

**Angled parking.** A system of parking on the side of the street where the car is about 45 degrees from parallel with the edge of the street.

**Arterial.** A high-capacity urban road designed to deliver traffic from collector roads to freeways or expressways, and between urban centers at a high level of service.

**Base Reuse Plan (BRP).** Published in 1997 as directed by the California State Legislature, the BRP is the guiding Master Plan for former Fort Ord reuse and recovery. It defines reuse goals and processes for the conveyance of land from the US Army (Federal) thru the Fort Ord Reuse Authority (FORA), to the local jurisdictions and educational institutions. Each jurisdiction legislative land use decision must be consistent with the BRP within the former Fort Ord area.

**Bend (road).** A curved or angular rather than straight or flat segment of a vehicular road.

**Blocks (City).** The sub-area within a community surrounded by streets that form the basic unit of a city's urban fabric/street pattern and set space/parameters for buildings.

**(Building) Orientation.** Building orientation refers to the way a building is situated on a site and addresses physical features and use patterns. It involves the positioning of windows, doors, rooflines, and other features, as well as consideration of the transition between the public and private realms. Generally, buildings have fronts, sides, and backs. Building fronts often display a building's principal façade. The rear and sides of buildings often incorporate a building's service functions and typically have fewer doors and windows.

**Centers.** Centers are the main points of interest in settlements and act as gathering spaces for residents and visitors. They are places where the public feels welcome and encouraged to congregate and include a variety of uses such as commercial, retail, and residential.

**Civic Building.** A building specifically for public use.

**Civic Space.** An outdoor area dedicated to public activities. Civic spaces may be parks, plazas, playgrounds, or civic building sites.

**Community Character.** The positive man-made and natural features that make a place distinctive and contribute to its quality of life.

**Complete Streets.** Complete Streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and

abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work.

**Connectivity.** Connectivity (or permeability) refers to the directness of links and the density of connections in a transport network. A highly permeable network has many short links, numerous intersections, and minimal dead-ends. As connectivity increases, travel distances decrease and route options increase, allowing more direct travel between destinations, creating a more accessible and resilient transportation system.

**Context.** Physical (such as roads, buildings, infrastructure, topography) and non-physical (political, cultural, economic) elements or conditions that set a framework/conditions for design.

**Corridor.** A (generally linear) tract of land in which at least one main line for some mode of transport has been built. Thoroughfares that enable mobility between areas may also be called corridors. Successful corridors will include a variety of transportation methods catering to motorists, pedestrians, bicyclists and transit users.

**Dead End/Cul de Sac/Stub Road.** A local street with only one inlet/outlet. Cul de Sacs typically are designed to have sufficient turning radius at the dead end for vehicles to exit without stopping/ reversing.

**Dedicated transit lane.** Dedicated median bus/transit lanes are usually located on major routes and may be along the centerline of a multi-lane roadway or at the roadside.

**Design Guidelines.** A set of standards for road design, setbacks, building height, landscaping, signage, and other matters of visual importance.

**Feasible.** Capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors.

**Frontage.** The area between a building façade and a vehicular lane of a thoroughfare or pavement of a pedestrian passage.

**Gateways.** Create a sense of arrival, aid navigation and make lasting impressions on visitors. Gateway components include signs, roundabouts, landmarks, archways, signature parks, signature streets, and other notable features. Gateways should be located around points of significance such as entry/exit points of Regional Circulation Corridors, public land

access points, or transitions between Town & Village Centers.

**General Plan.** A statement of policies, including text and diagrams setting forth objectives, principles, standards, and plan proposals, for the future physical development of the city or county.

**Green.** A Green is available for unstructured recreation and active uses. Greens are spatially defined by landscaping rather than building frontages.

**Greenway.** A linear park, corridor, pathway or trail that is created or set aside to provide non-vehicular transit, recreational, and other uses and may be aligned independently or with/along vehicular roadways.

**Intersection.** A place/location where events, things, or facilities intersect, especially a place where two or more roads/streets cross.

**Land Use.** The manner in which a parcel of land is used or occupied.

**Legislative Land Use Decision.** General plans, general plan amendments, specific plans, specific plan amendments, zoning ordinances, zone district maps or amendments to zone district maps, and zoning changes.

**Lot Frontage.** The property line adjacent to the frontage street.

**Massing.** The general shape/sizing of a building/facility.

**Measures.** Measures help implement the Objectives and form the quantitative basis for jurisdiction and FORA staff Base Reuse Plan consistency evaluations.

**Mixed-Use Development.** Development that includes a mixture of complimentary land uses. The most common mix of land uses including housing, retail, office, commercial services, and civic uses.

**Multi-family.** Typically multiple separate residential units contained within a single building or buildings within a complex, such as an apartment building.

**Objectives.** Objectives describe the general design direction derived from the Base Reuse Plan. Objectives are implemented through the Measures (and/or other means) and are used, along with the Measures, by the FORA Board for consistency determinations.

**Off-road.** Non-paved roadways or trails.

**Opportunity Locations (Opportunities):** Town & Village Centers, Gateways, Regional Circulation Corridors, and Trails where the RUDG are encouraged – but not required.

**Parallel parking.** Parking along the street line.

**Park.** An open space available for unstructured or structured recreation. Its landscape may consist of paths, trails, meadows, water bodies, woodland, ball fields, and open shelters.

**Parkway.** A regional facility/road intended to carry traffic from point to point with little interruption in the way of driveways and intersections

**Playground.** A Playground is an open space designed and equipped for the active recreation of children. Playgrounds come in all shapes and sizes. Playgrounds are typically fenced and may include an open shelter. Playground equipment should be shaded.

**Plaza.** A Plaza is available for civic purposes, active uses, and commercial activities. An urban center’s large plaza serves to physically define the civic center. A plaza is spatially defined by building frontages. Trees are optional. Plazas tend to be hardscaped with brick, stone or even concrete.

**Public Spaces.** Public parks, plazas, and green streetscapes serve as the “living rooms” for community life. They are places where the public can gather, meet and interact. They provide light, air, landscaping, and an experience of nature. Open space may also contribute to higher real estate value for the surrounding uses while sustaining environmental character. New public buildings are ideally given honorific locations facing public open space wherever possible. The space becomes a destination and invites people to engage with the space and one another.

**Reassessment Report.** Published in 2012, the Reassessment Report is a legislatively required BRP progress report. Required BRP policies and programs were reviewed and yet-to-be completed items were identified including completion of these RUDG.

**Right-of-way (ROW).** The legal right, established by usage or grant, to pass along a specific route through grounds or property belonging to another.

**Sample(s).** Non-binding illustration(s) serving to explain design concepts.

**Setback.** The area of a lot measured from the lot line to a building facade or elevation. This

area often must be maintained clear of permanent structures with the exception of appurtenances which typically are permitted to encroach within the setback.

**Specific Plans.** A plan addressing land use distribution, open space availability, infrastructure, and infrastructure financing for a portion of a community. Specific Plans put provisions of local general plans into action.

**Square.** A Square is available for unstructured recreation, active uses, and civic purposes. A square is spatially defined by building frontages. A square does not have to be square shaped; they come in all kinds of shapes. Whenever possible, locate squares at gateways and the intersection of important thoroughfares.

**Streetscape.** The space between the buildings on either side of a street that defines its character. The elements of a streetscape include: building frontage/façade, landscaping (trees, yards, bushes, plantings, etc.), sidewalks, street paving, street furniture, benches, kiosks, trash receptacles, fountains, etc.), signs, awnings, and street lighting.

**Stub (Road).** A road which terminates at a subdivision boundary line but may be extended at a later date to provide access to abutting land.

**Sustainable Development.** Development with the goal of preserving environmental quality, natural resources and livability for present and future generations. Sustainable initiatives work to ensure efficient use of resources

**Trail.** A passage way or designated route for pedestrian, bicycle, equestrian, and/or other non-vehicular use. The term includes paved, unpaved, urban, and rural routes.

**Trailhead.** The location/point at which a trail begins, especially where such facilities are accessed for hiking, biking, horseback riding, or off-road vehicles.

**(Major) Trails.** Major trails have a regional function, connecting foot and non-motorized traffic to destinations outside of the former Fort Ord, or completing critical higher volume linkages within the former Fort Ord. In most cases these are located within the rights-of-way planned for major transportation arterials.

**(Minor) Trails.** Minor trails distribute and collect non-vehicular traffic to and from neighborhoods along lower-volume routes.

**(Building) Type.** Type refers to the shape and organization of buildings. Certain configurations lend themselves naturally to certain uses, but over time tend to

accommodate a range of uses.

**Viewshed.** The natural environment (land, vegetation, water, or other environmental elements) that are visible by the human eye from one or more viewing points or a specific place.

**Wayfinding.** A physical network or palette of information systems to guide citizens through and between a physical environment while enhancing understanding and enjoyment.

**Zoning.** Local codes regulating the use and development of property. The zoning ordinance divides the city or county into land use districts or “zones”, represented on zoning maps, and specifies the allowable uses within each of those zones. It establishes development standards for each zone, such as minimum lot size, maximum height of structures, building setbacks, and yard size.