreation with adjacent uses and jurisdictions.

Program C-3.1: The City of Seaside shall include protection criteria in its plan for the community park in the Seaside Residential Planning Area (Polygon 24) for the neighboring habitat protection area in Polygon 25. Creation of this park will also require consideration of existing high-power electric lines and alignment of the proposed Highway 68 connector to General Jim Moore Boulevard.

~~**Program C-3.2:** The 50 acre community park in the University Planning Area (Polygon 18) should be sited, planned and managed in coordination with neighboring jurisdictions (CSUMB and County of Monterey).~~

Program C-3.3: The City of Seaside shall attempt to work out a cooperative park and recreation facilities agreement with MPUSD and CSUMB.

Objective D: Retain open space to enhance the appearance of special areas that serve as primary gateways to the Fort Ord area.

Recreation/Open Space Land Use Policy D-1: The City of Seaside shall protect the visual corridor along State Highway 1 to reinforce the character of the regional landscape at this primary gateway to the former Fort Ord and the Monterey Peninsula.

Program D-1.1: The City of Seaside shall designate the State Highway 1 corridor along the former Fort Ord as a special scenic corridor overlay design district in its zoning code.

Program D-1.2: The City of Seaside shall develop special design standards for the State Highway 1 Special Design District textual (and not graphic) and establish a hierarchy of gateways as a part of those standards to help define the Fort Ord community and signify a sense of entry and threshold into the community.

Program D-1.3: The City of Seaside shall designate the retail and open space areas along the Main Gate area (Polygon 15), the South Village mixed-use area (Polygon 20e), and a strip 500 feet wide (from the Caltrans Row) along State Highway 1 (Polygons 20a and 20h) as Special Design Districts to convey the commitment to high-quality development to residents and visitors.

Program D-1.4: For this Special Design District, the City of Seaside shall provide for such features as setbacks, architectural quality, landscaping and pedestrian access, buffers and height limits, as well compatibility with surrounding areas as a part of the design standards.

Program D-1.5: The City of Seaside shall develop a coordinated building and landscape design plan in conjunction with FORA and CSUMB representatives to create a “grand entry” at the main gate entrance area and shall work with the State Department of Parks and Recreation to create a secondary entry. The landscape plan shall enhance and reinforce the regional character of the main entrance area.

County of Monterey

Objective A: Encourage land uses that respect, preserve and enhance natural resources and open space at the former Fort Ord.

Recreation/Open Space Land Use Policy A-1: The County of Monterey shall protect irreplaceable natural resources and open space at former Fort Ord.

Program A-1.1: The County of Monterey shall identify natural resources and open space, and incorporate them into its Greater Monterey Peninsula Area Plan and zoning designations.

Program A-1.2: The County of Monterey shall cause to be recorded a Natural Ecosystem Easement deed restriction that will run with the land in perpetuity for all identified open space lands.

Recreation/Open Space Land Use Policy A-2: The County of Monterey shall encourage the provision of public open space lands as part of all types of development including residential, commercial and institutional.

Program A-2.1: As part of review of development projects, the County of Monterey shall evaluate and provide for the need for public open space.

Objective B: Use open space as a land use link and buffer.

Recreation/Open Space Land Use Policy B-1: The County of Monterey shall link open space areas to each other.

Program B-1.2: The County of Monterey shall create an open space plan for former Fort Ord showing the linkage of all open space areas with the County of Monterey as well as linking to open space and habitat areas outside the County.

Recreation/Open Space Land Use Policy B-2: The County of Monterey shall use open space as a buffer between various types of land use.

Program B-2.1: The County of Monterey shall review each future development projects for compatibility with adjacent open space land uses and require that suitable open space buffers are incorporated into development plans of incompatible land uses as a condition of project approval. When buffers are required as a condition of approval adjacent to habitat management areas, the buffer shall be at least 150 feet. Roads shall not be allowed within the buffer area except for restricted access maintenance or emergency access roads.

Program B-2.2: The County of Monterey shall encourage clustering of all types of land uses, where appropriate, to allow for a portion of each project site to be dedicated as permanent open space.

Program B-2.3: The County of Monterey shall designate open space areas, wherever possible, on the perimeter of all development undertaken at the former Fort Ord.

Program B-2.4: The County of Monterey shall designate a fire-resistant buffer between BLM lands and residential land use.

Objective C: Reserve sufficient lands for community and neighborhood parks and recreation facilities in the Fort Ord area and adjacent communities.

Recreation/Open Space Land Use Policy C-1: The County of Monterey shall designate sufficient area for projected park and recreation facilities at the former Fort Ord.

Program C-1.1: The County of Monterey shall amend its Greater Monterey Peninsula Area Plan and zoning ordinance to designate appropriate park and recreation facilities at the former Fort Ord to serve the needs of their community area, appropriate and consistent with the recreation standards established for the Fort Ord Reuse Plan and the County Subdivision Ordinance which identifies a standard of 3 acres per 1,000 people.

Program C-1.2: The County of Monterey shall designate land uses for the following park locations and acreages:

- Neighborhood Park in Eucalyptus Road Residential Planning Area (Polygon 19a): 10 acres.
- A minimum of ~~200~~ 400 acres in permanent open space within the Eucalyptus Road residential planning area Planning Area.

Program C-1.3: This parkland shall be created in such a way as to maximize protection of existing oak woodland in support of the Habitat Management Plan.

Program C-1.4: The County of Monterey shall amend its Greater Monterey Peninsula Area Plan map to include this land as Park and Open Space.

Recreation/Open Space Land Use Policy C-2: The County of Monterey shall provide sufficient resources to operate and maintain the park facilities at the former Fort Ord.

Program C-2.1: The County of Monterey shall provide in the annual budget for a minimal recreation program at the time that each park is developed. The county should also provide a budget for a complete recreation and park maintenance program when the population to be served by the park reaches one thousand residents.

Program C-2.2: Each park in the County of Monterey should be developed and recreation equipment should be in place when approximately 50% of the residential dwelling units that will be served by the park have been constructed and occupied.

(There is no Objective D discussion for Monterey County.)

Objective E: Coordinate open space and recreation land use with other affected agencies at the former Fort Ord, such as the California Department of State Parks and Recreation and the Bureau of Land Management.

Recreation/Open Space Land Use Policy E-1: The County of Monterey shall limit recreation in environmentally sensitive areas, such as dunes and areas with rare, endangered, or threatened plant or animal communities to passive, low-intensity recreation dependent on the resource and compatible with its long term protection.

Program E-1.1: The County of Monterey shall assist the CDPR to develop and implement a Master Plan for ensuring the management of the Fort Ord coastal dunes and beaches for the benefit of the public by restoring habitat, recreating the natural landscape, providing public access, and developing appropriate day use and overnight lodging facilities (limited to a capacity of 40 rooms).

Program E-1.2: The County of Monterey shall coordinate with the State Department of Parks and Recreation to resolve the issue of a frontage roadway to connect the cities of Marina and Sand City.

Program E-1.3: The County of Monterey shall work with and support the Army to investigate clean-up of the Recreation/HMP District in the CSUMB/Recreation Planning Area (Polygon 8a). This area is proposed to be used for remediation and reuse research, habitat management, open space/recreation (including an equestrian center, a golf course opportunity site, and an amphitheater), and a convenience center. This proposed use is subject to capping of the landfill and remediation of groundwater beneath it. A minimum of 120 acres will require mitigation by the Army. The polygon is considered for an annexation request by the City of Marina. Drainage, slumping, toxic fumes or gases associated with old landfill need to be considered.

Program E-1.4: The proposed community park facility in the Recreation/HMP District in the CSUMB/Recreation Planning Area (Polygon 17a) will use about 30 acres of land currently dominated by oak woodland for an equestrian center and other recreational facilities. The park will serve as a gateway to trails in the Bureau of Land Management (BLM) area. The County of Monterey shall coordinate polygon and property boundary adjustments as needed to meet jurisdictional requirements of the County, the City of Marina and CSUMB.

Program E-1.5: The Youth Camp District in the Reservation Road Planning Area (Polygon 17b) is intended for rehabilitation of the existing travel camp. The County of Monterey shall assure that this planned use is compatible with adjacent land uses which may include a public safety agency training facility with shooting ranges in the East Garrison.

4.1.5 Institutional Land Use

4.1.5.1 Summary of Existing Conditions

Fort Ord

This land use category includes military support/industrial areas such as motor pools, machine shops, the former Fritzsche Airfield, and a vehicle parts yard; three elementary and one middle school; and the former Hayes Army Hospital, medical and dental facilities, and a helipad.

City of Marina

Institutional land uses within the Marina city limits include the former Fritzsche Airfield (now Marina Municipal Airport), Patton Elementary School, and troop support, administrative, storage, service and maintenance facilities.

City of Seaside

The Seaside city limits encompass three elementary and one middle school, the former Hayes Army Hospital, and troop support, administrative, and storage facilities.

County of Monterey

Monterey County designates all land within Fort Ord boundaries public/quasi-public. The East Garrison area in the unincorporated area of Monterey County was largely designated as a military support/industrial land use.

4.1.5.2 Institutional Land Use Objectives

Objective A: Encourage proper planning of public lands so that uses on these lands are compatible with existing and planned uses on adjacent privately-owned lands.

The land use design concept for the former Fort Ord stresses cohesiveness of institutional lands with adjacent uses. Incompatible uses can disrupt the development process of public facilities and cause the creation of barriers, while coordination with planning of neighboring areas will enhance the quality of life and encourage interaction among all planning areas.

Objective B: Consider special needs of schools in developing land and infrastructure.

The broad range of educational activities that already exist at or are planned for the former Fort Ord provide the nucleus for redevelopment of the former base. In addition to the universities which represent two major activity nodes at the former Fort Ord, the area will be home to a number of other educational uses, including five existing elementary and middle schools and several planned locations for community college extension programs and private higher education institutions. Consideration of the special school-related planning and safety needs will contribute toward the goal of educational excellence at the former Fort Ord.

Objective C: Encourage highest and best use of institutional lands associated with military enclave redevelopment at the former Fort Ord.

Achieving maximum market value for development of the former Fort Ord lands is a key goal of reuse planning efforts. Enhancing the existing use of POM Annex lands in the Seaside area of the former Fort Ord will contribute to this goal.

Objective D: Provide for Community Design principles and guidelines for institutional development at the former Fort Ord.

Establishing high-quality design standards when developing the public lands at the former Fort Ord will contribute to their integration into the communities which surround them. It will also ensure that the specific features associated with institutions, such as gateways and transition areas, will enhance community identity and support the unified vision for the former Fort Ord shared by public institutions and Monterey Bay jurisdictions.

4.1.5.3 Institutional Land Use Policies and Programs

City of Marina

Objective A: Encourage proper planning on and adjacent to public lands so that uses on these lands are compatible.

Institutional Land Use Policy A-1: The City of Marina shall review and coordinate with the universities, colleges and other school districts or entities, the planning of both public lands designated for university-related uses and adjacent lands.

Program A-1.1: The City of Marina shall be included in the master planning efforts undertaken by the University of California and California State University, and jointly with those agencies ensure compatible land uses between university lands and non-university lands.

Program A-1.2: The City of Marina shall designate the land surrounding the UC MBEST Center Cooperative Planning District and CSUMB planning areas for compatible use, such as Planned Development Mixed Use Districts, to encourage use of this land for a university and research oriented environment and to prevent the creation of pronounced boundaries between the campus and surrounding communities.

Program A-1.3: The City of Marina shall review and, if necessary, revise its zoning ordinance regulations on the types of uses allowed in areas adjacent to the UC MBEST Center Cooperative Planning District and the CSUMB Planning Area District, so as to ensure compatibility of uses; the City will adopt zoning standards to ensure a suitable transition of land use types, density, design, circulation and roadways to the areas designated for university-related uses.

Program A-1.4: The City of Marina shall minimize the impacts of or eliminate land uses which may be incompatible with public lands, such as a public maintenance yard and a transfer station, and an existing equestrian center located in the Marina Village District north of the CSUMB campus.

Institutional Land Use Policy A-2: The City of Marina shall encourage CSUMB to pursue the early redevelopment of the boundary lands, to the degree possible, to support the revitalization of the Marina Village District.

Institutional Land Use Policy A-3: The City of Marina shall carefully review and coordinate with UC the planning of the lands designated for airport-related uses surrounding the Marina Municipal Airport.

Program A-3.1: The City of Marina shall designate the land surrounding the Marina Municipal Airport for compatible uses, such as Business Park/Light Industrial/Office/R&D, Visitor Serving, or Habitat Management, and coordinate land use designations and decisions with UC.

Program A-3.2: The City of Marina shall review and modify, as necessary, its zoning ordinance regulations on the types of uses allowed in areas adjacent to the Marina Municipal Airport District and adopt zoning standards to provide a suitable transition of land use types, density, design, circulation and roadways.

Objective B: Consider special needs of schools in developing land and infrastructure.

Institutional Land Use Policy B-1: The City of Marina shall provide a compatible and safe environment for schools serving former Fort Ord areas when planning land use and infrastructure improvements.

Program B-1.1: The City of Marina shall review all planning and design for land use and infrastructure improvements in the vicinity of public schools or college facilities, especially with respect to land use compatibility (expected impacts of residential and other development), school safety and ensure appropriate compatibility, including all applicable safety standards for development near schools as a condition of project approval.

Program B-1.2: The City of Marina shall inform the Monterey Peninsula Unified School District and Monterey Peninsula College of all proposed land use and infrastructure improvements which may impact school and college sites.

Program B-1.3: The City of Marina shall designate the location of a new high school in accordance with state and local safety and siting standards.

(There is no Objective C discussion for the City of Marina.)

Objective D: Provide for Community Design principles and guidelines for institutional development at the former Fort Ord.

Institutional Land Use Policy D-1: The City of Marina shall support FORA in the preparation of regional urban design guidelines, including a scenic corridor design overlay area, to govern the visual quality of areas of regional importance.

Institutional Land Use Policy D-2: The City of Marina shall adhere to the General Development Character and Design Objectives of the Fort Ord Reuse Plan Framework for institutional development at the former Fort Ord.

Program D-2.1: The City of Marina shall prepare design guidelines for implementing institutional development on former Fort Ord lands consistent with the regional urban design guidelines (to be prepared by FORA) and the General Development Character and Design Objectives of the Fort Ord Reuse Plan Framework.

Program D-2.2: The City of Marina shall review each institutional development proposal for consistency with the regional urban design guidelines and the General Development Character and Design Objectives of the Fort Ord Reuse Plan Framework.

City of Seaside

Objective A: Encourage proper planning on and adjacent to public lands so that uses on these lands are compatible.

Institutional Land Use Policy A-1: The City of Seaside shall review and coordinate with the universities, colleges and other school districts or entities the planning of both public lands designated for university-related uses and adjacent lands.

Program A-1.1: The City of Seaside shall request to be included in the master planning efforts undertaken by the California State University and shall take an active role to ensure compatible land uses into transition between university lands and non-university lands.

Program A-1.2: The City of Seaside shall designate the land surrounding the CSUMB Planning Area for compatible use, such as Planned Development Mixed Use Districts, to encourage use of this land for a university and research oriented environment and to prevent the creation of pronounced boundaries between the campus and surrounding communities.

Program A-1.3: The City of Seaside shall review its zoning ordinance regulations on the types of uses allowed in areas adjacent to the CSUMB Planning Area District to promote compatibility of uses and adopt zoning standards to provide a suitable transition of land use types, density, design, circulation and roadways to the areas designated for university-related uses.

Program A-1.4: The City of Seaside shall minimize the impacts of land uses which may be incompatible with public lands, such as a regional retail and entertainment use in the Gateway Regional Entertainment District located at the western entrance of the CSUMB campus. The City shall coordinate the planning of this site with CSUMB and the City of Marina.

Objective B: Consider special needs of schools in developing land and infrastructure.

Institutional Land Use Policy B-1: The City of Seaside shall provide a compatible and safe environment for schools serving Fort Ord areas when planning land use and infrastructure improvements.

Program B-1.1: The City of Seaside shall review all planning and design for Fort Ord land use and infrastructure improvements in the vicinity of schools ensures appropriate compatibility including all safety standards for development near schools, as a condition of project approval.

Program B-1.2: The City of Seaside shall inform the Monterey Peninsula Unified School District of all proposed land use and infrastructure improvements which may impact school and college sites.

Objective C: Encourage highest and best use of institutional lands associated with military enclave redevelopment at the former Fort Ord.

Institutional Land Use Policy C-1: The City of Seaside shall encourage opportunities for developing market-responsive housing in the POM Annex Military Enclave District at the former Fort Ord.

Program C-1.1: The City of Seaside shall develop an agreement with the U.S. Army to implement the reconfiguration of institutional land use related to the POM Annex community.

Objective D: Provide for Community Design principles and guidelines for institutional development at the former Fort Ord.

Institutional Land Use Policy D-1: The City of Seaside shall support FORA in the preparation of regional urban design guidelines, including a scenic corridor design overlay area, to govern the visual quality of areas of regional importance.

Institutional Land Use Policy D-2: The City of Seaside shall adhere to the General Development Character and Design Objectives of the Fort Ord Reuse Plan Framework for institutional development at the former Fort Ord.

Program D-2.1: The City of Seaside shall prepare design guidelines for implementing institutional development on former Fort Ord lands consistent with the regional urban design guidelines (to be prepared by FORA) and the General Development Character and Design Objectives of the Fort Ord Reuse Plan Framework.

Program D-2.2: The City of Seaside shall review each institutional development proposal for consistency with the regional urban design guidelines and the General Development Character and Design Objectives of the Fort Ord Reuse Plan Framework.

County of Monterey

Objective A: Encourage proper planning on and adjacent to public lands so that uses on these lands are compatible.

Institutional Land Use Policy A-1: The County of Monterey shall review and coordinate with the universities, colleges and other school districts or entities in the planning of both public lands designated for university-related uses and adjacent lands.

Program A-1.1: The County of Monterey shall be included in the master planning efforts undertaken by the University of California and California State University and jointly with those agencies ensure compatible land uses in the transition between university and non-university lands.

Program A-1.2: The County of Monterey shall review, and if necessary, revise its zoning ordinance regulations on the types of uses allowed in areas adjacent to the UC MBEST Center Cooperative Planning District and the CSUMB Planning Area District, so as to ensure compatibility of uses; the County will adopt zoning standards to ensure a suitable transition of land use types, density, design, circulation and roadways to the areas designated for university-related uses.

Program A-1.3: The County of Monterey shall designate the land surrounding the UC MBEST Center Cooperative Planning District and CSUMB planning areas for compatible use, such as Business Park/Light Industrial/Office/R&D and Planned Development Mixed Use, to encourage use of this land for a university and research oriented environment and to prevent the creation of pronounced boundaries between the campus and surrounding communities.

Program A-1.4: The County of Monterey shall minimize the impacts of proposed land uses which may be incompatible with public lands, such as major roadways near residential or university areas, location of the York School expansion area adjacent to the habitat management area, and siting of the Monterey Peninsula College's Military Operations Urban Terrain (MOUT) law enforcement training program in the BLM Management/Recreation Planning Area.

Objective B: Consider special needs of schools in developing land and infrastructure.

Institutional Land Use Policy B-1: The County of Monterey shall provide a safe environment for schools serving Fort Ord areas when planning land use and infrastructure improvements.

Program B-1.1: The County of Monterey shall review all planning and design for Fort Ord land use and infrastructure improvements in the vicinity of schools and ensure appropriate compatibility, including all applicable safety standards for development near schools, as a condition of project approval.

(There is no Objective C discussion for the County of Monterey.)

Objective D: Provide for Community Design principles and guidelines for institutional development at the former Fort Ord.

Institutional Land Use Policy D-1: The County of Monterey shall support FORA in the preparation of regional urban design guidelines, including a scenic corridor design overlay area, to govern the visual quality of areas of regional importance.

Institutional Land Use Policy D-2: The County of Monterey shall adhere to the General Development Character and Design Objectives of the Fort Ord Reuse Plan Framework for institutional development at the former Fort Ord.

Program D-2.1: The County of Monterey shall prepare design guidelines for implementing institutional development on former Fort Ord lands consistent with the regional urban design guidelines (to be prepared by FORA) and the General Development Character and Design Objectives of the Fort Ord Reuse Plan Framework.

Program D-2.2: The County of Monterey shall review each institutional development proposal for consistency with the regional urban design guidelines and the General Development Character and Design Objectives of the Fort Ord Reuse Plan Framework.

4.2 Circulation Element

4.2.1 Introduction

The Circulation Element of the General Plan defines the long-term vision for a comprehensive circulation network for the movement of people, goods, and vehicles within and through the former Fort Ord. It focuses on the system of freeways, arterials, bus and rail transit, and bicycle and pedestrian routes to determine the most effective design possible while enhancing the community and protecting the environment. The Circulation Element also recognizes the close relationship between the transportation system and land use plan.

Goal: Create and maintain a balanced transportation system, including pedestrian ways, bikeways, transit, and streets, to provide for the safe and efficient movement of people and goods to and throughout the former Fort Ord.

In the regional context, State Highway 1 connects the Monterey Peninsula and coastal portions of the county to the south with Santa Cruz County and, indirectly, Santa Clara County to the north. State Highway 1 extends across the base in a north-south alignment approximately one-quarter mile inland from the ocean. Locally, State Highway 1 provides connections between Marina on the north and Seaside/Sand City to the south. The primary entrances to the former Fort Ord are accessed from State Highway 1 at the Main Gate and the 12th Street Gate. The Southern Pacific Del Monte Branch line parallels the highway.

There are two east-west corridors that proximate the former Fort Ord. State Highway 68 runs along the south and east sides of the base connecting Salinas with the Monterey Peninsula. Reservation Road extends through the base on the north between Marina and East Garrison. Blanco and Davis Roads intersect Reservation Road, providing connections to Salinas. Entrances to the former Fort Ord are provided off of Reservation Road, as well as Fremont, Broadway, and State Highway 218.

At its peak, Fort Ord was home to 17,700 military personnel and employed 2,700 civilians from the neighboring communities. Access to the base was provided through gates at 12th, Lightfighter, Fremont/Coe, Broadway, Reservation/Imjin, and Reservation/Inter-garrison. Internally, the existing road system was developed by the Army as the base expanded over the past fifty years. The layout is a collage of roadways and parking facilities scattered about to serve the Army's unique needs. The Army, unlike the civilian sector, was not constricted by property lines, easements, or aesthetic standards. In addition, land use patterns by the Army did not produce the same types of traffic patterns as those that might be found in a civilian urban population. This has resulted in a roadway system that is, in many instances, not compatible with the proposed civilian land uses.

The proposed land use plan includes approximately 45,000 jobs and over 22,000 housing units at buildout. In addition, the California State University Monterey Bay (CSUMB) campus is to be located on the former Fort Ord. CSUMB is expected to have 25,000 full-time equivalent students, with on-campus housing for 80% of these students. The redevelopment of the former Fort Ord will increase the demand for transportation infrastructure and services both within the base area and the region. The transportation plan for Fort Ord reuse includes strategies and improvements for the system within the base, as well as for those regionally significant facilities that provide access to the former Fort Ord.

The transportation system described in this Circulation Element consists of several elements: linkages to land use plans, streets, and roads, public transit, pedestrian, bicycle, and demand management. This system is intended to serve the long-range, buildout needs of the former Fort Ord. Policies and programs related to these elements apply to all of the former Fort Ord consistently; therefore, separate discussions are not provided for Marina, Seaside, and Monterey County.

4.2.2 Streets and Roads

Streets and roads form the basic element of the transportation system. This element consists not only of streets within the former Fort Ord, but also key regional roads that provide access to and from the former Fort Ord. This regional network includes state highways and major arterial roads that serve intra- and inter-regional travel needs of the former Fort Ord and Monterey County. This network includes State Highway 1 which extends across the base in a north-south alignment approximately one-quarter mile inland from the ocean. The primary entrances to the former Fort Ord are accessed from State Highway 1. Key east-west facilities include State Highway 68 and Reservation Road. State Highway 68 runs along the south and east sides of the base connecting Salinas with the Monterey Peninsula. Reservation Road extends through the base on the north between Marina and East Garrison. Blanco and Davis Roads intersect Reservation Road, providing connections to Salinas. Entrances to the former Fort Ord are provided off of Reservation Road, as well as Fremont, Broadway, and State Highway 218.

In developing a roadway element for the revised reuse plan, the key goals were to reduce the infrastructure needs, both internally to the former Fort Ord and regionally, and to reduce traffic volumes on key roadways as an effort to eliminate or reduce deficient service levels and other traffic-related impacts. A particular area of concern that was addressed was that of traffic volumes along the 12th/Imjin and Blanco corridor. The principal method used to achieve these goals was to enhance the distribution of trips among the travel routes available. The key elements of this method included: enhancing regional access alternatives, providing additional local access routes, and enhancing the internal circulation system to reduce through trips on facilities in the higher density or otherwise sensitive areas.

4.2.2.1 Operating Conditions

In developing the streets and roads element of the transportation system it is important to understand the conditions under which this network operates both currently and in the future. In doing so, it is necessary to be familiar with the concepts of Level-of-Service (LOS) and Street Functional Classification. Unless otherwise stated, the number of lanes referenced for a roadway represents the number of lanes in both directions. Therefore, a road with two lanes in each direction is referred to as a four-lane road.

LOS Methodology

For this study, the performance of the roadway network is described using a LOS methodology. LOS refers to a hierarchy of performance measures describing different levels of operational conditions within a traffic stream and the perception of these conditions by motorists and/or passengers. LOS is represented by a continuum of six grades of progressively more congested traffic flow, LOS A through LOS F, where LOS A represents free and unobstructed traffic flow, and LOS F represents "stop and go" traffic.

A number of methodologies exist for determining roadway LOS. Since the methodology used in this study must be applied to both existing and forecasted future year conditions, a key determinant in selecting the appropriate methodology was the nature of forecast outputs available from the regional travel demand forecasting model. Also, the model used in this study produces only daily forecasts of traffic volumes, so a methodology based on daily volumes was required. The Congestion Management Program (CMP) uses the intersection level of service methodology from the Highway Capacity Manual (HCM) to determine which signalized

roadway section requires deficiency plans. The FDOT arterial LOS methodology is used by the CMP to forecast future LOS using MCTAM model outputs and assess the cumulative impacts of forecasted development on the regional transportation system.

The FDOT manual includes three sets of LOS tables representing different area types: urbanized, transitioning, and rural. These tables reflect differences in the assumed capacities and free flow speeds that are primarily a function of differences in driver behavior between these area types. The “transitioning” area type tables were selected for this analysis because the Fort Ord region is a mix of low density urban and rural areas. The “urbanized” tables were also considered, but were not selected because they are intended to be used for major metropolitan areas.

The ranges of daily volumes corresponding to each LOS grade for the facility types examined in this study are identified in Table 4.2-1. As indicated in the table, the range of daily volumes corresponding to a particular LOS grade varies depending on the type of the facility. Facility type refers to a categorical classification of roadways based on speed, capacity, and signal spacing (e.g. freeways, arterials, and local roads). The roadway categories used in this study are listed below.

- **Freeways:** These are high-speed facilities designed to carry large volumes of traffic. Freeways are limited-access roadways, so traffic can only enter and exit at specific locations.
- **Arterials:** This classification refers to a range of roadways that include urban streets and rural highways. Arterials have signalized intersections and are generally designed to serve through traffic. They are categorized in four groups according to the number of signalized intersections per mile. Group A arterials are generally rural roads, while Group D arterials are found in densely-developed urbanized areas.
- **Local Roads:** These facilities are designed for lower volumes of traffic. Intersections are controlled by stop signs or signals.

Facility Type	Design Attributes*	Traffic Volume Threshold by LOS**				
		A	B	C	D	E
Freeway	4 - Divided	20,100	32,500	47,900	60,400	68,100
	6 - Divided	30,400	48,500	72,200	91,100	107,300
Uninterrupted Highway/Arterial	2 - Undivided	8,400	13,000	17,000	23,300	31,000
	4 - Divided	20,600	34,500	47,800	57,000	66,300
Arterial - Class Ia (less than 2.5 signalized intersections per mile)	2 - Undivided	***	11,500	14,000	15,300	15,900
	4 - Divided	***	25,500	30,600	32,800	33,500
	6 - Divided	***	39,600	46,400	49,700	50,300
Arterial - Class Ib (2.50 to 4.50 signalized intersections per mile)	2 - Undivided	***	***	8,000	13,200	14,600
	4 - Divided	***	***	17,600	28,600	31,300
	6 - Divided	***	***	26,900	43,600	47,300
Arterial - Class II (more than 4.50 signalized intersections per mile)	4 - Divided	***	***	***	24,600	30,900
	6 - Divided	***	***	***	37,800	47,000
Other Local Road	2 - Undivided	***	***	4,700	9,200	10,600
	4 - Divided	***	***	10,300	20,500	22,800

ADJUSTMENTS (alter corresponding two-way volume by indicated percent) DIVIDED/UNDIVIDED			
Lanes	Median	Left Turn Bays	Adjustment Factors
2	Divided	Yes	+ 5%
2	Undivided	No	- 20%
4+	Undivided	Yes	- 5%
4+	Undivided	No	- 25%

* Assume Left Turn Bays in all cases (except for freeways where not applicable)

** volume cannot exceed threshold to classify roadway at the LOS grade

*** cannot be achieved

Source: Florida Department of Transportation, 1995

It should be noted that volume ranges for LOS A or B are not defined for some facility types. Another important consideration is that LOS F does not necessarily indicate that congested traffic conditions exist throughout the day. When using LOS grades based on daily volumes (as in Table 4.2-1), an LOS grade of F indicates that traffic volumes during certain periods are greater than the roadway was designed to handle, and that there may be congestion during these periods.

One common way to establish where roadway system deficiencies exist is to observe where the calculated LOS falls below the acceptable level of performance. The Transportation Agency of Monterey County (TAMC) has established acceptable service levels as LOS D or better.

It must be recognized that traffic volumes will vary within a given roadway segment due to vehicles entering or exiting at minor intersections or driveways. Thus, for this analysis, the median traffic volume within a given segment was used to determine LOS. This approach is consistent with that used by the Monterey County CMA.

Street Functional Classification

As part of a previous study, the Fort Ord Reuse Infrastructure Study (FORIS), a street functional classification system for the former Fort Ord was developed, which further differentiates the roadway categories by function and area type. The proposed roadway system for the Fort Ord Reuse Area can be broken into five classifications: Urban Arterial, Urban Collector, Urban Local, Rural

Arterial, and Rural Local. These classifications have been adopted from the AASHTO (American Association of State Highway Transportation Officials) Functional Classification System.

Urban Arterial Street System: The urban arterial system serves the major centers of activity in urbanized areas, the highest traffic volume corridors, and the longest trips, and carries a high proportion of the total urban area travel. The arterial system carries most intra-urban and inter-city bus routes. Arterial service to abutting land is subordinate to travel service for major traffic movements. Arterials are also a key part of the bikeway system and, as such, Class I bikeways (as defined in the Caltrans Highway Design Manual), which are facilities separated from the roadway, are generally provided in the former Fort Ord to encourage and allow safe bicycle travel along these streets.

Urban Collector Streets: The collector street system provides both land access service and traffic circulation within residential neighborhoods and commercial industrial areas. It differs from the arterial system in that facilities on the collector system may penetrate residential neighborhoods, distributing trips from the arterials through the area to their ultimate destinations. Conversely, the collector street also collects traffic from local streets in residential neighborhoods and channels it into the arterial system.

Urban Local Streets: The local street system primarily permits direct access to abutting lands and connections to the higher order systems. It offers the lowest level of mobility and usually contains no bus routes. Service to through-traffic movement usually is deliberately discouraged.

Rural Arterials: Rural arterial roads form a network that provides linkage of cities, larger towns, and other traffic generators (such as major resort, commercial, or industrial areas) that are capable of attracting travel over similarly long distances.

Rural Local Roads: The rural local road system primarily provides access to adjacent land and serves travel over relatively short distances.

4.2.2.2 Existing Conditions

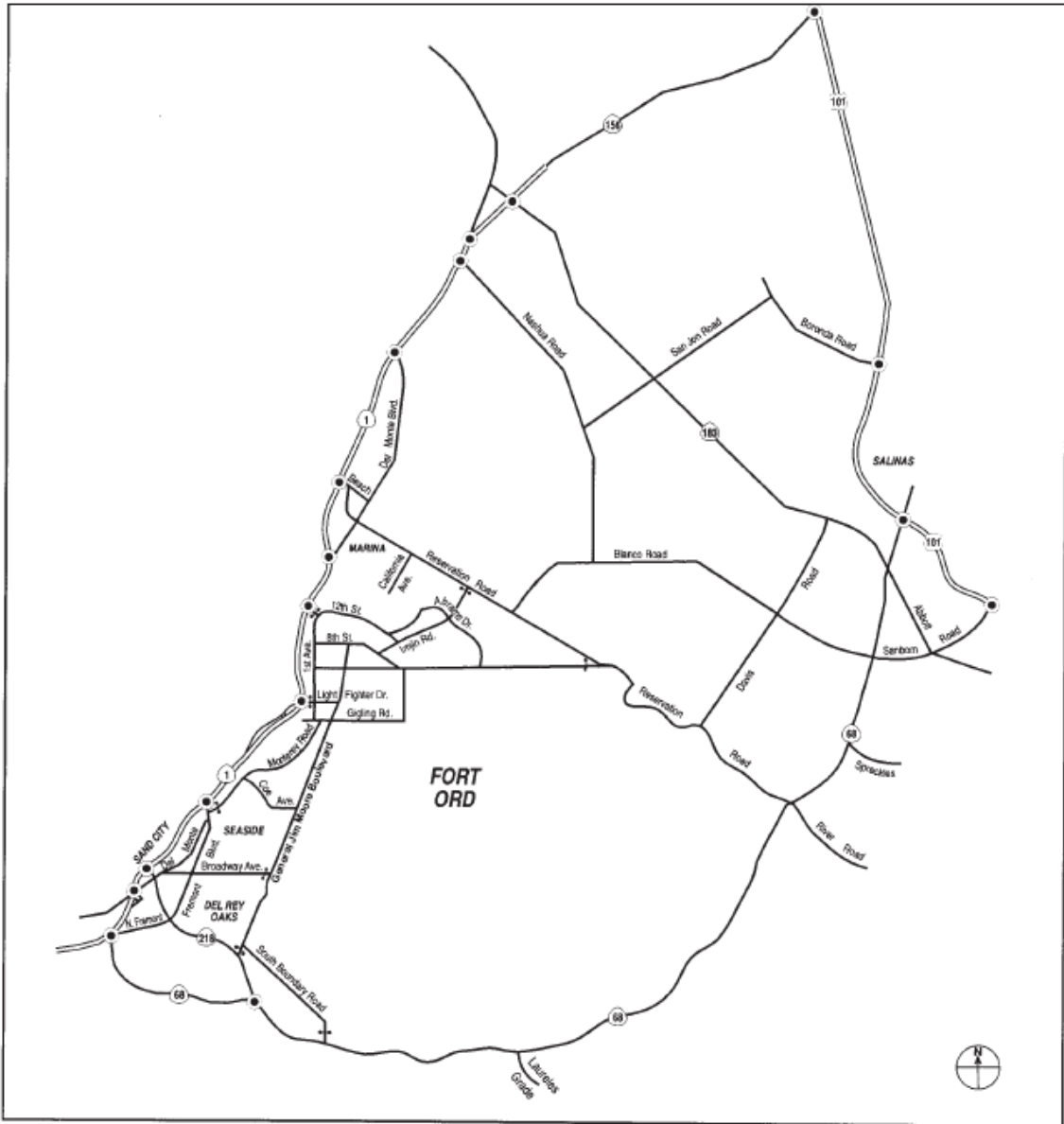
Accessibility and mobility of the former Fort Ord relies upon both its internal roadway network and the network of major regional roadways. Figure 4.2-1 illustrates the primary existing roadway facilities within the former Fort Ord, as well as the elements of the regional roadway network considered most relevant to the former Fort Ord. For this study, the regional network is comprised of all major arterials and state facilities included in the CMP network in the vicinity of the Fort Ord area. The major regional roadways that are most significant for the former Fort Ord are summarized below. A more detailed description of these facilities is provided in Transportation Working Paper #1 prepared for the Fort Ord Reuse Authority by JHK and Associates. The existing (1993/94) daily volumes and LOS for the relevant regional road segments are presented in Table 4.2-2 (along with three future scenarios that are described later in this section). The LOS analysis was based on traffic volumes obtained from TAMC.

State Highway 1: State Highway 1 is a major north-south roadway that roughly follows the Pacific Coast from Northern California to Los Angeles and points south. The roadway is aligned immediately to the west of the former Fort Ord, providing access to Watsonville and Santa Cruz (to the north) and Monterey and Carmel (to the south). State Highway 1 is a limited access (freeway) facility from Castroville to just north of Carmel. In the project vicinity, there are freeway interchanges at Reservation Road, Del Monte Boulevard, 1st Ave (12th Street Gate), Light Fighter Drive (Main Gate), and Fremont Boulevard in Seaside.

State Highway 68: Within the study area, State Highway 68 is aligned to the south and east of the former Fort Ord, from State Highway 1 to Salinas. State Highway 68 primarily provides access from Salinas to Monterey and areas south of Seaside. South of the study area, State Highway 68 extends west of State Highway 1 into Pacific Grove, and is known as Holman Highway.

State Highway 156: State Highway 156 links State Highway 1 (north of Marina) with U.S. 101 to the northeast.

State Highway 183: State Highway 183 is aligned roughly east-west to the north of the former Fort Ord.



LEGEND	
	Freeway
	Interchange
	Fort Ord Access Gate

Figure 4.2-1
Existing Transportation Network

**Table 4.2-2
Regional (Off-Site) Roadway Facilities LOS Summary**

Roadway	Segment	Daily Volume/LOS			
		Existing (1993/94) Condition	No Build Scenario 2015	Financially Constrained Scenario	Optimistic Financing Scenario
State Highway 1	State Highway 68 to Del Monte Blvd (Seaside)	56,000/D	66,700/E	65,000/E	65,000/E
	Del Monte Blvd (Seaside) to State Highway 218	60,000/D	72,700/F	72,200/F	71,900/D
	State Highway 218 to Fremont Blvd	59,000/D	75,000/F	87,500/F	89,000/D
	Fremont Blvd to Main Gate	75,000/D	92,600/E	101,200/F	99,700/E
	Main Gate to 12th Street	65,000/C	77,900/D	80,200/D	79,700/D
	12th Street to S. Marina (Del Monte Blvd)	71,000/C	84,100/D	75,100/D	75,600/D
	S. Marina (Del Monte Blvd) to Reservation Road	35,500/C	41,500/C	48,400/D	48,900/D
	Reservation Road to N. Marina (Del Monte Blvd)	35,500/C	41,200/C	47,400/C	47,600/C
	N. Marina (Del Monte Blvd) to State Highway 156	37,500/C	46,700/C	53,800/D	52,800/D
State Highway 68	State Highway 156 to Santa Cruz County line	30,000/E	60,800/F	60,200/F	70,700/F
	State Highway 1 to State Highway 218	22,800/F	27,600/F	36,300/F	38,700/C
	State Highway 218 to San Benancio Road (Highway)	20,600/F	25,500/F	30,200/F	10,000/B
	State Highway 218 to San Benancio (Freeway Bypass)	N/A	N/A	N/A	21,900/B
	San Benancio Road to Reservation Road	25,000/B	30,800/B	36,000/C	34,600/C
State Highway 156	Reservation Road to E. Blanco Road	29,500/B	34,600/C	43,900/C	42,500/C
	Hwy 1 to 0.1 miles East of Castroville Blvd.	22,000/B	31,060/B	35,600/C	30,900/B
State Highway 183	0.1 miles East of Castroville Blvd. to US 101	25,000/E	31,700/F	26,500/E	35,500/C
	US 101 to Davis Road	29,500/E	47,900/F	37,900/F	38,900/F
State Highway 218	Davis Road to Espinosa Road	16,000/C	33,800/F	32,900/F	30,700/B
	Espinosa Road to State Highway 156	22,000/D	56,800/F	53,300/F	50,900/D
	State Highway 1 to Fremont Boulevard	14,000/D	17,200/D	19,700/D	22,600/D
Del Monte	Fremont Boulevard to General Jim Moore Boulevard	10,850/B	12,000/F	10,900/D	12,200/C
	General Jim Moore Boulevard to Hwy 68	10,850/D	12,000/D	16,500/B	17,800/B
	El Estero to Highway 1	34,300/F	38,900/F	50,000/F	49,300/D
	State Highway 1 to Broadway Ave	27,026/D	26,900/D	29,500/D	29,400/D
	Broadway Ave to Fremont Blvd	9,757/C	10,500/C*	9,400/C	10,000/C
Fremont Blvd	State Highway 1 (S. Marina) to Reservation Road	28,836/D	37,800/E	29,700/D	29,600/D
	Reservation Road to State Highway 1 (N. Marina)	4,825/A	9,400/B	10,800/B	9,800/B
Broadway Avenue	State Highway 1/State Highway 68 to Broadway Ave	25,166/D	29,200/E	27,200/D	27,500/D
	Broadway Ave to State Highway 1	16,363/C	16,800/C	31,300/F	28,200/D
Reservation Road	Del Monte Blvd to Noche Buena Street	13,895/C	14,200/C	16,800/C	16,800/C
	Noche Buena Street to General Jim Moore Boulevard	8,742/C	9,000/C	15,100/C	15,000/C
	Hwy 1 to Del Monte Boulevard	10,205/B	13,800/C	14,800/D	14,800/D
	Del Monte Boulevard to Crescent Ave	26,046/E	33,300/F	31,600/D	30,000/D
	Crescent Ave to Imjin Road	22,874/B	25,600/D	32,300/D	32,300/D
	Imjin Road to Blanco Road	N/A	27,100/C	47,500/D	29,700/C
	Blanco Road to Inter-garrison Road	3,700/A	4,300/A	22,700/B	15,600/B
Blanco Rd	Intergarrison Road to Davis Road	4,700/A	4,300/A	24,200/E	15,600/C
	Davis Road to State Highway 68	6,200/A	10,200/B	9,600/B	11,600/B
Blanco Rd/ Davis Road	Reservation Road to Davis Road	20,252/E	25,700/F	19,800/E	36,300/C
	Davis Road to State Highway 68	18,836/B	23,500/B	18,400/B	23,100/B
Blanco Rd/ Davis Road	State Highway 68 to US 101	26,600/C	35,100/F	31,100/C	30,700/D
	Reservation Road to Blanco Road	7,500/A	10,900/B	23,800/E	14,800/B
	Blanco Road to Rossi Street (Hwy 183)	24,000/E	29,300/E	29,000/E	24,100/E
	Rossi Street (Hwy 183) to US 101	34,829/F	38,300/F	35,900/F	36,300/F

State Highway 218: State Highway 218 starts at State Highway 1 in Sand City and provides access through Del Rey Oaks to the southeast where it joins State Highway 68. State Highway 218 is an alternative route to the westernmost segment of Route 68. It also serves areas on the south side of the City of Seaside.

U.S. 101: The U.S. 101 freeway is a major north-south route in California. It is aligned to the east of State Highway 1, through Prunedale and Salinas in the vicinity of the former Fort Ord.

Del Monte Avenue/Boulevard: Del Monte Avenue/Boulevard is a non-continuous roadway, roughly parallel to State Highway 1, extending from Washington Avenue in Monterey to the interchange with State Highway 1 on the north side of Marina.

Fremont Street/Boulevard: Fremont Street/Boulevard is a key four-lane arterial providing an important link through Seaside. It runs north-south, roughly parallel to State Highway 1, and has interchanges with State Highway 1 at either end.

Broadway Avenue: Broadway Avenue is a four-lane arterial that provides an east-west connection between Del Monte Boulevard, Fremont Boulevard, and North-South Road.

Reservation Road: This facility is aligned approximately east-west, from State Highway 1 past the northern boundary of the former Fort Ord to State Highway 68 south of Salinas. It is currently classified as a rural highway east of Imjin Road, and a signalized arterial from Imjin Road west to State Highway 1.

Blanco Road: Blanco Road is an east-west route north of the former Fort Ord that provides a connection between State Highway 101 and Reservation Road. This facility currently provides an important link between the former Fort Ord and Salinas.

Davis Road: Davis Road is an arterial between Salinas and Reservation Road, aligned approximately parallel to State Highway 68.

The roadway network within the former Fort Ord consists of a mix of arterial and local roads. The layout is a collage of roadways and parking facilities scattered about to serve the Army's unique needs. The existing roadway system in the former Fort Ord generally consists of four types of roads: two-lane Rural, Residential, Urban Arterial (both four- and six-lane) and Rural Arterial. The two-lane rural roads primarily serve the artillery ranges and remote areas of the Base, examples are: Parker Flats Road and Barloy Canyon Road. These roads are paved but not engineered to any specific standard. The residential streets serve permanent housing areas as well as several mobile home park facilities such as Marshall Park Family Housing and Patton Park Family Housing.

Four and 6-lane urban arterials consist of streets such as Gigling Road, Lightfighter Drive (main entrance road) and the portion of General Jim Moore Boulevard between Lightfighter Drive and Ardennes Circle. These streets have curbs and in some cases sidewalks and a median. Rural arterials such as Inter-garrison Road, Reservation Road, and the remaining portion of General Jim Moore Boulevard have no curbs, sidewalks, or medians.

Existing roadways within the former Fort Ord provide the foundation for planning the future network within the reuse area. The key existing roadways within the former Fort Ord include 2nd Avenue, Light Fighter Drive, Gigling Road, Imjin Road, Inter-garrison Road, Coe Avenue, General Jim Moore Boulevard, and Eucalyptus Road. These facilities are described below.

2nd Avenue: This roadway is a north-south facility aligned east of State Highway 1. It connects Light Fighter Drive east of the Main Gate to 11th Street.

12th Street: 12th is an east-west collector road running between Imjin Road and Highway 1. Access to State Highway 1 is provided at the 12th Street interchange.

8th Street/8th Street Cut-off: This arterial runs from the railroad tracks just east of Highway 1 eastward toward Imjin Road. Near this location, the roadway turns to a southwest direction and intersects Inter-garrison Road.

Light Fighter Drive: Light Fighter Drive is a short east-west arterial that provides access to State Highway 1 via Fort Ord's Main Gate. It also connects to 2nd Avenue and General Jim Moore Boulevard.

Gigling Road: This roadway is an east-west facility in the central part of the former Fort Ord, aligned south of Light Fighter Drive. It connects with several north-south streets, including General Jim Moore Boulevard, which provides access to Light Fighter Drive and the Main Gate.

Imjin Road: Imjin Road is an arterial roadway running south from Reservation Road through the former Fort Ord where it ends at 8th Street. The northern portion of Imjin is four lanes, narrowing to two lanes in the southern portion.

Inter-garrison Road: Inter-garrison Road is an east-west two-lane arterial that provides a connection from Reservation Road to the north-central area of the former Fort Ord, where it becomes 3rd Street. Inter-garrison could become a major east-west facility for the former Fort Ord, and could be used to relieve congestion from the Blanco/Imjin corridor.

Coe Avenue: Coe Avenue, a two-lane arterial, currently provides access to Fort Ord areas south of the golf courses from General Jim Moore Boulevard. It starts at General Jim Moore Boulevard and ends immediately west of State Highway 1. Currently, there is no direct connection between Coe Avenue and the freeway, but State Highway 1 can be accessed from Coe Avenue via Monterey Avenue.

General Jim Moore Boulevard: This facility is the major north-south roadway through the southern part of the former Fort Ord. It begins north of State Highway 218 and follows the western edge of the former Fort Ord at the Seaside city limits. There is a gate at Broadway, which currently provides access to Seaside. Farther north, General Jim Moore Boulevard intersects Coe Avenue, and continues to an intersection with Light Fighter Drive, which provides access to the Main Gate. General Jim Moore Boulevard ends at 3rd Street, where it becomes 4th Avenue in central Fort Ord. It is currently a two- to four-lane facility. The roadway has the potential to operate as parallel facility to State Highway 1 providing a link from the Marina area to areas south of Seaside.

Eucalyptus Road: This facility begins at the intersection of Coe Avenue and General Jim Moore Boulevard just north of Seaside. It is aligned to the northeast, and the pavement ends at Barclay Canyon Road. While Eucalyptus Road does not currently provide any connections, future improvements in the eastern part of the former Fort Ord may make this an important element in the roadway system.

Currently, the majority of these facilities are relatively low-volume roadways, but will become more important as the base is redeveloped. No current LOS analysis was performed because traffic volumes on internal Fort Ord roadways have been negligible since the base closure.

Access into the former Fort Ord is limited to a number of entry gate locations. Since the closure of the base, many of the gates have remained closed, further limiting access into the Fort Ord area. As the transition to civilian use has begun, some of the gates have been reopened. The gates that are relevant to the Fort Ord Base Reuse Plan are illustrated in Figure 4.2-1 and described below.

- The Main Gate at Light Fighter Drive, east of the State Highway 1 freeway interchange and west of 1st Avenue.
- The 12th Street Gate, across 1st Avenue near 12th Street immediately east of the State Highway 1 freeway interchange.
- The Imjin Gate, at Imjin Road, immediately south of Reservation Road, east of Marina.
- The East Garrison Gate, at Inter-garrison Road, immediately south-west of Reservation Road. (This gate is currently closed to the general public.)
- The Barloy Canyon Road Gate, Barley Canyon Road, immediately north of State Highway 68. (This gate is currently closed to the general public.)
- The North-South Gate, at General Jim Moore Boulevard, immediately north of State Highway 218. (This gate is currently closed to the general public.)

- The Broadway Gate, at Broadway Avenue, immediately west of General Jim Moore Boulevard at the border of Seaside and the former Fort Ord.
- The Ord Gate, at Ord Avenue in the southwest corner of the former Fort Ord south of Coe Avenue and immediately east of State Highway 1.

4.2.2.3 Future Conditions

The reuse of the former Fort Ord along with growth throughout the remainder of the region will place increased demands on the roadway system. Enhancements to the roadway network are needed to respond to this increased demand. Within the former Fort Ord this means developing a roadway network to meet the needs of development that, for the most part, does not yet exist. In some instances, particularly in the near term, existing facilities may be used with only minor improvements. In the longer term, upgraded roadways along existing alignments may be necessary. The opportunity also exists for “wiping the slate clean” and developing a new roadway network designed specifically for the Reuse Plan. It is proposed that a combination of these approaches be used for the internal Fort Ord roadway network. For the regional network, there is much less flexibility. For the most part, the layout of the network may be viewed as fixed. Improvements to existing roadway will be needed, with only limited opportunity for the construction of new facilities. In both instances, there are numerous physical, environmental, and financial constraints.

To assist in identifying the roadway needs for buildout of the former Fort Ord, conditions for the Year 2015 were modeled using the Monterey County Transportation Analysis Model (MCTAM). The Year 2015 analysis was used as a guide for developing this plan because regional land use and network forecasts needed to operate the model were not available for “buildout” conditions. Thus, the assessment of buildout roadway needs for the former Fort Ord is based upon a qualitative extrapolation of the Year 2015 results.

Numerous 2015 alternatives were modeled reflecting differing roadway network and land use assumptions. The three scenarios developed are described below.

- “No Build” - the redevelopment of the former Fort Ord was limited to continued POM Annex use. The network included existing roads plus committed off-base projects. This scenario was used to identify the location and magnitude of regional deficiencies that would occur even without the reuse of the former Fort Ord.
- “Build/Financially Constrained” - the proposed Year 2015 redevelopment of the former Fort Ord was modeled along with an internal road-way system designed to meet its needs. Off-site improvements were limited to those currently committed or those on facilities directly adjacent to the base and deemed most critical to the redevelopment of the former Fort Ord.
- “Build/Optimistic Financing” - in this scenario, a number of improvements to the regional system are added to the “Build/Financially Constrained” scenario to achieve LOS goals. A number of alternatives were modeled to identify the preferred roadway network.

Forecasted volumes and service levels for key Regional (off-site) roadway segments under each of these scenarios were presented with the existing conditions in Table 4.7.2 in the DEIR. Year 2015 volumes and service levels for on-site facilities under both “build” scenarios are presented in Table 4.2-3. Volume and LOS results, as well as segment classification and number of lanes for the individual scenarios are provided in Appendix B of the Draft EIR, Traffic: Background Information. A summary of the specific regional and on-site improvements contained in each scenario is provided in Table 4.2-4.

Roadway	Segment	Daily Volume/LOS		
		Scenario 1A "No Build"	Scenario 2A "Financially Constrained"	Scenario 3F "Preferred"
12th/Imjin	State Highway 1 to California Avenue		20,800/D	19,900/D
	California Avenue to Eastside Road	N/A	12,800/B*	12,500/B*
	Eastside Road to Reservation Road		19,400/B*	7,400/B*
Blanco/Imjin Connector	Eastside to Reservation	N/A	N/A	10,000/B
	State Highway 1 Overpass to 2nd Avenue	N/A	300/C*	300/C*
8th Street	2nd Avenue to Inter-garrison		2,800/C*	2,500/C*
	Inter-garrison Road	N/A	3,500/B*	3,000/B*
Lightfighter	Gigling Connector to Reservation Road		13,100/C	7,400/A
	State Highway 1 to General Jim Moore Blvd.	N/A	24,400/D	23,500/D
Gigling	General Jim Moore Boulevard to Eastside	N/A	16,900/B*	15,200/B*
	Ord Avenue to General Jim Moore Blvd.	N/A	600/C*	600/C*
Coe Avenue	Del Monte Blvd to 12th Street	N/A	3,900/C*	3,900/C*
	12th Street to Lightfighter		12,100/D*	11,800/D*
	Lightfighter to Gigling	N/A	19,700/D	18,400/D
General Jim Moore Blvd.	Gigling to Coe/Eucalyptus		16,900/B	16,200/B*
	Coe to Broadway		15,500/E	14,900/D
	Broadway to State Highway 218		5,500/A	5,400/A
California Avenue	Reservation Road to 12th Street	N/A	9,600/D	13,200/D
	12th Street to 8th Street		1,700/D	2,100/D
Eastside Road	Imjin to Gigling	N/A	9,900/B	12,100/C

The proposed 2015 roadway network for the Fort Ord area, including the number of lanes on key facilities, is illustrated in Figure 4.2-2. The proposed 2015 network represents a system of roadways, both outside and within the former Fort Ord, that serves the 2015 development in the area. From a regional perspective, the proposed network includes a number of major improvement projects with varying levels of relationship to the reuse of the former Fort Ord. In some instances, these improvements address existing system deficiencies. Others are proposed with the intent of improving access to the former Fort Ord, recognizing the environmental and financial constraints. Key improvements include the widening of State Highway 1 north of Castroville, State Highway 156, State

Highway 183, State Highway 218, Blanco Road, Reservation Road, and Del Monte Boulevard, and the construction of the State Highway 68 Bypass Freeway and the Prunedale Bypass.

The original Figure 4.2.2 immediately follows.

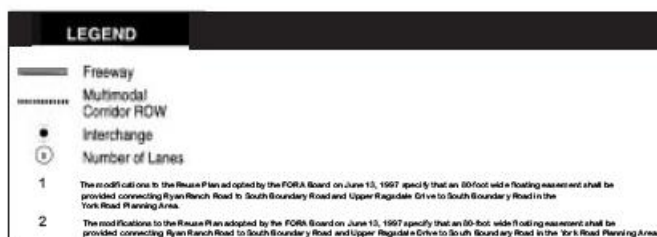


Figure 4.2-2
Proposed 2015
Transportation Network

The amended Figure 4.2.2 immediately follows.

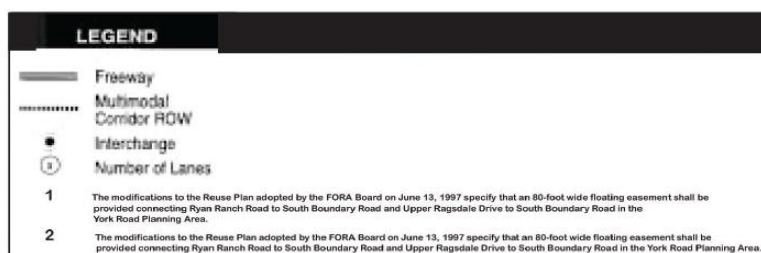


Figure 4.2-2
Proposed 2015
Transportation Network

The roadway element includes the designation of the arterial roadways that will provide circulation within the reuse area. In general, this system of major roads provides access to the regional network via the existing entrance locations at 12th Street, Main Gate (Light Fighter), Imjin Road, Inter-garrison Road, Broadway Avenue and General Jim Moore Boulevard at State Highway 218 as well as a new access point via 2nd Ave. Within the base, these roads connect the entrance points and provide for internal circulation. The proposed internal roadway network for buildout of the former Fort Ord is illustrated in Figure 4.2-3. The arterial component of the roadway element within the former Fort Ord consists of the facilities described below.

12th Street/Imjin Road: This remains a key corridor between State Highway 1 and Reservation Road in the former Fort Ord. For the 2015 proposed network this facility will be four lanes from State Highway 1 to Reservation Road.

In addition, a new two-lane roadway is proposed connecting the Reservation/Blanco intersection to Imjin near the intersection with Eastside. This roadway, termed the Blanco/Imjin Connector, would provide direct access onto the former Fort Ord from Blanco.

For the buildout network, it is expected that this facility will be six lanes from State Highway 1 to Eastside Road and will include an upgraded interchange at State Highway 1. The connector would be widened to four lanes at buildout.

Gigling Road/Inter-garrison Connector: Gigling Road would serve as the major roadway serving the area immediately south of the CSUMB campus. In the 2015 proposed network, this facility would exist as a four lane arterial from General Jim Moore Boulevard to Eastside Road. In the buildout network, it is anticipated that a four-lane connector to Inter-garrison will be built.

Inter-garrison Road/8th Street: This facility is intended to be more attractive to drivers for accessing the southern portion of the reuse area from the east, thus reducing the demand on Blanco Road and the 12th Street/Imjin Road corridor. West of the

connection to Eastside Road, however, Inter-garrison Road would be de-emphasized as major vehicular route with greater emphasis placed on pedestrian and bicycle traffic. This entire facility is two lanes in the 2015 proposed network, and four lanes in the ultimate buildout network. Between the CSUMB campus and the designated mixed-use area, 8th Street would possess design features (i.e., intersection and signal spacing) that reflect an urban, circulatory character. These urban design features will apply to this facility west of the Inter-garrison Connector in the ultimate building network.

2nd Ave./General Jim Moore Boulevard: This corridor would serve as the north-south spine through the reuse area. It will provide a connection from Del Monte Boulevard in Marina to State Highway 218 in Del Rey Oaks. The 2nd Avenue portion of this corridor would serve the key commercial and mixed-use development areas within the former Fort Ord. This facility would be designed to emphasize its role in serving as the primary circulation and access route for these areas, and de-emphasize it as an alternative to State.

The original Figure 4.2.3 immediately follows.

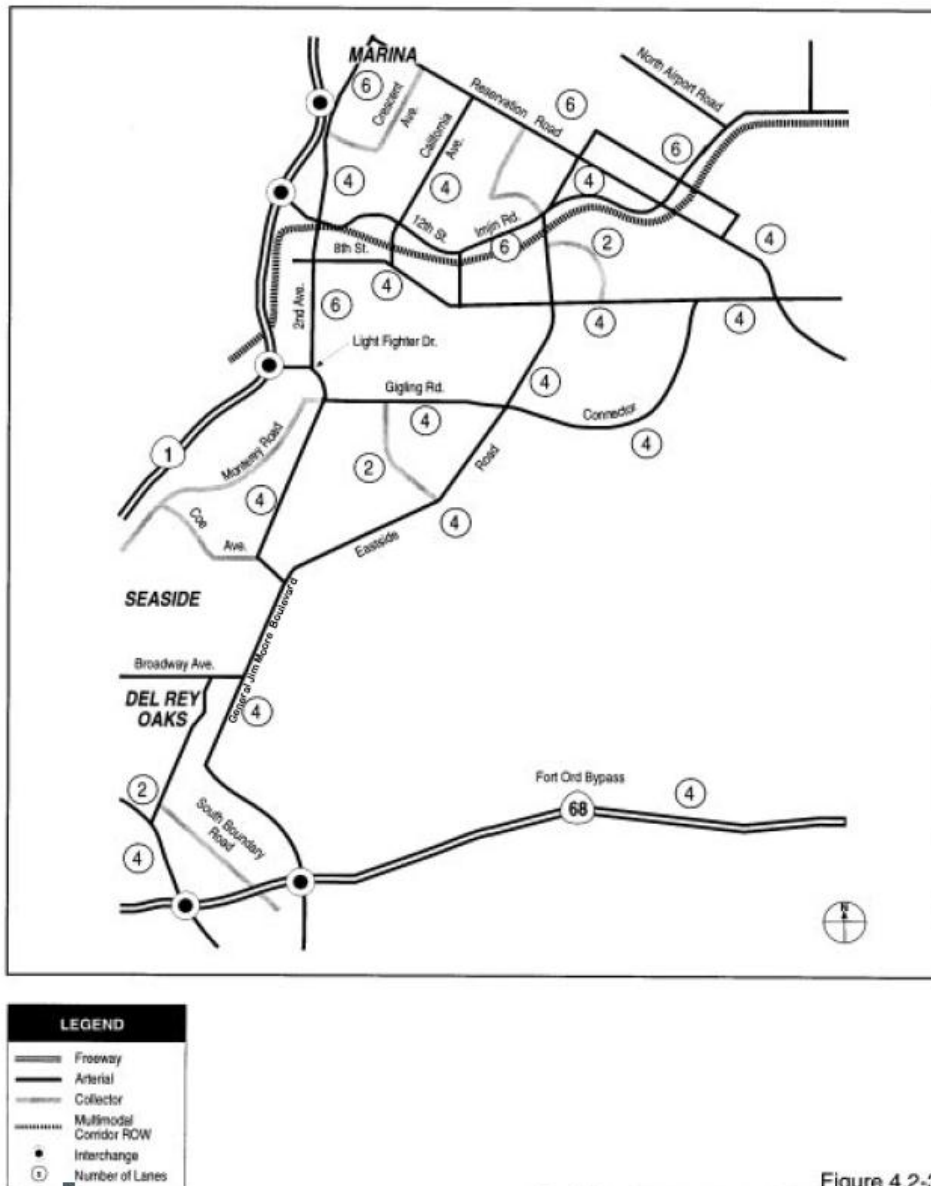


Figure 4.2-3
Buildout Transportation Network

The amended Figure 4.2.3 immediately follows.

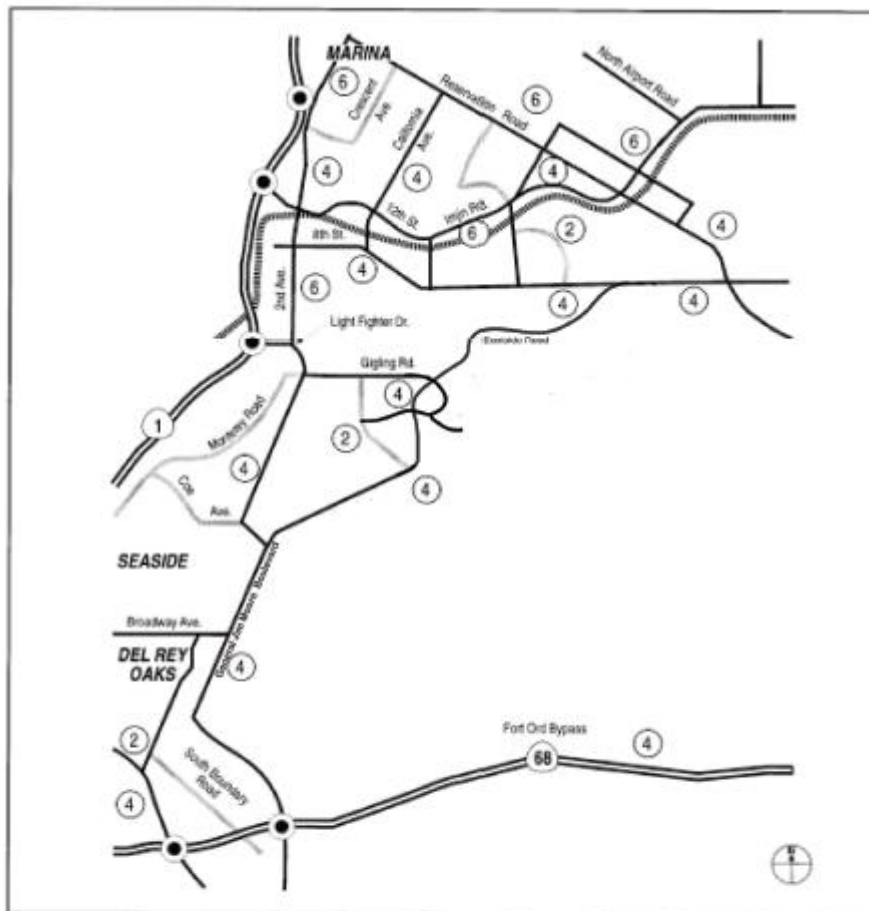


Figure 4.2-3
Buildout Transportation Network

**Table 4.2-4
Roadway Design Standards**

	Rural Arterial	Rural Local	Urban Arterial	Urban Collector	Urban Local
No. of Lanes	4	2	4-8	2-4	2
Design Traffic Volume	1800 VPHPL	<5000 ADT	1200 VPHPL	<10000 ADT	<2000 ADT
Design Speed	65 MPH	55 MPH Pref. 40 min	45-65 MPH	25-35 MPH	25 MPH Min.
Stopping SD	725 ft	325-550 ft	400-725 ft	150-250 ft	150 ft
Passing SD	2000 ft	1500-1950 ft	N/A	N/A	N/A
Alignment Minimum Radius	1600ft	300ft	1500ft	600ft	300ft
Grade Profile Grade	3-5% max for level & rolling terrain	6-9% for level & rolling terrain	5-8% max	9-11% max 0.40% min	Residential: <1.5% Comm/Includ: <8%
Cross Slope	2% or standard superelevation per Caltrans HDM	2% or standard superelevation per Caltrans HDM	2% except, standard superelevation for expressway	0.50% min desirable 2%	<5% desirable 2%
RW Width (w/o slopes)	110ft	60ft	122ft - 138ft	64ft - 94ft	56ft
Vertical Clearance	16.5ft 15ft ok if allowed by local ordinance	15ft	16.5ft 15ft ok if allowed by local ordinance	15ft	15ft
Signing and Pavement Delineation	Per Caltrans Traffic Manual	Per Caltrans Traffic Manual	Per Caltrans Traffic Manual	Per Caltrans Traffic Manual	Per Caltrans Traffic Manual

Abbreviations
 ADT Average Daily Traffic
 VPHPL Vehicles Per Hour Per Lane
 R/W Right of Way
 MPH Miles per Hour
 SD Sight Distance
 Source: Fort Ord Reuse Infrastructure Study - Traffic Safety Standards (HMH, Incorporated)

For the 2015 proposed network, this facility will be two lanes on the 2nd Ave segment from Del Monte to 12th street and on the North-South Road segments from Coe/Eucalyptus to State Highway 218. The remaining segments of 2nd Ave and General Jim Moore Boulevard will be four lanes. For buildout network, the portion of 2nd north of 12th would be widened to four lanes, while the segment south of 12th to Giggling would be six lanes.

Eastside Road: For 2015 a new two lane facility is proposed between Imjin and Gigling along the eastern portion of the primary redevelopment area in the former Fort Ord. Access to State Highway 68 would be via State Highway 218 and the existing General Jim Moore Boulevard. Improvements to each of these segments are proposed to support this circulation pattern. In its ultimate form, this facility would provide a four lane connection between the proposed State Highway 68 freeway, around the east side of the CSUMB campus, to Imjin Road. A connection to the General Jim Moore Boulevard/Coe Avenue intersection would be built along with this facility. Eastside Road would serve as a primary southwest-northeast corridor. In this manner, it would serve to reduce demand along State Highway 1, 12th Street and the Del Monte/2nd/General Jim Moore Boulevard corridor.

California Ave.: In the 2015 proposed network, California Ave would be extended south from Marina as far as 8th Street as a two lane arterial. For buildout, this facility will be upgraded to a four lane arterial to serve as a key access and circulatory route in the Marina Village area.

City of Marina Access: Under the proposed reuse plan, access to the former Fort Ord from other areas of Marina would be provided via regional facilities to existing gates off State Highway 1 and Reservation Road. The proposed plan includes additional access via Del Monte Boulevard and Abrams Drive, and the extensions of Salinas Avenue and California Avenue.

City of Seaside Access: From Seaside and the Monterey Peninsula, access is provided off State Highway 1, with primary local access via Broadway Avenue. Secondary access would be provided via Coe Avenue, but use of this route is to be limited due to constraints at the Fremont Boulevard/Coe Avenue interchange. In recognition of this, the proposed plan does not include the upgrading and widening of Coe between Fremont and General Jim Moore Boulevard contained in the FORIS plan.

4.2.2.4 Objectives

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

To a large extent, the attractiveness of the former Fort Ord for redevelopment within the national marketplace will depend on the ability of the regional transportation system to provide for efficient intra- and inter-regional travel. Critical facilities include those most proximate to the former Fort Ord (State Highway 1, Reservation Road, Del Monte Boulevard, Fremont Boulevard), those that connect to Salinas (State Highway 68, Blanco Road, Davis Road), and those to the north that provide connections to Santa Cruz and the Bay Area (State Highway 1, State Highway 156, U.S. 101). As identified previously, a number of these facilities are currently operating at or near deficient levels of service. Regional growth and the redevelopment of the former Fort Ord will result in the worsening of these conditions. Thus, efforts and improvements that address the efficient operation of these facilities are required.

Adding system capacity through roadway improvements represents the most direct means of mitigating the impacts of increased demand. The operating analysis presented above identified those roadway facilities forecast to operate at deficient service levels in 2015 (see Table 4.2-2). This analysis also resulted in the identification of roadway improvements needed to achieve or maintain acceptable service levels. A listing of these improvements was provided with varying levels of relationship to the reuse of the former Fort Ord. In some instances, these improvements address existing system deficiencies or future deficiencies to which the former Fort Ord has an insignificant contribution.

A key step in the transportation analysis process was the identification of the former Fort Ord contribution to the volume increases on the regional roadways examined in this study. This analysis, termed a “nexus” test, was used to determine the former Fort Ord’s share for each of the proposed improvements. This information was in turn used to develop a funding mechanism by which Fort Ord development would pay for its share of the impact on the regional transportation system. Because funding for the non-Fort Ord share may not always be available, the option exists for the use of Fort Ord-generated funding to cover the entire cost of selected improvements to facilitate their implementation. In this situation, the total Fort Ord contribution to all improvements would remain the same as that determined by the nexus test.

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

The former Fort Ord will generate and attract a large number of intra- and inter-regional trips. This requires that high quality connections between the regional network and the internal network be provided. Provision of multiple connections will provide the opportunity for trips to more directly go between their origin and destination. As a result, this will reduce vehicle miles of travel (VMT) and emissions and avoid overloading a small number of facilities. It is important that these connections be between arterial and higher class roadways to avoid excessive volumes on local streets. Furthermore, this interface must take into consideration the movement of goods along designated truck routes.

Connections identified within the proposed plan include those at 12th Street/State Highway 1, Lightfighter/State Highway 1, Coe/Fremont, General Jim Moore Boulevard/Broadway, General Jim Moore Boulevard/State Highway 218, Eastside/State Highway 68, Inter-garrison/Reservation, Imjin/Reservation, California, and 2nd Avenue/Del Monte.

Objective C: Provide a safe and efficient street system at the former Fort Ord.

In addition to an efficient regional network, it is important that the internal roadway network operate in a safe and efficient manner. Although a road system exists, it was designed for military uses. The reuse of most areas provides the opportunity to redesign the roadway network to meet these new needs. The roadway system must provide access to areas identified for redevelopment and do so as directly and efficiently as possible. Part of the efficiency is recognizing that different roads will serve different functional purposes. Another element is maintaining acceptable service levels to provide mobility. An efficient system operates with little or no congestion, thus limiting negative impacts such as delay, vehicle emissions, and intrusion into residential areas.

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.

Streets and Roads Policy B-1: FORA and each jurisdiction with lands at former Fort Ord shall design all major arterials within former Fort Ord to have direct connections to the regional network (or to another major arterial that has a direct connection to the regional network) consistent with the Reuse Plan circulation framework.

Program B-1.1: Each jurisdiction shall coordinate with FORA to design and provide an efficient system of arterials consistent with Figures 4.2-2 (in the 2015 scenario) and Figure 4.2-3 (in the buildout scenario) in order to connect to the regional transportation network.

Program B-1.2: Each jurisdiction shall identify and coordinate with FORA to designate local truck routes to have direct access to regional and national truck routes and to provide adequate movement of goods into and out of former Fort Ord.

Objective C: Provide a safe and efficient street system at the former Fort Ord.

Streets and Roads Policy C-1: Each jurisdiction shall identify the functional purpose of all roadways and design the street system in conformance with Reuse Plan design standards.

Program C-1.1: Each jurisdiction shall assign classifications (arterial, collector, local) for each street and design and construct roadways in conformance with the standards provided by the Reuse Plan (Table 4.2-4 and Figure 4.2-4).

Program C-1.2: Each jurisdiction shall preserve sufficient right-of-way for anticipated future travel demands based on buildout of the FORA Reuse Plan.

Program C-1.3: Each jurisdiction shall assign an appropriate threshold performance standard for its roadway system in order to measure the impacts of future growth on the system.

Program C-1.4: Each jurisdiction shall design and construct the roadway network consistent with the phasing program identified in the Fort Ord Business and Operations Plan (Appendix B of the Reuse Plan).

Program C-1.5: Each jurisdiction shall designate arterials and roadways in commercially zoned areas as truck routes.

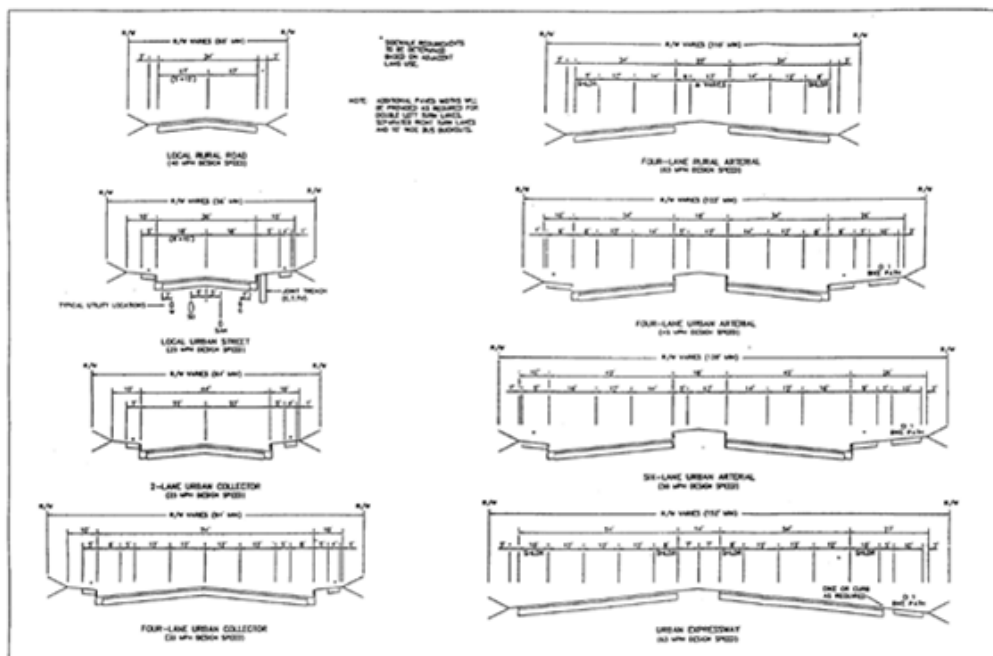
Streets and Roads Policy C-2: Each jurisdiction shall provide improvements to the roadway network to address high accident locations.

Program C-2.1: Each jurisdiction shall collect accident data, identify and assess potential remedies at high accident locations and implement improvements to lower the identified high accident rates.

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

Roadway Design Standards

Streets and Roads Policy D-1: Each jurisdiction shall provide a program of on-street parking.



Source: FORIS - Traffic Safety Standards, (HMH, Inc.)

Figure 4.2.4
Roadway Design Standards

Program D-1.1: Each jurisdiction shall provide on-street parking, as appropriate, with design and construction of all urban roadways.

Program D-1.2: Each jurisdiction shall provide adequate parking in urban areas for persons with disabilities, either as on-street parking on urban roadways or as on-site parking.

Program D-1.3: Each jurisdiction shall evaluate all new development proposals for the need to provide on-street parking as a part of the overall on-street parking program.

4.2.3 Transit

Transit service is essential to the circulation system as an alternative to auto transportation. It is especially important for the elderly, students, the disabled, and others who cannot drive or who do not have access to an automobile. Also, it can be an attractive transportation alternative for those who want to avoid the cost, stress, and delays of driving, and the nuisance of parking. Transit vehicles are generally less polluting on a per passenger basis, and can help to lessen roadway congestion.

Expanding transit service makes transit more accessible to more people. Providing more people with easy access to transit may increase transit market share, and can be accomplished by making service improvements (altering and expanding transit routes, schedules, and equipment), operational changes, or changes in fare policy.

Bus and rail transit are both potentially viable options as transit service is expanded to serve the former Fort Ord. The aggregate impact of an effective fixed-route transit system (i.e., rail) complemented by lower-capacity transit vehicles (i.e., buses) can be a logical and reasonable alternative to automobile use in areas where there is sufficient housing and employment.

4.2.3.1 Existing Conditions

Monterey-Salinas Transit (MST) provides local bus service for the Monterey Peninsula. The service area includes the former Fort Ord as well as Seaside, Monterey, Marina, Carmel, and other Peninsula cities. Service originates from two primary locations: the Monterey Transit Plaza in central Monterey, and the Salinas Transit Center in downtown Salinas. There is connecting service between Monterey and Salinas via the former Fort Ord, as well as a Monterey-Marina line that serves the former Fort Ord. In October 1995, the Monterey-Marina line was modified to include service to CSUMB. This line (#7) operates with service approximately once each hour. Within the former Fort Ord, bus stops are located on General Jim Moore Boulevard, Gigling Road, Imjin Road, Abrams Drive, and Preston Drive. Not all bus stops have shelters.

RIDES is a countywide transit program for persons with disabilities and elderly people who cannot ride MST. The service provides wheelchair life-equipped vans Monday through Friday between 7:00 a.m. and 11:00 p.m. A taxi reimbursement program is available for all other times. Passenger train service is currently only available through Amtrak's Coast Starlight Service in Salinas, with connections to the San Francisco Bay Area and beyond.

4.2.3.2 Objectives

Objective A: Provide convenient and comprehensive bus service.

Transit is most effective when stops are located where many people live (e.g., residential neighborhoods) or wish to travel (e.g., employment centers), and where routes connect these places. For the former Fort Ord, the key activity centers will be the high concentration areas, which will include the mixed use villages, UC MBEST, CSUMB, and the intermodal center. The primary transit corridors will be the Salinas-Fort Ord corridor (on Blanco, Davis, and Reservation Roads) and the Fort Ord-Seaside-Monterey Peninsula corridor (on State Highway 1 and Del Monte Boulevard).

Figure 4.2-5 illustrates the key activity centers and corridors that are prime candidates for high-quality bus service. These centers represent areas of high volume and concentration trip-making. The corridors connect these centers and carry a majority of the trips to and within the former Fort Ord.

Objective B: Promote passenger rail service that addresses transportation needs for the former Fort Ord.

The Intercity Passenger Rail Feasibility Study was completed in 1993. It examined options for connecting the Monterey Peninsula with the San Francisco Bay Area via existing Amtrak and Caltrain services. The study examined weekend and summertime excursion service options as well as daily intercity peak-period commute service options using both direct and transfer service. This planning effort led to discussion of a potential direct rail connection between Salinas and the former Fort Ord, with possible extension to the Monterey Peninsula. This connection would require new track as none currently exists in this corridor, but would serve a primary intra-regional travel pattern. TAMC is currently studying this proposal in more detail. (supplement discussion with recent TAMC work on this issue)

Objective C: Promote intermodal connections that address the transportation needs for the former Fort Ord.

A transit or intermodal center located in the former Fort Ord is viewed as a critical facility for the region. An Intermodal Centers Siting Study, completed in January 1995, recommended developing a facility east of State Highway 1, between the railroad undercrossing and the 12th Street Gate. Based on further evaluation from the land use plan, an alternative site has been recommended for further consideration at 8th Street. This site would effectively support the mixed-use area as well as recreational travel to Fort Ord Dunes State Park.

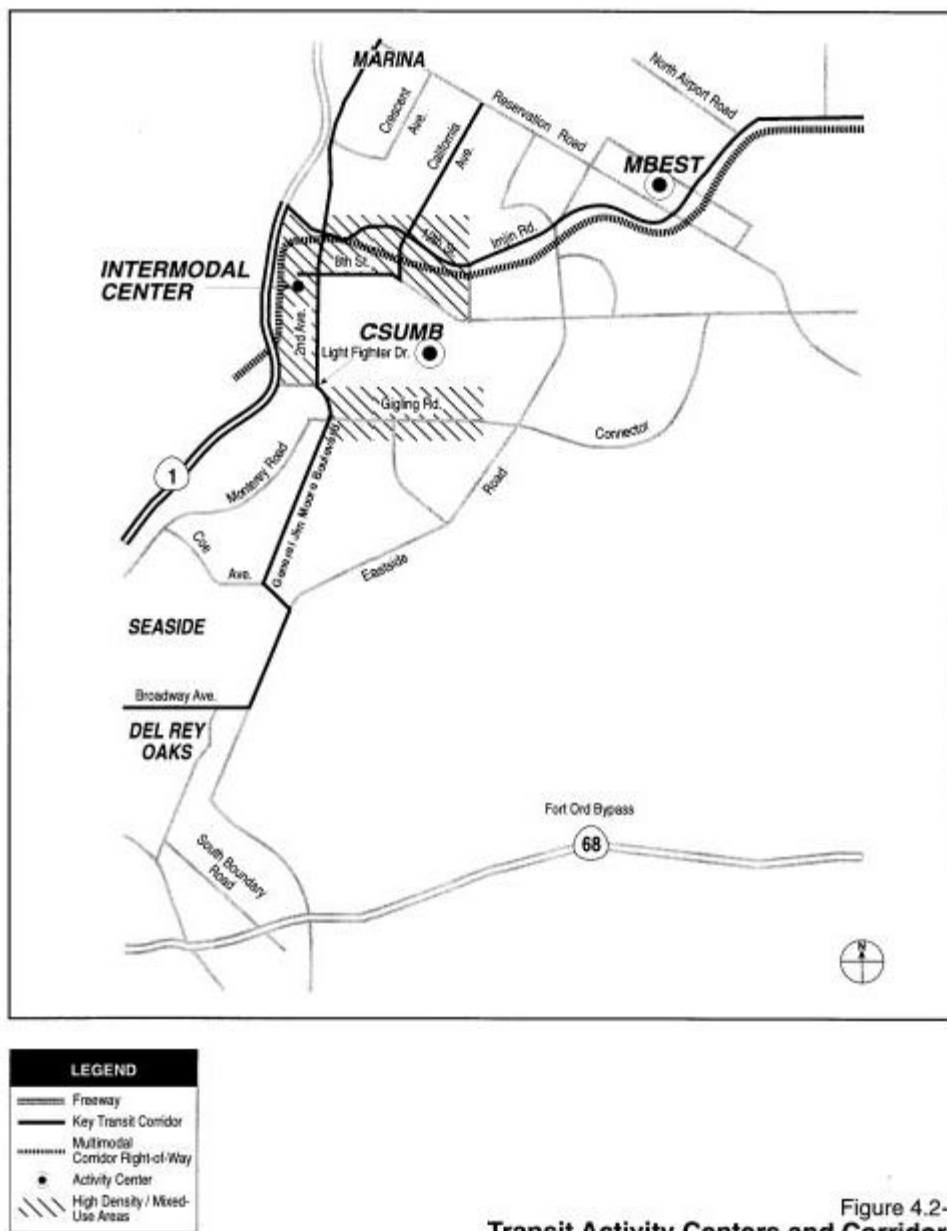


Figure 4.2-5
Transit Activity Centers and Corridors

4.2.3.3 Transit Policies and Programs

Objective A: Provide convenient and comprehensive bus service.

Transit Policy A-1: Each jurisdiction with lands at former Fort Ord shall coordinate with MST to provide regional bus service and facilities to serve the key activity centers and key corridors within former Fort Ord.

Program A-1.1: Each jurisdiction shall identify key activity centers and key corridors, coordinate with MST to identify bus routes that could serve former Fort Ord, and support MST to provide service responsive to the local needs.

Program A-1.2: Each jurisdiction shall develop a program to identify locations for bus facilities, including shelters and turnouts. These facilities shall be funded and constructed through new development and/or other programs in order to support convenient and comprehensive bus service.

Program A-1.3: Each jurisdiction shall identify the need for transit/paratransit services for the elderly and disabled and coordinate with and support MST to implement the needed transit services.

Program A-1.4: MST shall coordinate with the Santa Cruz Metropolitan Transit District to provide an integrated intercounty bus transit system.

Program A-1.5: Existing rideshare programs shall be expanded to accommodate intercounty travel.

Objective B: Promote passenger rail service that addresses transportation needs for the former Fort Ord.

Transit Policy B-1: Each jurisdiction shall support TAMC and other agencies to provide passenger rail service that addresses transportation needs for former Fort Ord.

Program B-1.1: Each jurisdiction shall support TAMC and other agencies to assess the need, feasibility, design and preservation of rights-of-way for passenger rail service that addresses transportation needs at former Fort Ord.

Objective C: Promote intermodal connections that address the transportation needs for the former Fort Ord.

Transit Policy C-1: Each jurisdiction shall support the establishment of intermodal centers and connections that address the transportation needs at former Fort Ord.

Program C-1.1: Each jurisdiction shall coordinate with and support TAMC and MST to identify the need, location, and physical design of intermodal centers and regional and local transportation routes to connect with the intermodal centers.

4.2.4 Pedestrian and Bicycles

Non-motorized modes of travel are an important focus for the Fort Ord circulation system. The two most common non-motorized modes of travel are walking (pedestrian) and bicycling. Both pedestrian and bicycle travel are non-polluting, do not contribute to roadway congestion, and are healthy alternatives to vehicular travel. People often find walking and bicycling to be pleasant experiences when they have clearly defined facilities and feel safe using them.

A critical factor in promoting pedestrian activity is to have land uses that permit trips that can be easily and safely walked. Some examples of pedestrian-friendly land uses are a mixture of uses located in proximity to one another, or transit stops placed near residential areas. Creating an interesting pedestrian environment with landscaping and minimal building setbacks in commercial areas also helps to encourage pedestrian activity. However, people will not take pedestrian trips if safe places to walk are not provided. By providing pedestrian facilities and routes, walking can be encouraged as an alternative to vehicle use. Similarly, bicycle transportation can be encouraged with the right mixture of land uses and good bicycle routes. To be a feasible alternative to driving, bicycling must be convenient and safe.

4.2.4.1 Existing Conditions

Sidewalks currently exist on some Fort Ord roadways, but a comprehensive network of pedestrian facilities is not in place. No sidewalks are available on Inter-garrison Road or Imjin Road, and are missing on parts of Lightfighter Road, Gigling Road, and General Jim Moore Boulevard. Also, on many Fort Ord roadways, there are no shoulders or parking lanes, so vehicular traffic may pass close to pedestrians even where sidewalks do exist.

Access to Marina and Seaside from the former Fort Ord is limited to a number of entry gates. Since the closure of the base, many of the gates have remained closed, although some of the gates have been reopened as the transition to civilian use has begun. For pedestrians, however, access is severely limited. Most of the gates are designed for vehicular access from State Highways 1, 218, or 68, which are not good pedestrian facilities. The two best gates for pedestrians are the Imjin Gate (on Imjin Road south of Reservation Road) that provides access to Marina; and the Broadway Gate (on Broadway Avenue west of General Jim Moore Boulevard) that provides access to Seaside. Unfortunately, there are no sidewalks in the former Fort Ord on the main roads (Imjin Road and General Jim Moore Boulevard) in the vicinity of these gates.

Currently, there are no bicycle facilities within the former Fort Ord. TAMC has developed a General Bikeways Plan (January, 1994), which describes current and proposed bicycle facilities in Monterey County. There are a limited number of bicycle facilities in the vicinity of the former Fort Ord. The most significant is the Caltrans Pacific Coast Bikeway, which roughly follows the coastline. It is aligned along Del Monte Boulevard through Marina, and then it follows State Highway 1 past the former Fort Ord and into Seaside and Sand City. There are, however, no connections to the Pacific Coast Highway from the former Fort Ord, and there are no other bicycle facilities within the former Fort Ord or connecting to Marina or Seaside. Also, at present there are no designated bicycle networks in either Marina or Seaside.

The General Bikeways Plan recommends the development of a regional bicycle map, and the creation of a Fort Ord Bicycle and Pedestrian Plan. The plan also identifies a number of bicycle improvement projects that are recommended by the TAMC Bicycle and Pedestrian Committee. Within the former Fort Ord, the recommendations include bikeways on Eucalyptus Street, General Jim Moore Boulevard, South Boundary Road, Inter-garrison Road, and the South 1st Street Bridge.

4.2.4.2 Objectives

Objective A: Provide a pedestrian system that supports the needs of Fort Ord residents, employees, students, and visitors.

Pedestrians, especially seniors and adults with small children, should feel safe and secure from traffic if walking is to be encouraged. Sidewalk widths, signal timing, intersection configuration, and proximity to heavy traffic all need to be considered.

Objective B: Provide a bicycle system that supports the needs of Fort Ord residents, employees, students, and visitors and is integrated into a regional bike system.

The Bicycle Classification System should be used as a guide for developing bicycle lanes in the former Fort Ord. The Caltrans Highway Design Manual designates three types of bikeways. (Bikeway is the general term for any marked bicycle facility.) Each of the three types of bikeways has standards for width, signs, and pavement markings:

- Class I (Bike Path): Bicycles travel on a right of way completely separated from any street or highway.
- Class II (Bike Lane): Bicycles travel in a one-way striped lane on a street or expressway.

- Class III (Bike Route): Bicycles share the road with pedestrians and motor vehicle traffic. Bike routes are marked only with signs.

Figure 4.2-6 illustrates the proposed bicycle network for the former Fort Ord, including facilities identified as Recreational Bike Trails. Additional information on these trails is provided in the Recreational Element of this plan.

Where Class I separate bike paths are not provided, Class II bike routes should be striped and marked along urban collectors and local streets where designated on an integrated bikeway master plan. Other two-lane local streets and all rural roadways should include shoulders adequate for bicycle use.

Easily accessible and well-designed bicycle parking can encourage people to ride their bicycles to work, shopping, school, and community facilities. Bicycle racks and lockers protect bicycles from theft and bad weather.

They also clearly define where bicycles should be parked so they won't impede pedestrians or damage trees and other stationary objects put into service as bicycle racks. Established bicycle parking also reinforces the image that bicycles are a socially-approved way to travel.

The original Figure 4.2-6 immediately follows.

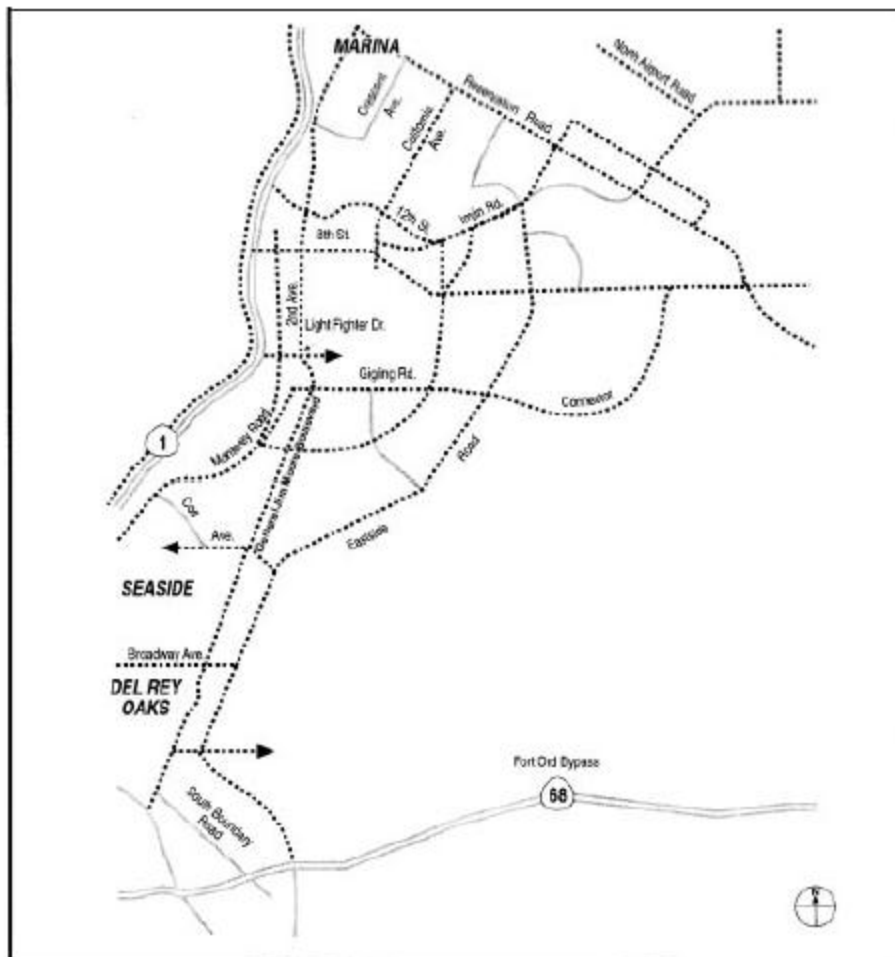
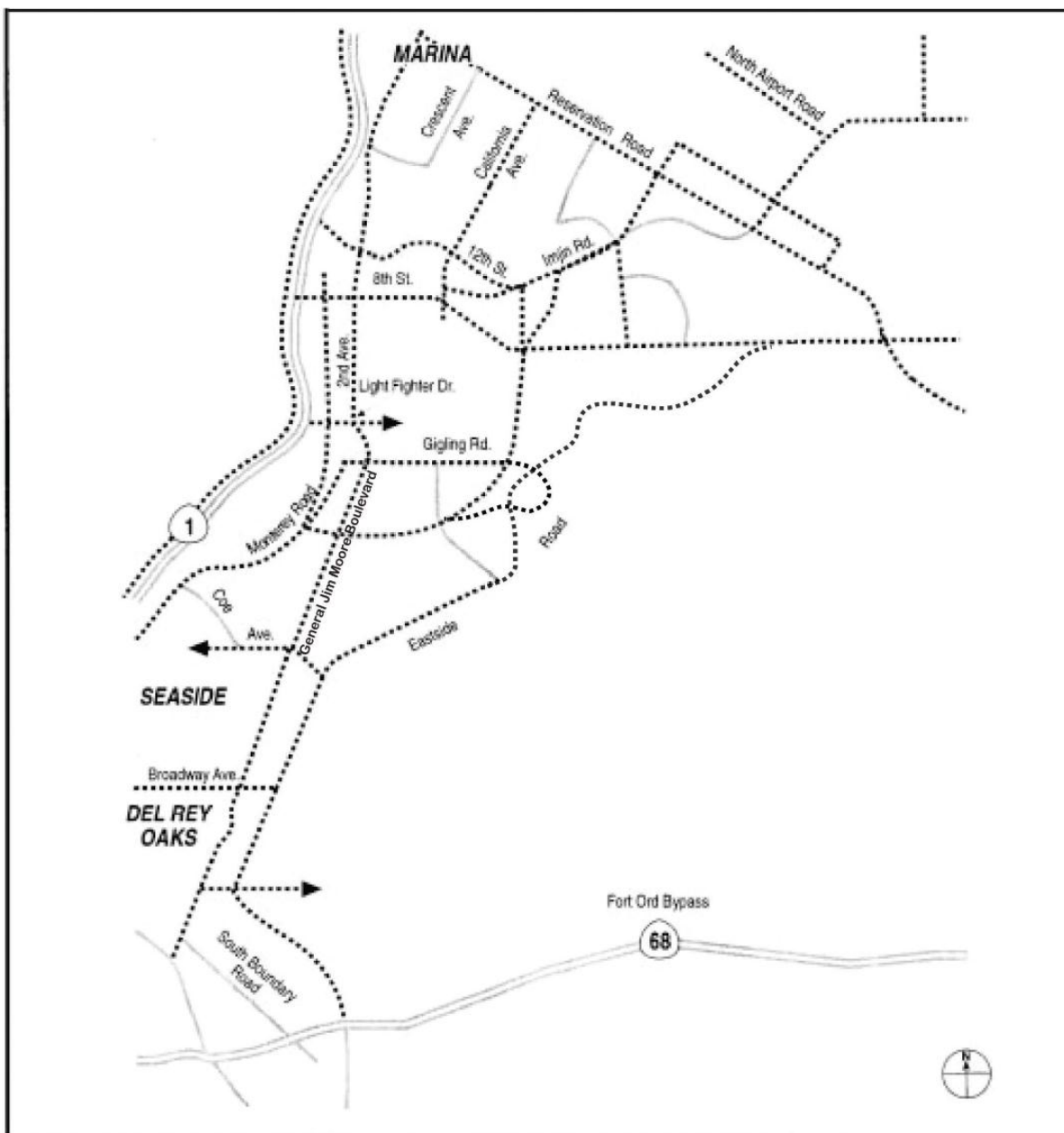


Figure 4.2-6
Proposed Bicycle Network

The **amended** Figure 4.2-6 immediately follows.



LEGEND	
—	Arterial Bicycle Route
.....	Recreational Bicycle Trail

Figure 4.2-6
Proposed Bicycle Network

4.2.4.3 Policies and Programs

Objective A: Provide a pedestrian system that supports the needs of Fort Ord residents, employees, students, and visitors.

Pedestrian and Bicycles Policy A-1: Each jurisdiction shall provide and maintain an attractive, safe and comprehensive pedestrian system.

Program A-1.1: Each land use jurisdiction shall prepare a Pedestrian System Plan that includes the construction of sidewalks along both sides of urban roadways, sidewalks and pedestrian walkways in all new developments and public facilities, crosswalks at all signalized intersections and other major intersections, where warranted, and school safety features. This plan shall be coordinated with adjacent land use jurisdictions, FORA, and appropriate school entities.

Objective B: Provide a bicycle system that supports the needs of Fort Ord residents, employees, students, and visitors.

Pedestrian and Bicycles Policy B-1: Each jurisdiction shall provide and maintain an attractive, safe and comprehensive bicycle system.

Program B-1.1: Each jurisdiction shall prepare a Bicycle System Plan that includes an overall bicycle network consistent with the Reuse Plan (Figure 4.2-6) and local bicycle networks with the appropriate class of bikeways for each functional class of roadway. The Bicycle System Plan shall include appropriate design standards to accommodate bicycle travel and secure bicycle parking facilities at public and private activity centers. This plan shall be coordinated with adjacent land use jurisdictions, FORA, and appropriate school entities.

Program B-1.2: Each jurisdiction shall review new development to provide bicycle system facilities consistent with the Reuse Plan and the Bicycle System Plan concurrently with development approval.

4.2.5 Transportation Demand Management

4.2.5.1 Existing Conditions

There is no existing transportation demand management (TDM) program in place for the former Fort Ord. TDM measures should be pursued in conjunction with the redevelopment of the military base.

It is clear that the redevelopment of the former Fort Ord, plus growth throughout the remainder of Monterey County and the region, will significantly increase the demand placed on the region's transportation infrastructure and services. To some extent, the increases in travel demand will be managed by building or improving transportation facilities, but there also exists a variety of concepts and objectives that can be used to minimize the demand for vehicle trips as an alternative to increasing roadway capacity. TDM attempts to reduce the number of people who drive alone, and to increase the number of people who walk and who use carpools, vanpools, transit, and bicycles. The approach being taken as part of the Fort Ord Reuse Plan seeks to balance these two elements to achieve a transportation system that is both financially feasible and operationally acceptable.

4.2.5.2 Objectives

Objective A: Deemphasize the need for vehicle travel to and within the former Fort Ord.

TDM measures can be implemented that deemphasize SOV use and encourage walking, bicycling, car/vanpooling, and transit ridership (mode shift); reduce peak period travel (time shift); reduce VMT and/or reduce person trips. Overall, these strategies will result in fewer vehicles on the roadway, especially during the more congested periods of the day. The encouragement of non-vehicle travel is an important component of developing a pedestrian-oriented environment for the former Fort Ord. TDM is not restricted to work-related trips. It is anticipated that there will be a great deal of non-work-related travel, especially with the presence of CSUMB and related student travel, therefore, TDM measures should be examined that address all trips. Many TDM measures are interrelated with the land use planning for the former Fort Ord.

4.2.5.3 Policies and Programs

Objective A: Deemphasize the need for vehicle travel to and within the former Fort Ord.

Transportation Demand Management Policy A-1: TDM programs shall be encouraged.

Program A-1.1: Promote TDM programs at work sites.

Specific measures that can be pursued at the work site include: compressed work weeks, staggered/flexible work hours, telecommuting, on-site ridesharing, public transit subsidies, guaranteed ride home, bicycle facilities, and parking pricing.

Program A-1.2: Promote TDM programs in residential developments, retail centers, and other activity centers.

Program A-1.3: Require new development to incorporate design features that will strengthen TDM programs.

Program A-1.4: Enforce CMP trip reduction programs.

4.2.6 Land Use and Transportation

4.2.6.1 Existing Conditions

Local land use planning is another method of managing regional traffic growth as well as local traffic problems. This General Plan includes land use policies aimed at providing the former Fort Ord with a cohesive community through:

- identifiable centers to add focus to the larger area;
- diversity and choice to enhance opportunity and interaction;
- alternative transportation that stresses access vs. speed and encourages a pedestrian-friendly environment;
- housing diversity in type, density, and location; and
- national and preserved areas that link all sectors together in a seamless way.

The policies listed above can be found in the Land Use Element of this General Plan, along with a specific description of the existing land use conditions.

4.2.6.2 Objectives

Objective A: A transportation system that supports the planned land use development patterns.

The relationship between the transportation system and land use planning is an interactive one. As stated above, one of the policies of the land use element is to support alternative transportation use. The transportation system can support this goal by providing the infrastructure necessary to use alternative transportation modes, and by not oversupplying infrastructure oriented to the use of the automobile, particularly single-occupant vehicles.

4.2.6.3 Policies and Programs

Objective A: A transportation system that supports the planned land use development patterns.

Land Use and Transportation Policy A.1: Each jurisdiction with lands at former Fort Ord shall coordinate land use and transportation planning both internally and with adjacent jurisdictions consistent with the Reuse Plan circulation framework.

Program A.1-1: Each jurisdiction shall support development of a travel demand model covering lands at former Fort Ord to help evaluate the relationship between land use and transportation system.

Program A.1-2: Each jurisdiction with lands at former Fort Ord shall require new developments to conduct a traffic analysis to determine impacts on traffic conditions, require measures such as TDM programs and traffic impact fees to mitigate these impacts.

Land Use and Transportation Policy A.2: The transportation system to serve former Fort Ord lands shall be designed to reflect the needs of surrounding land uses, proposed densities of development, and shall include streets, pedestrian access, bikeways and landscaping as appropriate.

Program A.2-1: Each jurisdiction with lands at former Fort Ord shall develop transportation standards for implementation of the transportation system, including but not limited to, rights-of-way widths, roadway capacity needs, design speeds, safety requirements, etc. Pedestrian and bicycle access shall be considered for all incorporation in all roadway designs.

Figure 4.2-7, Transportation Right-of-Way Reservations

This figure can be found within the "Maps" section off the homepage of the FORA CD-ROM Application.


The original Figure 4.2-7 immediately follows.





The **amended** Figure 4.2-7 immediately follows.



FORA-JHK.DWG

 FORT ORD REUSE PLAN Fort Ord Reuse Authority (FORA)	
Land Planning	EDAW, Inc.
Market Analysis	EMC Planning Group, Inc. Siskyou-Kotelnik-Mooney Group
Transportation Engineering	JHK and Associates
Civil Engineering	Palmer Associates
Fiscal Analysis	Angus McDonald Associates
Habitat Planning	Zander Associates
Public Communications	The Ingram Group
Community Development	Resource Corps International

SHEET TITLE:
**TRANSPORTATION
RIGHT-OF-WAY
RESERVATIONS**

		DATE: 2008 9 26 Rev. 1001	FIGURE: 4.2-7
		PROJECT: Fort Ord Reuse Authority (FORA)	
		DATE: 2008 09 26	
		SCALE: 1" = 100'	

4.3 Recreation and Open Space Element

4.3.1 Recreation

4.3.1.1 Summary of Existing Conditions

The following is a general description of the recreation resources at the former Fort Ord. Specific documents consulted in order to identify recreation standards for the recreation planning at the former Fort Ord include the General Plan of the City of Seaside and the General Plan of the City of Marina. The Monterey County Department of Recreation was contacted directly.

Goal: Establish a unified open space system which preserves and enhances the health of the natural environment while contributing to the revitalization of the former Fort Ord by providing a wide range of accessible recreational experiences for residents and visitors alike.

Existing recreational uses of open space at the former Fort Ord include two golf courses and a club house, baseball diamonds, and tennis courts. Training areas are also part of this designation and include a central track and field, a stadium, and a recreation complex containing indoor basketball courts. There are a number of playgrounds within the existing housing neighborhoods and collocated with the existing schools.

The largest and most important pieces of the FORA reuse planning strategy as it relates to open space and recreation are already in place, or in process. The Bureau of Land Management has taken possession of approximately half (over 8,000 acres) of the Fort Ord interior lands for which it will ultimately have management responsibility. Significant recreation events, particularly mountain bike rallies, are already being scheduled within these lands. A tentative identification of major access points has been made, although ongoing trails and access planning will need to be coordinated with FORA in the future. A preliminary Master Plan has been prepared for the Fort Ord Dunes State Park by the State Park Department, which identifies early thinking regarding the location of major access points, day and overnight use areas, trail system, and habitat management areas. CSUMB has received a conveyance of a part of the land area, which will ultimately be theirs, and preparation of a Campus Master Plan has begun. It is important that FORA be involved in the preparation of this Master Plan to insure incorporation of the major ideas regarding basewide recreation connections and conservation of natural resources.

4.3.1.2 Recreation Standards

Recreation standards for two types of community-oriented recreation facilities were considered in the reuse planning effort: Neighborhood Parks and Community Parks. Each is defined below. Ample quantities of regional parkland are provided in the Reuse Plan, due to the development of Fort Ord Dunes State Park and the BLM lands, so standards for regional park demand were not developed.

Neighborhood Parks: Neighborhood parks are generally expected to serve a population of between 500 and 1,500 residents. They may include miniparks (up to 1/2 acre in size) and larger parks for an entire neighborhood (up to 10 acres in size). They are typically located with easy walking and biking distance of residents (approximately 1/4 to 1/3 mile radius) so that minimal parking facilities are required. They should be located where neighborhood sidewalks and/or trails exist so that they are easily accessible by non-motorized forms of transportation. Neighborhood parks should be easily accessible and visible from the surrounding area. Access for the physically challenged should be provided where feasible to comply with the Americans with Disabilities Act (ADA).

Neighborhood parks are intended to serve youth from pre-school age to high school age, as well as to provide space for more adult-related activities such as pick-up basketball games, dog walking, Frisbee throwing, nature watching, and other casual activities. They should include play structures for small children when located in proximity to residential neighborhoods and ball fields when sufficient land is available. Larger community recreation structures may be present in more densely populated neighborhoods.

In the village neighborhoods, such as Marina Village, University Village, or Town Center, downtown miniparks should be considered as the area develops. These miniparks should be highly visible and easily accessible. They should encourage shoppers to stay longer in the area and provide workers and visitors with a place to relax, converse, eat lunch, etc.

Community Parks: Community parks serve the entire community. They may range in size from 10 to 50 acres, although it is expected that community parks larger than 15 to 20 acres will have substantial acreage dedicated to open space/habitat protection. They may focus on one unique community-wide feature or be designed to host substantial numbers of people and contain many diverse activities. Community parks may include features such as a public meeting space (i.e. gazebo and band shell), camping and recreational vehicle facilities, passive green space, ball fields, restrooms, group shelter(s), volleyball, wading pool, and sports complexes (e.g., swimming pool, ball courts). They may also be an area of natural quality and used for more passive outdoor recreation such as walking, nature observation, photography, relaxing/reading, sunbathing, and picnicking. Community parks may also include the facilities that are typically provided in neighborhood parks.

Community parks should be designed to serve neighborhoods in a 1 to 3-mile radius. They typically include improvements for on-site parking since visitors may travel by automobile to utilize the parks facilities. Parking will typically include accommodation for horse and other trailers where the park functions as a trailhead. Access for the physically challenged should be provided where feasible to comply with ADA.

Standards

Projections were made of population-based recreation demand at the former Fort Ord within the 20-year development time frame, as well as for the projected full residential build-out of the former Fort Ord. These projections were made separately for each of the three affected jurisdictions. This demand is described in both land-based and facility-based terms. Local community standards were applied in order to identify the amount of park land which needed to be set aside, based on projections of population by jurisdiction, as shown in Table 4.3-1.

**Table 4.3-1
Projected Park Demand**

Jurisdiction	Projected Population (1)	Neighborhood Standards	Projected Park Demand Acre Requirement	Community Standards	Acre Requirements
2015 Scenario					
Marina (2)	8,279	no separate standard		5 acres/1,000 pop.	41
Seaside (3)	11,844	2 acres/1,000 pop.	24	1 acre/1,000 pop.	12
Monterey County (4)	1,154	no standard	0	no standard	0
Total	21,277		24		53
Build-out					
Marina (2)	12,837	no separate standard		5 acres/1,000 pop.	64
Seaside (3)	15,529	2 acres/1,000 pop.	31	1 acre/1,000 pop.	16
Monterey County (4)	9,425	subdivision standard = 3 acres/1,000 pop.	28	no standard	0
Totals	37,791		59		80

NOTES:

(1) Projected by EDAW based on 11/2/95 PCBA planning scenario. Household population planning multipliers are based on existing Census-derived data for Marina, Seaside, and Monterey County. PGM Annex military population (none included) is included in calculations.
 (2) Source: City of Marina General Plan, Grand Consultants, February, 1995.
 (3) Source: City of Seaside General Plan Update, 27/Amico Associates, November, 1995.
 (4) Source: Monterey County personal communication. Only sub-regional recreation standard is a subdivision requirement of .006 acres/person.

National standards were applied in order to identify demand for specialized recreation facilities, as local jurisdictions do not maintain their own facility standards. Table 4.3-2 illustrates how population projections and national population-based standards (National Recreation and Park Association, 1983 Standards) produced specific facility requirements. A suggested distribution of these facilities is proposed in Recreation Standards and Cost Projections Technical Memo, EDAW, Inc. December 20, 1995.

Following calculation of demand projections, the planning process developed a model park program for the former Fort Ord to portray a possible distribution pattern of community-serving recreation lands. The particular park areas in the former Fort Ord located in the areas of greatest demand due to residential development within the 2015 time frame were identified, and the projected acreage demand was distributed over those parks. This park program is shown in Table 4.3-3. Facility demand as well as was programmed throughout the identified parks for costing purposes, which is also detailed in Recreation Standards and Cost Projections Technical Memo, EDAW, Inc. December 20, 1995.

**TABLE 4.3-2
FACILITY DEMAND FOR SELECTED FACILITIES
(based on National Standards)**

Facility	Marina		Seaside		Monterey County	
	2015	Build-out	2015	Build-out	2015	Build-out
Tennis Courts	2	2	2	3	0	2
Soccer Fields	1	1	1	2	0	1
Basketball Courts	2	3	2	3	0	2
Ballfield (unlit)	1	3	2	3	0	2
Ballfield (lit)	1	1	1	1	0	0
Swimming pool	0	0	0	1	0	0

* Based on National Recreation and Park Association, 1983 Standards

This park programming does not represent a commitment by the jurisdictions to a particular physical design program, but is a planning scenario which lays the groundwork for preparation of a Capital Improvements Plan by forming the basis of costing projections. The various jurisdictions making up the former Fort Ord have complete flexibility to substitute alternative programs to this one to meet future needs as they develop, so long as an effort is made to adhere to the identified community standards. There is a real need for flexibility in the Plan, as these needs will change depending on the directions the ultimate redevelopment takes. For example, if the opportunity golf site identified for Polygon 4 is developed, projected recreation demand will fall, as less population growth will be realized, due to the golf course replacing the projected housing development.

4.3.1.3 Objectives

Objective A: Integrate Fort Ord's open spaces into the larger regional open space system, making them accessible as a regional resource for the entire Monterey Peninsula.

The abundance of diverse open space resources at the former Fort Ord are so great that they will become an attraction drawing users and visitors from throughout the region and the state. It is important that reuse planning provide a strategy to insure adequate access to these resources. The value of the Fort Ord open space will be enhanced by providing linkages to other significant regional resources, such as Jack's Peak and El Toro Regional Parks. The perception that these resources are all part of a larger interconnected whole will contribute to the image of the Monterey Peninsula as being rich in recreational resources.

Objective B: Protect scenic views, and preserve and enhance visual quality.

An integral part of the reuse planning strategy for the economic redevelopment of the former Fort Ord is to provide a visually attractive environment which will be a draw for businesses and residents alike. Another goal of the reuse planning effort is to integrate the former Fort Ord into the greater Monterey Peninsula, both functionally and visually. Due to its location straddling State Highway 1, the main access route to the Monterey Peninsula, the former Fort Ord provides a major gateway image to the Peninsula itself. This image should be attractive and in harmony with that of the overall image of the Peninsula itself.

The original Table 4.3-3 immediately follows.

Name	Type	Total Size (acres)	Area Developed by 2015	Total Developed Area
MARINA				
Park in Polygon 4	Community/	20	10	
	Neighborhood Park	10	10	
Park in Polygon 2B	Neighborhood Park			
Park in Polygon 2G	Community Park	39.5	5	
Park in Polygon 17A	Community Park	46	17	
TOTALS				42 Acres
SEASIDE				
Park in Polygon 18	Community Park	50	12	
Park in Polygon 15	Neighborhood Park	9	9	
Park in Polygon 20e	Neighborhood Park	5	5	
Park in Polygon 20h	Neighborhood Park	10	10	
Park in Polygon 24*	Community Park	25	2	
TOTALS				38 Acres
MONTEREY COUNTY				
Park in Polygon 19A	Neighborhood Park	10	10	
Park in Polygon 29c	Community Park	25	25	
TOTALS				35 Acres

The amended Table 4.3-3 immediately follows.

Table 4.3-3
FORT ORD – 2015 PARK PROGRAM FOR ALL JURISDICTIONS

Name	Type	Total Size (acres)	Area Developed by 2015	Total Developed Area
MARINA				
Park in Polygon 4	Community/ Neighborhood Park	20	10	
Park in Polygon 2B	Neighborhood Park	10	10	
Park in Polygon 2G	Community Park	39.5	5	
Park in Polygon 17a	Community Park	46	17	42 Acres
SEASIDE				
Park in Polygon 18	Community Park	50	12	
Park in Polygon 15	Neighborhood Park	9	9	
Park in Polygon 20e	Neighborhood Park	5	5	
Park in Polygon 20h	Neighborhood Park	10	10	
Park in Polygon 24*	Community Park	25	2	
TOTALS				<u>27 Acres</u>
MONTEREY COUNTY				
Park in in Polygon 19a	Neighborhood Park	10	10	
Park in Polygon 29c	Community Park	25	25	
<u>Park in Polygon 8a</u>	<u>Community Park</u>	<u>50</u>	<u>12</u>	
TOTALS				<u>47 Acres</u>

Objective C: Promote the goals of the Habitat Management Plan through the sensitive siting and integration of recreation areas which enhance the natural community.

Although the Habitat Management Plan sets aside considerable amounts of land which functions solely as habitat, the success of the HMP rests at least partially on making sure that these habitat lands are part of a greater continuous network of habitat. Parklands and active recreation areas will form an extremely valuable part of this network. Recreation and habitat preservation can be complementary land use functions, particularly with careful planning. Community development at the former Fort Ord must incorporate an awareness of the HMP, and site recreation areas in such a way as to complement its values. For example, the preservation of oak woodlands as continuous corridors rather than isolated patches will require the preservation of these corridors within residential, commercial, and institutional land uses. One means to accomplish this is through the sensitive siting of parkland.

Objective D: Establish a system of community and neighborhood parks which provide recreation opportunities reflective of local community standards.

As the former Fort Ord is transformed into a place where people live, work, and play, there is a need to provide adequate recreation resources of the appropriate scales and functions to serves the needs of the entire population. The different jurisdictions which make up the community of the former Fort Ord have each established their own park standards in accordance with the needs of their residents. The abundance of open space resources at the former Fort Ord allows each jurisdiction involved in reuse planning to provide for ample parks and recreation uses as development strategies are considered for the area.

Objective E: Create opportunities for economic revitalization of the former Fort Ord through encouragement of commercial recreation opportunities in appropriate settings.

The Monterey Peninsula is a major tourist destination, with visitor serving land uses serving as a major underpinning of the local economy. The availability of recreation is also an important feature in the attraction of new businesses and residents.

Objective F: Create a unified system of hiker/biker and equestrian trails which links all sectors of the former Fort Ord and encourages alternative means of transportation.

The extensive system of reserved open space, including local, state, and federally owned recreation lands, habitat management lands, and institutional settings provides a unique opportunity to create a network of trails which can serve as an alternative means of transportation and as recreation, serving the needs of residents, workers, and visitors alike. The potential of the former Fort Ord's major open space attractions as an ecotourism draw will be reinforced by such a system, and the provision of an attractive alternative transportation network will reduce the impact of development on the transportation system.

Objective G: Use open space to create an attractive setting for the former Fort Ord's new neighborhoods and institutions.

Open space serves functions other than recreation and habitat. It forms the setting for the FORA communities, neighborhoods, and business districts, and as such functions to establish the visual image and character of these communities. This is particularly true of the image as established through the windshield. Open space planning needs to incorporate strategies revolving around creating gateway images, strong streetscapes, and proper treatment of residual space.

Objective H: Promote environmental education.

The unique natural resources of the former Fort Ord provide an excellent outdoor laboratory for the large number of educational institutions establishing a presence here. The well-documented scientific baseline created as a result of the Base Closure process, the on-going needs of habitat management, and the ongoing natural systems restoration efforts on parts of the base all provide opportunities for hands-on environmental education which would be a valuable learning experience.

4.3.1.4 Recreation Policies and Programs

City of Marina

All physical features discussed in the City of Marina Policies and Programs section are shown in Figure 4.3-1, the Marina Recreation and Open Space Element Plan.

Objective A: Integrate the former Fort Ord's open spaces into the larger regional open space system, making them accessible as a regional resource for the entire Monterey Peninsula.

Recreation Policy A-1: The City of Marina shall work with the California State Park System to coordinate the development of Fort Ord Beach State Park.

Recreation Policy A-2: The City of Marina shall support the development of a regional Visitor Center/Historical Museum complex adjacent the 8th Street entrance to Fort Ord Beach State Park which will serve as an orientation center to communicate information about all of the former Fort Ord's recreation opportunities.

Objective B: Protect scenic views, and preserve and enhance visual quality.

Recreation Policy B-1: The City of Marina shall designate a Scenic Corridor adjacent to State Highway 1 to preserve and enhance the State Highway 1 viewshed.

Program B-1.1: The City of Marina shall establish guidelines for minimum landscaping standards within the corridor which incorporate a regional landscape theme with regards to permitted plantings, as well as other design features.

Program B-1.2: The City of Marina shall incorporate landscape buffers and/or other mechanisms adequate to mitigate the potential visual impacts on State Highway 1 Scenic Corridor from development within the Mixed Use Corporate Center and Del Monte Mixed Use Districts (polygons 2a and 2b).

Recreation Policy B-2: The City of Marina shall establish landscape gateways into the former Fort Ord along major transportation corridors with the intent of establishing a regional landscape character.

Objective C: Promote the goals of the Habitat Management Plan through the sensitive siting and integration of recreation areas which enhance the natural community.

Recreation Policy C-1: The City of Marina shall establish an oak tree protection program to ensure conservation of existing coastal live oak wood lands in large corridors within a comprehensive open space system. Locate local and regional trails within this system.

Objective D: Establish a system of community and neighborhood parks which provide recreation opportunities reflective of local community standards.

Recreation Policy D-1: The City of Marina shall designate and locate park facilities to adequately serve the current and projected population of Marina within the former Fort Ord for both active recreation as well as to provide for passive uses such as scenic vistas, fish and wildlife habitat, and nature study.

Recreation Policy D-2: The City of Marina shall develop active parkland within the former Fort Ord which reflects the adopted City of Marina standard of 5 acres of neighborhood/community parks per 1,000 population.

Recreation Policy D-3: The City of Marina shall maximize use of existing former military recreation facilities as a catalyst for creation of quality parks and recreation opportunities.

Recreation Policy D-4: The City of Marina shall develop a plan for adequate and long-term maintenance for every public park prior to construction.

Objective E: Create opportunities for economic revitalization of the former Fort Ord through encouragement of commercial recreation opportunities in appropriate settings.

Recreation Policy E-1: The City of Marina shall identify golf course opportunity sites where appropriate as long-term or interim use solutions within the Marina portion of the former Fort Ord.

Program E-1.1: The City of Marina shall promote the development of a private golf course as an interim land use within the North Airport Light Industrial/ Technology District.

Program E-1.2: The City of Marina shall promote the development of a private golf course as an interim land use within the Planned Residential District in polygon 4.

Recreation Policy E-2: The City of Marina shall promote the development of a variety of interim use recreation facilities where appropriate within the former Fort Ord.

Program E-2.1: The City of Marina shall facilitate the development and operation of a commercial equestrian center as an interim land use within the Marina Village District.

Objective F: Create a unified system of hiker/biker and equestrian trails which links all sectors of the former Fort Ord and encourages alternative means of transportation.

Recreation Policy F-1: The City of Marina shall adopt roadway standards which allow for the development of hiker/biker trails within the right-of-way where appropriate.

Recreation Policy F-2: The City of Marina shall encourage the development of alternative means of transportation for recreation and other travel.

Program F-2.1: The City of Marina shall adopt a Comprehensive Trails Plan, and incorporate it into its General Plan. This Trail Plan will identify desired hiker/biker and equestrian trails within that portion of the former Fort Ord within Marina's jurisdiction, create a trail hierarchy, and coordinate trail planning with other jurisdictions within Fort Ord boundaries in order to improve access to parks, recreational facilities and other open space.

Figure 4.3-1, Marina Open Space and Recreation Element

This figure can be found within the "Maps" section off the homepage of the FORA CD-ROM Application.

Objective G: Use open space wherever possible to create an attractive setting for the former Fort Ord's new neighborhoods and institutions.

Recreation Policy G-1: The City of Marina shall use incentives to promote the development of an integrated, attractive park and open space system during the development of individual districts and neighborhoods within the former Fort Ord.

Recreation Policy G-2: The City of Marina shall encourage the creation of private parks and open space as a component of private development within the former Fort Ord.

Recreation Policy G-3: The City of Marina shall adopt landscape standards to guide development of streetscapes, parking lots, government facilities, institutional grounds, and other public and semi-public settings within the former Fort Ord.

Recreation Policy G-4: The City of Marina shall coordinate the development of park and recreation facilities with neighboring jurisdictions including the City of Seaside, Monterey County, CSUMB, California State Parks, and the Bureau of Land Management.

Objective H: Promote environmental education.

Recreation Policy H-1: The City of Marina shall work with educational and environmental institutions and organizations to create opportunities for environmental learning experiences on Marina habitat management lands.

City of Seaside

All physical features discussed in the City of Seaside Policies and Programs section are shown in Figure 4.3-2, the Seaside Recreation and Open Space Element Plan.

Objective A: Integrate the former Fort Ord's open spaces into the larger regional open space system, making them accessible as a regional resource for the entire Monterey Peninsula.

Recreation Policy A-1: The City of Seaside shall work with the California State Park System to coordinate the development of Fort Ord Beach State Park.

Objective B: Protect scenic views, and preserve and enhance visual quality.

Recreation Policy B-1: The City of Seaside shall create a Scenic Corridor adjacent State Highway 1 to preserve and enhance the State Highway 1 viewshed.

Program B-1.1: The City of Seaside shall establish guidelines for minimum landscaping standards within the corridor which incorporate a regional landscape theme.

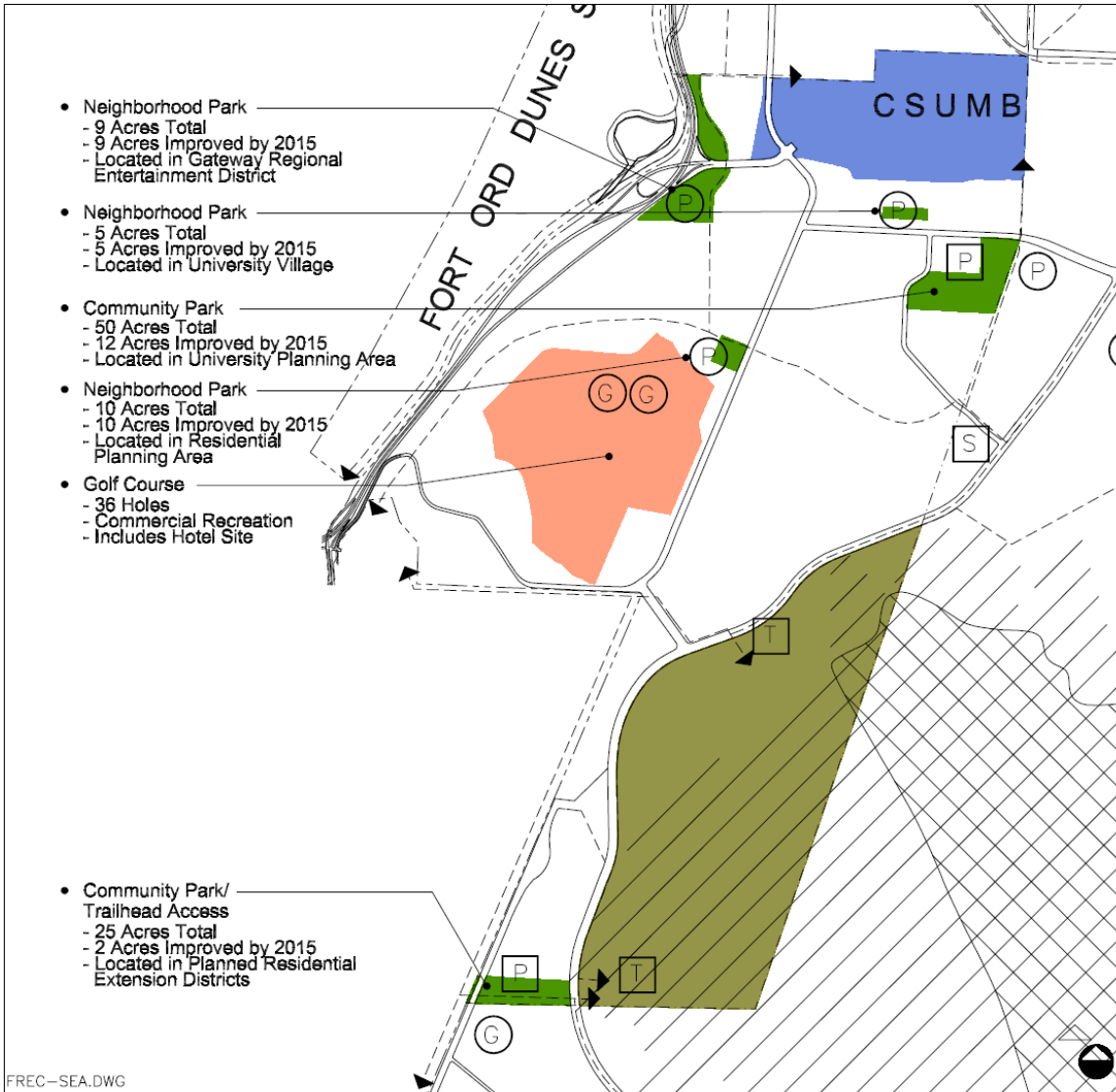
Figure 4.3-2, Seaside Recreation and Open Space Element

This figure can be found within the "Maps" section off the homepage of the FORA CD-ROM Application.

The original Figure 4.3-2 immediately follows.



FORT ORD REUSE PLAN



FREC-SEA.DWG

SOURCE: Jones & Stokes, 1995; Reimer Associates, (Re-projected), 1995; Monterey Co., 1995; EDAW, 1996.

LEGEND:

- Bureau or Land Management Lands
- Limited Access
- Restricted Access
- CSUMB
- Other Public Open Space - Recreation-Oriented
- Commercial Recreation
- Jurisdiction Boundary
- Equestrian Trail

- Regional Hiker/Biker Trail
- Local Hiker/Biker Trail
- Neighborhood Park
- Community Park
- Golf Course Opportunity Site
- Equestrian Center Opportunity Site
- Visitor/Cultural Center
- Trailhead
- Environmental Education

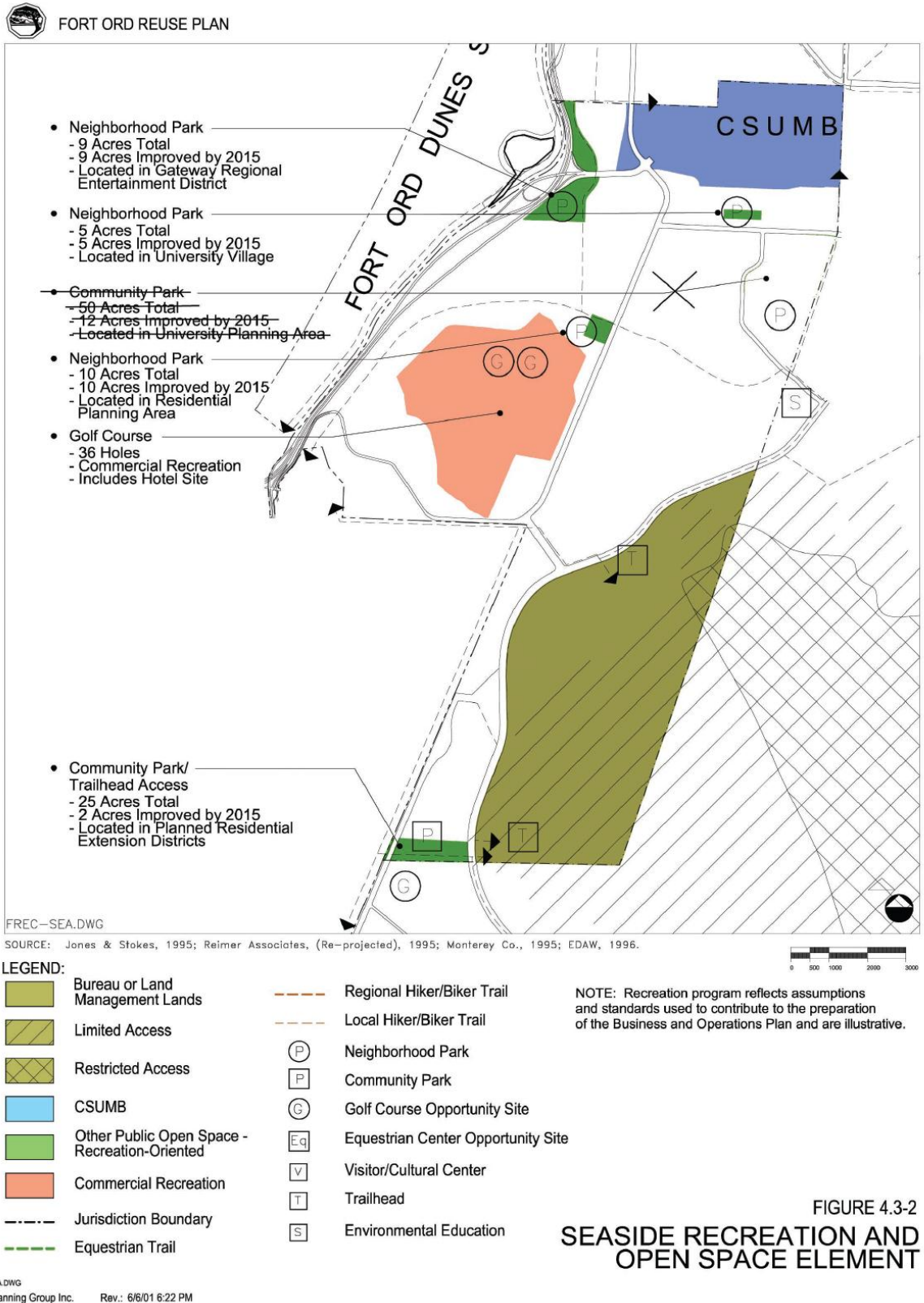
NOTE: Recreation program reflects assumptions and standards used to contribute to the preparation of the Business and Operations Plan and are illustrative.



FIGURE 4.3-2
SEASIDE RECREATION AND
OPEN SPACE ELEMENT

FREC-SEA.DWG
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The **amended** Figure 4.3-2 immediately follows.



Program B-1.2: The City of Seaside shall require that all development within the Regional Retail and Golf Course Housing Districts incorporate landscape buffers adequate to visual intrusion into the State Highway 1 Scenic Corridor.

Recreation Policy B-2: The City of Seaside shall establish landscape gateways into the former Fort Ord along major transportation corridors to establish a regional landscape character.

Objective C: Promote the goals of the Habitat Management Plan through the sensitive siting and integration of recreation areas which enhance the natural community.

Recreation Policy C-1: The City of Seaside shall establish an oak tree protection program to ensure conservation of existing coastal live oak wood lands in large corridors within a comprehensive open space system. Locate local and regional trails within this system.

Objective D: Establish a system of community and neighborhood parks which provide recreation opportunities reflective of local community standards.

Recreation Policy D-1: The City of Seaside shall designate and locate park facilities to adequately serve the current and projected population of Seaside within the former Fort Ord for both active recreation as well as to provide for passive uses such as scenic vistas, fish and wildlife habitat, and nature study.

Recreation Policy D-2: The City of Seaside shall develop active parkland within the former Fort Ord within the 2015 time frame which reflects the adopted City of Seaside standard of 2 acres of neighborhood parkland and 1 acre of community parkland per 1,000 population.

Recreation Policy D-3: The City of Seaside shall maximize use of existing former military recreation facilities as a catalyst for creation of quality parks and recreation opportunities.

Recreation Policy D-4: The City of Seaside shall develop a plan for adequate and long-term maintenance for every public park prior to construction.

Objective E: Create opportunities for economic revitalization of the former Fort Ord through encouragement of commercial recreation opportunities in appropriate settings.

Recreation Policy E-1: Seaside shall identify an appropriate amount of commercial recreation opportunity sites in compatible settings to ensure that these recreation opportunities are realized. These uses will be considered compatible land uses where identified.

Program E-1.1: The City of Seaside shall designate the existing golf course as a recreation opportunity site, and to be operated as a commercial venture.

Objective F: Create a unified system of hiker/biker and equestrian trails which links all sectors of the former Fort Ord and encourages alternative means of transportation.

Recreation Policy F-1: The City of Seaside shall reserve sufficient space within key transportation arterials to accommodate paths for alternative means of transportation.

Recreation Policy F-2: The City of Seaside shall encourage the development of alternative means of transportation for recreation and other travel.

Program F-2.1: The City of Seaside shall adopt a Comprehensive Trails Plan, and incorporate it into its General Plan. This Trail Plan will identify desired hiker/biker and equestrian trails within that portion of the former Fort Ord within Marina's jurisdiction, create a trail hierarchy, and coordinate trail planning with other jurisdictions within Fort Ord boundaries in order to improve access to parks, recreational facilities and other open space.

Objective G: Use open space wherever possible to create an attractive setting for the former Fort Ord's new neighborhoods and institutions.

Recreation Policy G-1: The City of Seaside shall use incentives to promote the development of an integrated, attractive park and open space system during the development of individual districts and neighborhoods within the former Fort Ord.

Recreation Policy G-2: The City of Seaside shall encourage the creation of private parks and open space as a component of private development within the former Fort Ord.

Recreation Policy G-3: The City of Seaside shall adopt landscape standards to guide development of streetscapes, parking lots, government facilities, institutional grounds, and other public and semi-public settings within the former Fort Ord.

Recreation Policy G-4: The City of Seaside shall coordinate the development of park and recreation facilities with neighboring jurisdictions including the City of Marina, Monterey County, CSUMB, California State Parks, and the Bureau of Land Management.

Objective H: Promote environmental education

Recreation Policy H-1: The City of Seaside shall work with educational and environmental institutions and organizations to create opportunities for environmental learning experiences on Seaside open space and recreation lands.

Monterey County

All physical features discussed in the Monterey County Policies and Programs section are shown in Figure 4.3-3, the Monterey County Recreation and Open Space Element Plan.

Objective A: Integrate the former Fort Ord's open spaces into the larger regional open space system, making them accessible as a regional resource for the entire Monterey Peninsula.

Recreation Policy A-1: Monterey County shall provide for adequate access to BLM recreation area.

Objective B: Protect scenic views, and preserve and enhance visual quality.

Recreation Policy B-1: Monterey County shall work with the Army to review design of the landfill closure cap and related infiltration ponds to ensure development of a landscape which enhances the adjacent natural setting and becomes a visual asset to former Fort Ord.

Objective C: Promote the goals of the Habitat Management Plan through the sensitive siting and integration of recreation areas which enhance the natural community.

Recreation Policy C-1: Monterey County shall establish an oak tree protection program to ensure conservation of existing coastal live oak wood lands in large corridors within a comprehensive open space system. Locate local and regional trails within this system.

Objective D: Establish a system of community and neighborhood parks which provide recreation opportunities reflective of local community standards.

Recreation Policy D-1: Monterey County shall designate and locate park facilities to adequately serve the current and projected population of Monterey County within the former Fort Ord for both active recreation as well as to provide for passive uses such as scenic vistas, fish and wildlife habitat, and nature study.

Recreation Policy D-2: Monterey County shall develop active parkland within the former Fort Ord within the 2015 time frame which reflects the County subdivision standard of .003 acres of neighborhood parkland per person within development areas.

Objective E: Create opportunities for economic revitalization of the former Fort Ord through encouragement of commercial recreation opportunities in appropriate settings.

Recreation Policy E-1: Monterey County shall identify an appropriate amount of commercial recreation opportunity sites in compatible settings to ensure that these recreation opportunities are realized. These uses will be considered compatible land uses where identified.

Recreation Policy E-2: Monterey County shall work with landowners to create a multi-functional recreation area within the former military landfill area.

Program E-2.1: Monterey County shall create a joint management team with representatives of adjacent agencies to work together institutionally in the planning and development of the landfill, protect oak woodlands, and address potential impacts of planned uses on surrounding neighborhoods.

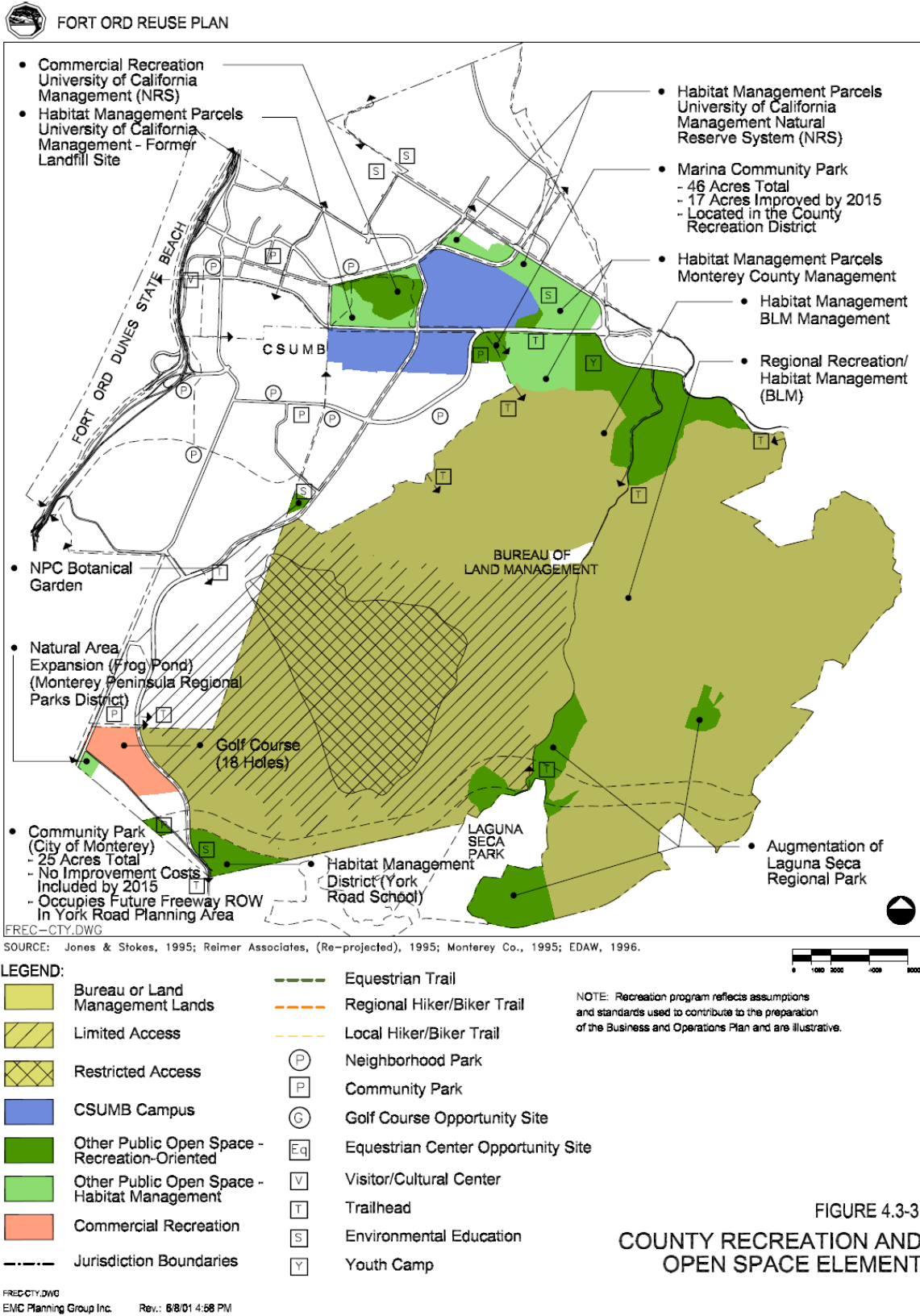
Program E-2.2: Monterey County shall promote the development of commercial recreation uses of this area compatible with the capping of the landfill, including such uses as a golf course, an equestrian center, and a region-serving amphitheater.

Program E-2.3: Monterey County shall designate a team of staff planners, landscape architects, engineers, and other qualified professionals to work with the Army through the BRAC process to ensure landfill cap design is adequate for proposed uses, including such parameters as depth of cap, final landforms, and visual attractiveness.

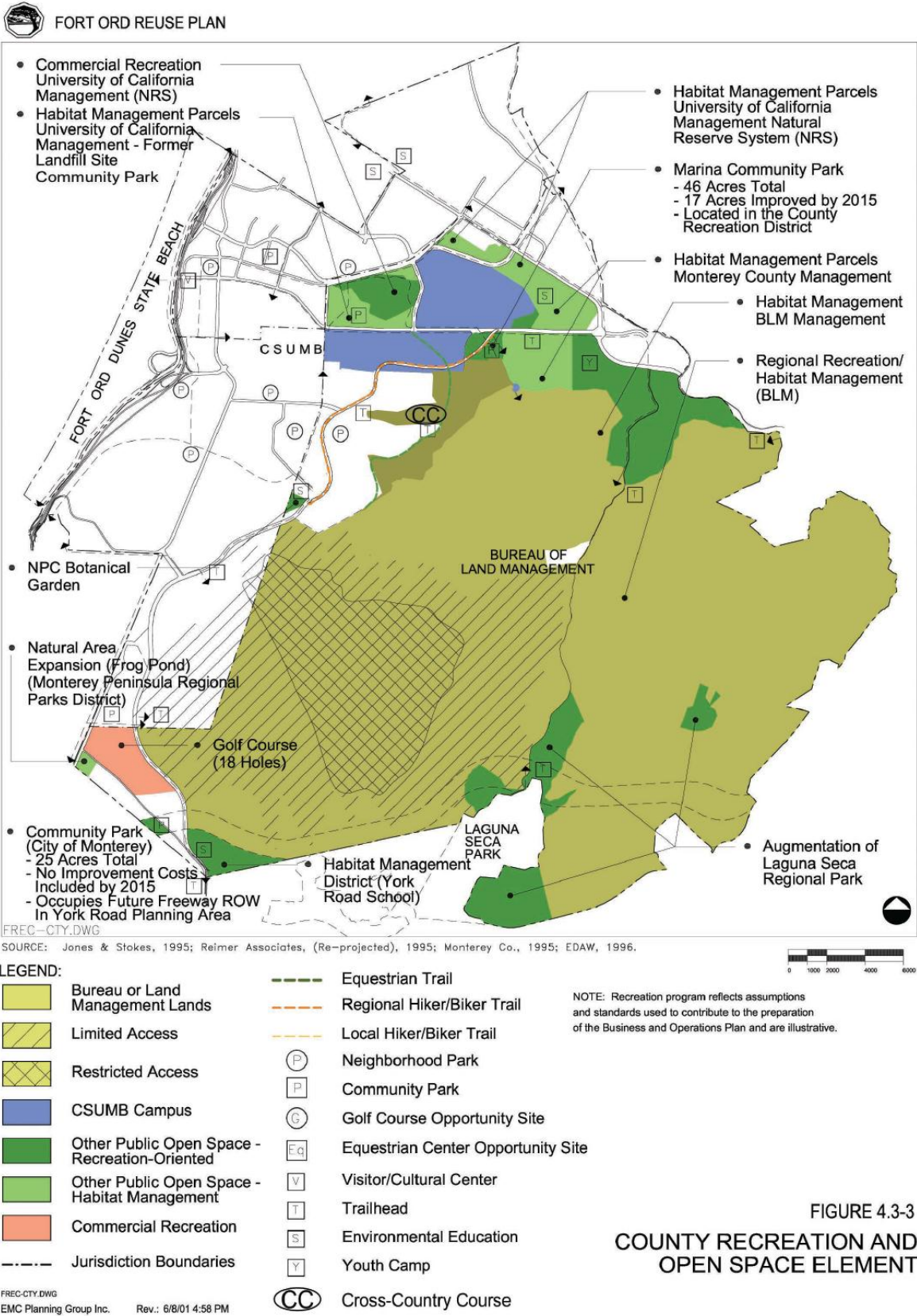
Figure 4.3-3, County Recreation and Open Space Element

~~This figure can be found within the "Maps" section of the homepage of the FORA CD ROM Application.~~

The original Figure 4.3-3 immediately follows.



The **amended** Figure 4.3-3 immediately follows.



Recreation Policy E-3: Monterey County shall coordinate with the City of Marina and the BLM to create an equestrian center/trail access point into the BLM lands within Marina’s Community Park on Intergarrison Road.

Program E-3.1: Monterey County shall designate an equestrian trail between the former landfill area equestrian center and the Marina Community Park along Intergarrison Road, including a safe crossing point of Intergarrison Road.

Recreation Policy E-4: Monterey County shall work with developers of the Horse Park to develop a cross-country course (up to approximately 150 feet wide) shall be allowed within the Habitat Management Area in the general location depicted on Figure 3.6-3 of the Reuse Plan.

Objective F: Create a unified system of hiker/biker and equestrian trails which links all sectors of the former Fort Ord and encourages alternative means of transportation.

Recreation Policy F-1: Monterey County shall reserve sufficient space within key transportation arterials to accommodate paths for alternative means of transportation.

Recreation Policy F-2: The County of Monterey shall encourage the development of alternative means of transportation for recreation and other travel.

Program F-2.1: The County of Monterey shall adopt a Comprehensive Trails Plan, and incorporate it into its Greater Monterey Peninsula Area Plan. This Trail Plan will identify desired hiker/biker and equestrian trails within that portion of the former Fort Ord within Marina's jurisdiction, creates a trail hierarchy, and coordinates trail planning with other jurisdictions within the former Fort Ord boundaries in order to improve access to parks, recreational facilities and other open space.

Objective G: Use open space wherever possible to create an attractive setting for the former Fort Ord's new neighborhoods and institutions.

Recreation Policy G-1: Monterey County shall use incentives to promote the development of an integrated, attractive park and open space system during the development of individual districts and neighborhoods within the former Fort Ord to encourage recreation and the conservation of natural resources.

Recreation Policy G-2: Monterey County shall encourage the creation of private parks and open space as a component of private development within Fort Ord.

Recreation Policy G-3: Monterey County shall adopt landscape standards to guide development of streetscapes, parking lots, government facilities, institutional grounds, and other public and semi-public settings within the former Fort Ord.

Recreation Policy G-4: Monterey County shall coordinate the development of park and recreation facilities with neighboring jurisdictions including the Cities of Seaside and Marina, CSUMB, Monterey Peninsula Regional Parks District, California State Parks, and the Bureau of Land Management.

Objective H: Promote environmental education.

Recreation Policy H-1: The County of Monterey shall work with educational and environmental institutions and organizations to create opportunities for environmental learning experiences on County habitat management lands.

Recreation Policy H-2: The County of Monterey shall ensure that the designated operator of its Youth Camp develops a theme of environmental education as part of its curriculum.