

Objectives

- Link new neighborhoods with the surrounding cities' development fabric (BRP p.62).
- Maintain the fine-grained development pattern of existing areas of the Main Garrison (BRP p.65).
- Create strong physical linkages from villages to CSUMB and other major activity areas (BRP p.66).
- Reinforce linkages among existing neighborhoods and establish linkages to new neighborhoods and village centers (BRP p. 67).
- Connect new residential neighborhoods via continuous streets and/or open space linkages to surrounding neighborhoods and districts (BRP p. 67).
- Connect individual open space parcels into an integrated system for movement and use of native plant and animal species and people (BRP p. 13).
- Ensure open space connections link major recreation and open space resources (BRP p. 71).

RELEVANT LOCATIONS

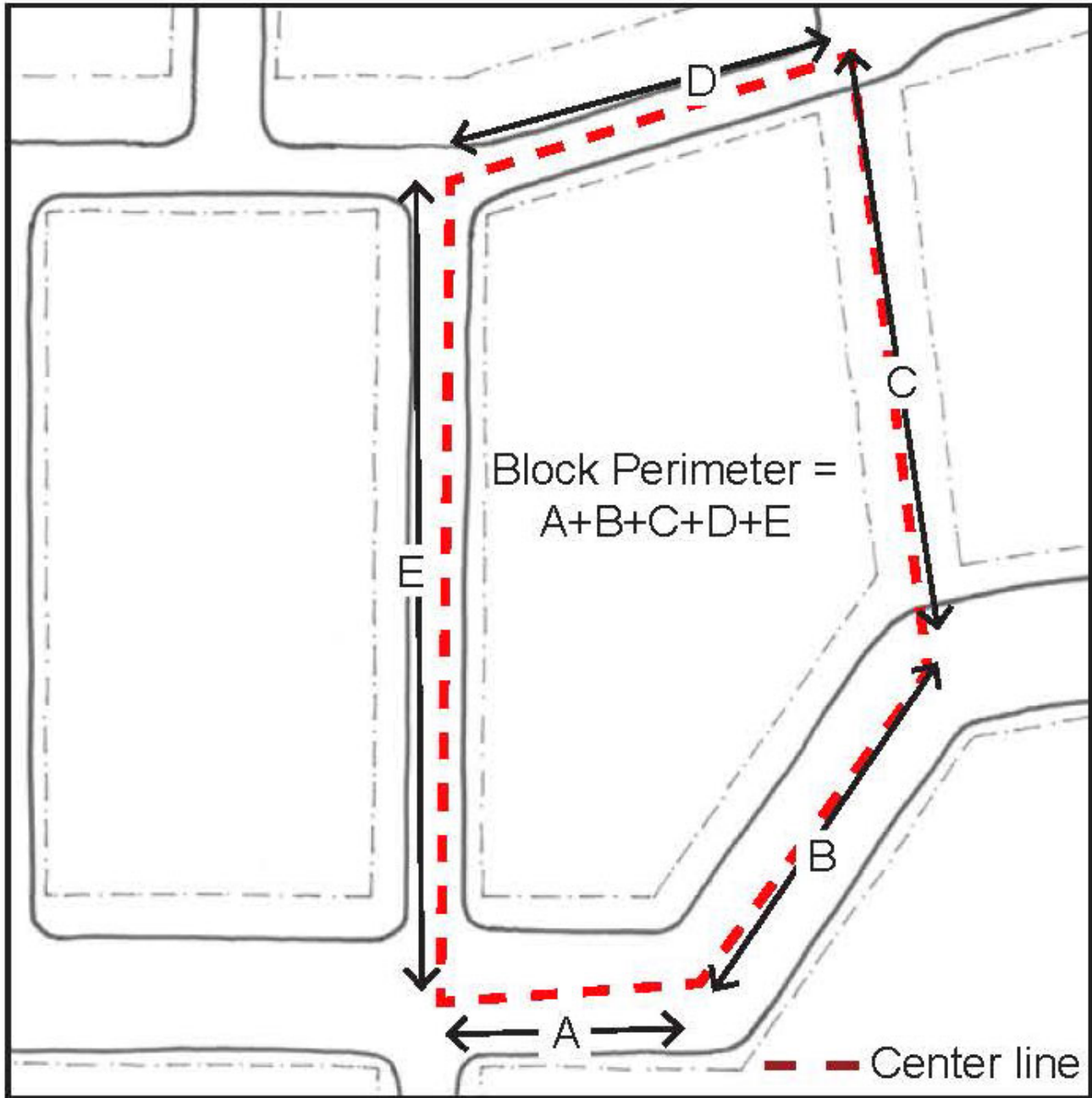
- [TOWN & VILLAGE CENTERS](#)
- [REGIONAL CIRCULATION CORRIDORS](#)
- [TRAILS](#)

Measures

1. **Bends.** Minimize street bends, which may increase block lengths/travel distances.
2. **Blocks.** Make block perimeters in Town & Village Centers no larger than 1,600 linear feet. *Block perimeter measurements are taken along the center lines between right-of-ways regardless of roadway pavement locations. In the Monterey Bay region, the walkable parts of towns and cities are found where the blocks are the smallest. Seaside neighborhoods have blocks that are less than 1,600 feet in perimeter, Downtown Monterey blocks are typically less than 1,200 feet, and Carmel-By-The-Sea blocks are 900 feet (counting breaks for pedestrian passages).*
3. **Context.** Make street configuration responsive to local context. *For example, develop Complete Streets where Regional Corridors enter Centers. Avoid treating*

arterials as through roads.

4. **Dead Ends.** Minimize dead ends and cul-de-sacs. *Use them only where topography, steep slopes (>15%), rights-of-way, and/or dedicated open space interfere.*
5. **Intersections.** Design projects to create at least 140 intersections per square mile (not counting streets that lead to cul-de-sacs or are gated to the general public). *Intersection density measurements count every intersection with the exception of those leading to cul-de-sacs. Alleys and pedestrian passages are counted.*
6. **New Street Connections.** Connect new neighborhood streets to adjacent streets where stubs are available. At “T” intersections which share property lines with potential future development, design so that roadways may be extended into the adjacent development. *This is usually achieved by providing an easement in that location between the lots or by building a stub street that stops at the property line but will one day be connected.*
7. **Non-vehicular Circulation.** Maximize pedestrian and non-motorized access and connectivity between Town & Village Centers, public open spaces, educational institutions and other relevant locations. Clearly identify non-vehicular connections and routes. Ensure trails, pedestrian and transit facilities are connected. Loop trails whenever feasible.



Design References

- [Sample Street Sections](#)
- [BRP Roadway Cross-Sections](#)
- [Lighting Guidelines](#)

- [TAMC Complete Streets Program](#)