

Objectives

- Former Fort Ord centers will feature concentrated activity and be located in the vicinity of the CSUMB campus, within the jurisdictions of Marina and Seaside, and capitalize on the inherent campus vitality (BRP p. 63).
- Centers should complement university amenities, such as performance and athletic facilities with cafes and restaurants, shops and other student and local-serving uses (BRP p. 64).
- Maintain the fine-grained development pattern of the existing areas of the Main Garrison (BRP p. 65).
- Locate the highest retail, office and housing density on the former Fort Ord in town and village centers with a pedestrian orientation and ready access to transit opportunities (BRP p. 65).
- Encourage a scale and pattern of development which is appropriate to a village environment and friendly to the pedestrian and cyclists (BRP p. 65).

RELEVANT LOCATIONS

- [TOWN & VILLAGE CENTERS](#)
- [GATEWAYS](#)
- [REGIONAL CIRCULATION CORRIDORS](#)
- [TRAILS](#)

Measures

1. **Blocks.** Form blocks to establish logical sites for development. *The maximum average block perimeter to achieve an integrated network is 1600 linear feet with a maximum uninterrupted block face no greater than 450 feet along any single stretch.*
2. **Building Types.** Design or locate the project such that 50% of its dwelling units are within a ¼ mile walk distance of a minimum of four diverse building types. For projects with no dwellings, 50% of dwelling units within ¼ mile of the project boundary must be within a ¼ mile walk distance of the number of diverse building types, including at least one food retail store.
3. **Building height to street width ratio.** At least 15% of existing and new street

frontage achieve a minimum building height to street ratio of 1:3 (1 foot of building height for every 3 feet of street width, measured façade to façade).

4. **Civic Buildings.** Locate civic buildings on high ground, adjacent to public spaces, within public spaces, or at the terminal axis of a street or long view to increase their visibility. *Set aside unique settings such as terminated vistas or locations with greater activity for landmark buildings that will act as community anchors. Similarly, set aside special sites for parks, greens, squares, plazas, and playgrounds. Include at least one special gathering place at each neighborhood core. Designate and site landmarks memorably. Embed schools, recreational facilities, and places of worship within communities or within walking distance of the community edge.*
5. **Housing.** Mix housing types to allow people with diverse lifestyles to live in the same neighborhood. *Residents have the choice to move elsewhere within their community as their housing needs change over time. In addition, households with varied schedules and interests will activate the neighborhood at different times of day, adding both to the vibrancy and security of a place.*
6. **Parking.** Share on-site parking between uses with different peak hours in order to minimize excessive parking. *Provide on-street parking to allow easy vehicular access to storefronts and act as a buffer from roadway traffic. For new nonresidential buildings and multiunit residential buildings, either do not build new off-street surface parking lots, or locate all new off-street parking lots at the side, rear, or under buildings, leaving building frontages facing streets free of surface parking lots. Use no more than 20% of the total development footprint area for all new off-street surface parking facilities, with no individual surface parking lot larger than 2 acres.*
7. **(Bicycle) Parking.** Provide bicycle parking and storage capacity to new buildings as follows: (a) multi-unit residential – one enclosed storage space per occupant for 30% of planned occupancy; (b) retail – one secure enclosed bicycle storage space per new retail worker for 10% of planned occupancy; and (c) nonresidential other than retail – at least one secure, enclosed bicycle storage space per new occupant for 10% of planned occupancy.
8. **Pedestrian Comfort.** Use street lighting and trees as vertical elements to define the public realm and make the pedestrian feel safer and more comfortable. *Add benches, trash and recycling bins, and planters to transform streets into places and prompt pedestrians to linger.*
9. **Public Spaces.** Include at least one outdoor public space within Centers that acts as a well-defined outdoor room. *Edges are characterized by landscaping, density, and use patterns changes. Situate public spaces requiring a great deal of acreage such as schools and play fields where they can be shared.*

10. **Sidewalks.** Provide space along sidewalks for a variety of activity zones. *Maintain a minimum clear walkway of 5' along sidewalks. Support different zones of walkers, such as window shoppers, people leisurely strolling, and people walking briskly. Providing space on the sidewalk for restaurant dining is encouraged to activate the public space. Extending sidewalk dining into the on-street parking zone, also known as a "parklet," quickly and affordably optimizes retail opportunities.*
11. **Storefronts.** Design projects so that 80% of the ground floor is within 5' of the front property line. *Include un-tinted transparent storefront windows and/or doors covering at least 60% of the wall area between 3' and 8' above sidewalk on buildings with ground floor retail or office uses. Extend storefront windows 8' to 14' above the sidewalk. Provide at least one entrance for each 50' of linear shopfront frontage. Shade shopfronts from above with an appurtenance like an awning or arcade.*
12. **Transportation.** Provide routes for multiple modes of transportation, and provide non-motorized alternatives to those under the driving age, to those who do not have an automobile, and to senior citizens. *Design streets in Town & Village Centers to be walkable first while also serving cars and emergency vehicles. Design street networks to allow pedestrians, cyclists, and motorists to move safely and comfortably through neighborhoods. Integrate narrow curb-to-curb cross sections, street trees, on-street parking, buildings close to the street edge, and tight turning radii at the street corners to slow traffic and create highly walkable environments.*

Design Reference

- Sample Street Sections