

Complete Streets

Streets are – first and foremost – public spaces. Until recently, streets were designed primarily around the automobile, creating thoroughfares that discourage other modes of transportation such as pedestrians and cyclists. The public is now seeking increased mobility options, as the national trend and California legislation (AB 1358) moves in the direction of complete streets that meet multiple types of commuter needs.

[Complete Streets Guidelines](#)

Connectivity

A complete and connected street network enables a cohesive sense of community, rather than disjointed development pods. Complete street networks can include a variety of thoroughfare types, from large-scale transit corridors to narrow, low-traffic neighborhood streets. A well-connected road system disperses traffic and enables or improves mobility.

[Connectivity Guidelines](#)

Trails

The BRP envisioned an interconnected trail network linking former Fort Ord existing and new communities and universities. A well planned, context-sensitive network applying consistent features enhances function and visual appeal.

[Trails Guidelines](#)

Transit Facilities

Well designed transit facilities improve rider experience and enhance economic vitality. Transit hubs function as orientation, meeting and gathering spaces, and provide access to news stands, cafes, convenience stores, public restrooms, shelter, bicycle storage, and enhance neighborhood identity.

[Transit Facilities Guidelines](#)

Highway 1 Design Corridor

The Highway 1 Design Corridor Guidelines were adopted by the FORA Board on March 29, 2005. Their completion was the first step towards meeting the 1997 Base Reuse Plan (“Base Reuse Plan”) requirement for a comprehensive set of regional urban design guidelines.

Highway 1 Design Corridor Guidelines