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Introduction

Overview

The Campus Town Specific Plan is intended to provide the framework for development that will serve residents, visitors, and students in a "new urbanist" community. Key elements of development in the area will be focused on providing arts and entertainment, retail, housing, visitor lodging, and employment space for the University student and faculty population and the broader Seaside community to increase the overall economic opportunity available in the region.

1.1 Specific Plan Organization

This Specific Plan is organized per the following chapters:

Chapter 1 - Introduction
- This chapter describes the Specific Plan's organization: purpose; goals and policies; authority; relationship to other plans; the project location and boundaries; local physical conditions and development limitations; and the public participation process that resulted in the Specific Plan.

Chapter 2 - Form and Character
- This chapter describes the Specific Plan vision and the designated sub-areas. This chapter also describes the Form Based Code approach of the Specific Plan.

Chapter 3 - Public Development Standards and Guidelines
- This chapter establishes standards and guidelines for the public realm, including standards and guidelines for thoroughfare networks and types, bicycle networks and facilities, open space networks and types, landscape, and streetscape.

Chapter 4 - Private Development Standards and Guidelines
- This chapter identifies the plans that regulate private development in the Specific Plan area and identifies land use standards, urban standards, and architectural standards that govern private development. This chapter identifies the Maximum Allowable Development in the Specific Plan area. It also provides conceptual design guidelines.

Chapter 5 - Infrastructure
- This chapter provides an overview of the major utility infrastructure improvements needed at buildout of the Specific Plan area and the public facilities planned to be available.

Chapter 6 - Implementation
- This chapter addresses the actions that are necessary to implement the Specific Plan by both the City of Seaside and private developers to achieve the goals of the Specific Plan. It includes a phasing plan, a funding plan, and other implementation actions.

Chapter 7 - Glossary
- This chapter provides the definitions of defined terms used in this Specific Plan. Defined terms included in the glossary have initial letters capitalized.
1 INTRODUCTION • 1.2 SPECIFIC PLAN HIERARCHY

1.2 Specific Plan Hierarchy

This Specific Plan includes:

• "Standards" are established rules for objective measures to which development must substantially conform, subject to modifications as provided in Chapter 6, Implementation. "Standards" are identified in this Specific Plan by use of the terms "will" or "shall.

• "Guidelines" are recommended practices that allow some discretion in their interpretation, implementation, or use. Development in the Specific Plan area should be consistent with Specific Plan Guidelines, subject to modifications as provided in Chapter 6, Implementation. "Guidelines" are identified in this Specific Plan by use of the terms "should" or "may."

• "Conceptual" examples illustrate one possible design that would substantially conform to the Standards and be consistent with the Guidelines, but are not determinative. The conceptual examples included in this Specific Plan, including graphic illustrations, renderings, and photos, are illustrative, including with respect to number of buildings, building location, alignment of streets, placement and size of open space areas, and configuration of public facilities.

INTRODUCTION • 1.3 PLAN PURPOSE

1.3 Plan Purpose

The purpose of the Campus Town Specific Plan is to implement the Fort Ord Reuse Authority Base Reuse Plan (BRP) and the City of Seaside's General Plan on the approximately 120 acre site referred to as the Campus Town area. The area formerly was part of the Fort Ord Army Base, which was closed in 1994 pursuant to Base Realignment and Closure (BRAC) action.

The Specific Plan is a zoning tool authorized by State law that enables a jurisdiction to define a clear and specific vision for the future evolution of a specified planning area. The Specific Plan contains unique and customized development standards and guidelines that enable the City of Seaside to shape the streets and public spaces, and property owners to develop their properties according to the vision of the Specific Plan and consistent with the BRP and the General Plan. For the Campus Town area, the Specific Plan guides public and private investment and construction in a highly coordinated and integrated way.

The resulting Specific Plan is based upon a “new urbanist” paradigm, characterized by pedestrian amenities, a flexible mix of uses, networked thoroughfares and well-designed public spaces.

Accordingly, the primary purposes of this Specific Plan are to define:

1. A Vision for the future of Campus Town that builds upon the goals and policies of the Fort Ord BRP by providing new opportunities to live, work and shop in the City of Seaside.

2. Goals and Policies that work in tandem with and refine those of the Fort Ord Reuse Authority’s BRP and its Regional Urban Design Guidelines.

3. Form-based development standards and guidelines, that are customized to deliver development consistent with the community’s vision for its future with the Regional Urban Design Guidelines.

4. Implementation recommendations including phasing so that private developers and city and regional officials have a clear understanding of the future context of the Site.
1.4 Plan Goals

The Specific Plan is intended to:

1.4.1 Bolster the continued growth of CSUMB along with ongoing public infrastructure improvements across Monterey Bay.

1.4.2 Evolve the Plan for a mixed-use urban village that is experienced as being seamlessly connected to its adjacent neighborhoods.

1.4.3 Centrally focus commercial development on the urban village typical of historic “main streets.”

1.4.4 Create a public space network composed of a variety of public open spaces linked through well-designed, pedestrian-oriented streetscapes.

1.4.5 Expand the City of Seaside’s retail and employment opportunities.

1.4.6 Evolve the Plan area into a diverse and complete neighborhood with housing opportunities for households of various sizes and income levels with retail and employment opportunities allowing residents to live, work, and shop without need of a motor vehicle.

1.4.7 Demonstrate a high level of economic, social, and environmental sustainability.

1.4.8 Support the health of residents by programming and designing the Plan area for active lifestyles with safe streets and access to healthy food.

1.5 Plan Policies

The Specific Plan is intended to:

1.5.1 Create a Master Plan for landscape and public spaces.

1.5.2 Utilize a “complete streets” policy to ensure that all thoroughfares are designed for character as well as capacity; that all forms of mobility are considered; and that safety for pedestrians and bicyclists is considered alongside safety for vehicle occupants.

1.5.3 Utilize Form-Based Development Standards and Guidelines (Form-Based Code) to address street design, Building Types, Frontage Types, architectural qualities, building massing and orientation, parking, fencing, lighting, and signage, among other components.

1.5.4 Use building organization and construction to derive scale and articulation rather than surface ornamentation.

1.5.5 Establish a coordinated, mixed use area that supports higher-density housing, shopping, services, jobs, offices, and open space.

1.5.6 Create a new employment-designated district in accordance with the forms of the Base Reuse Plan.

1.5.7 Create a development pattern where the majority of residents are within walking distance of a variety of neighborhood-serving uses.

1.5.8 Ensure pedestrian-friendly design through intersection density that averages no less than 229 intersections per square mile, recognizing that intersection density (or block size) directly impacts walkability.

1.5.9 Provide for vertically mixed-use buildings in neighborhood centers.

1.5.10 Provide for a variety of Building Types within close proximity to one another, including types that may not yet exist in the area, such as Live/Work or “Maker Spaces.”

1.5.11 Minimize the extent of surface parking lots and garage doors visible from the public space network.

1.5.12 Provide for an east-west street through the entire Site.
1.6 Plan Authority

California State Law authorizes cities to prepare and adopt Specific Plans in accordance with Government Code Sections 65450-65457. Specific Plans are used as a bridge between the General Plan and individual development proposals in a defined area. The Specific Plan normally combines zoning regulations, a capital improvement program, development standards, design guidelines, and other regulations.

This Specific Plan implements the Seaside General Plan for the Campus Town area.

The Specific Plan must, by law, include a description of the following:

1. The distribution, location, and extent of the uses of land, including open space, within the area covered by the Plan.

2. The proposed distribution, location, extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the Plan and needed to support the land uses described in the Plan.

3. Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.

4. A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out (1), (2), and (3) above.

The Specific Plan must also include a statement of the relationship of the Specific Plan to the General Plan (see Section 1.7.4).

The Specific Plan must also include a statement of the relationship of the Specific Plan to other plans, where applicable.

1.7 Relationship to Other Plans

1.7.1 Fort Ord Reuse Authority Base Reuse Plan

The Fort Ord Reuse Authority adopted the BRP in 1997 and completed a comprehensive reassessment in 2013. The BRP designates the Campus Town Specific Plan area, referred to as “University Village”, as a Planned Development Mixed Use District with Neighborhood Retail. It provides that the Specific Plan area should provide “for market-responsive housing in the University Village District between the CSUMB campus and Gigling Road” and “encourage a vibrant village with significant retail, personal and business services mixed with housing.”

Its specific prescriptions include:

1. Subdivide blocks to promote a mixed-use Urban Village Character.

2. Create a central focus for the Village typical of historic “main streets.”

3. Provide well-designed, pedestrian-oriented streetscapes.

4. Prepare a master landscape plan.
1 INTRODUCTION

1.7 RELATIONSHIP TO OTHER PLANS

1.7.3 City of Seaside Municipal Code

This Specific Plan applies in addition to the zoning provisions of the Seaside Municipal Code (SMC), Title 17, provided that, where there is a conflict, including Specific Plan provisions that are different from SMC, the SMC is permissive than would be allowed pursuant to the Specific Plan and SMC. This Specific Plan prevails and supercede the otherwise applicable provisions of the SMC.

1.7.4 City of Seaside General Plan

This Specific Plan is consistent with the City’s General Plan, known as Seaside 2040, which calls for the creation of a Specific Plan on the Campus Town area in particular. The General Plan identifies the “opportunity to capitalize on the adjacency of CSUMB by providing campus-supporting uses, including jobs, retail, entertainment, and services for students.” The General Plan further states that, “this new neighborhood can also provide students with diverse housing options, new community parks, and safe and convenient walking and biking paths with easy access to CSUMB. This plan is consistent with the non-site specific policies and standards of the General Plan. For example, Seaside 2040 presents different modal priorities than the previously-adopted 2005 General Plan. The 2005 General Plan includes a level of service (LOS) policy that requires the City of Seaside to maintain a LOS C standard during peak hours. Using this LOS C standard requires the construction of larger streets and paths, a diverse mix of uses and housing types, and ample parks and plazas. The Plan provides, an urban form and structure that enhances the quality of life of residents, meets the community’s vision for the future, and weaves new growth areas together with the existing Seaside neighborhoods.

1.7.3.1 City of Seaside General Plan

LUD-4: The Plan was designed with a robust community engagement process that included several public meetings, a weekend design charrette open to everyone, and an open-house for two days a week, every other week in the City’s satellite planning office, known as “Seaside 2040,” from June 2018 through November 2018.

LUD-6: The Plan’s urban form, as discussed above, will result in a safe urban environment oriented and scaled to pedestrians and bicyclists. In addition, the Plan’s Form-Based Standards will result in pedestrian-oriented streetscapes by utilizing best practices for pedestrian-supportive design including pedestrian orientation of ground-floor uses in new development and utilizing Crime Prevention through Environmental Design strategies (CPTED) in all development.

LUD-7: The Plan provides a range of multimodal options, including public transit, non-motorized access and travel needs generated by new development in a manner suitable to its context.

LUD-8: Ample sidewalks along all streets, plus additional walking and bicycle access and connectivity, pedestrian facilities that connect land uses, ability of commercial uses, and support land use and urban design goals.

LUD-9: The Plan’s structure ensures ample open space within the neighborhoods, as well as gateways, providing accessible regional connections to the Fort Ord National Monument (National Monument).

LUD-10: The Plan features a gridded network of pedestrian-oriented, human-scale and landscaped streetscapes, the latter insured by form-based standards and guidelines.

LUD-18: Designed around a network of “complete streets” that meets the needs of all users, including bicyclists, children, persons with disabilities, motorists, of commercial goods, pedestrians, public transportation, and seniors, the Plan will help the City of Seaside achieve its goals for a city-wide network of the same.

M-2: The Plan provides for additional walking and bicycle access and connectivity, pedestrian facilities that connect land uses, ability of commercial uses, and support land use and urban design goals.

M-3: The Plan’s structure ensures ample open space within the neighborhoods, as well as gateways, providing accessible regional connections to the Fort Ord National Monument (National Monument).

M-5: The Plan provides for additional walking and bicycle access and connectivity, pedestrian facilities that connect land uses, ability of commercial uses, and support land use and urban design goals.

M-6: Designed around a network of “complete streets” that meets the needs of all users, including bicyclists, children, persons with disabilities, motorists, of commercial goods, pedestrians, public transportation, and seniors, the Plan will help the City of Seaside achieve its goals for a city-wide network of the same.

M-7: The Plan utilizes the latest research on pedestrian and bicycle access and connectivity, pedestrian facilities that connect land uses, ability of commercial uses, and support land use and urban design goals.

M-8: Designed around a network of “complete streets” that meets the needs of all users, including bicyclists, children, persons with disabilities, motorists, of commercial goods, pedestrians, public transportation, and seniors, the Plan will help the City of Seaside achieve its goals for a city-wide network of the same.

M-9: The Plan provides for additional walking and bicycle access and connectivity, pedestrian facilities that connect land uses, ability of commercial uses, and support land use and urban design goals.

M-10: The Plan features a gridded network of pedestrian-oriented, human-scale and landscaped streetscapes, the latter insured by form-based standards and guidelines.

M-12: The Plan provides for a new employment designated area. In addition, several other area allow for a mix of employment and residential uses.

M-9: The form-based standards allow for iconic and memorable building design.

M-10: The Plan supports the creation of job opportunities in a variety of sectors and economic levels, household sizes, and age groups.

M-14: The Plan supports job generation by providing for an employment-designated area, adjacent to a mixed-use area that also allows for employment uses. In addition, the Plan allows substantial live-work opportunities.

M-15: The Plan provides easy access to amenities with a development pattern ensuring that a majority of residents are within a one-half mile distance of a variety of neighborhood-serving uses, including neighborhood-serving retail uses.

M-16: The Plan provides for creation of new urban spaces including public parks, plazas and squares.

M-17: The Plan provides for expanded mobility by providing for generously-sized sidewalks on both sides of every street, plus additional pedestrian and bike trails. Several streets also include bike lanes.

M-18: The Plan achieves a high level of internal connectivity with no fewer than 235 motorized intersections per square mile

LUD-10: The Plan features a gridded network of pedestrian-oriented, human-scale and landscaped streetscapes, the latter insured by form-based standards and guidelines.

LUD-18: Designed around a network of “complete streets” that meets the needs of all users, including bicyclists, children, persons with disabilities, motorists, of commercial goods, pedestrians, public transportation, and seniors, the Plan will help the City of Seaside achieve its goals for a city-wide network of the same.

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LUD-18: Designed around a network of “complete streets” that meets the needs of all users, including bicyclists, children, persons with disabilities, motorists, of commercial goods, pedestrians, public transportation, and seniors, the Plan will help the City of Seaside achieve its goals for a city-wide network of the same.
and a combined total of 540 motorized and non-motorized per square mile. In addition, the Plan is well-connected to the surrounding area.

- **LUD-18**: Traffic modeling methodologies used for this Plan balanced automobile, transit, walk, and bike mode shares.
- **LUD-19**: The Plan provides for visual connections between the existing context and new development, for example with open spaces and street connections along Gigling Road and through the standards that require the housing and mixed-use development along major perimeter streets to front these thoroughfares.
- **LUD-19**: The Plan provides for physical connections between the Campus Town project and the existing context with frequent street connections and crosswalks, as well as a seamless connection with the FORTAG Bicycle network.
- **LUD-19**: The Plan ensures contiguous expansion by locating Phase 1 between Malmedy Road and State Route 1, and directly connecting it to the Main Gate development via an extension of 2nd Avenue.
- **LUD-20**: The Plan is premised upon a clustered development approach which allows growth to occur in previously disturbed areas, while minimizing impacts to sensitive habitats.
- **LUD-20**: The Plan encourages minimizing impervious surfaces at development adjacent to habitat management areas. The Design Standards prioritize native landscaping and street lighting that minimize light pollution.
- **LUD-20**: The Plan utilizes a number of low-impact development techniques, including reducing street widths, minimizing parking requirements, and utilizing open spaces to treat stormwater runoff.
- **LUD-21**: The site review process includes a requirement for proposals to demonstrate how they have been designed to reduce wildfire risk.
- **LUD-21**: All new construction will at a minimum meet the requirements of California’s Title 24 to ensure resource efficiency.
- **LUD-23**: The Plan was conceived in coordination with CSUMB during a design charrette, and additional meetings have been held after that time to coordinate, mobilize, and storm water. In addition, the Plan envisions 6th Avenue as a key town-gown street, which will improve connectivity to CSUMB, with the potential for student-oriented multi-family housing and retail in that location.
- **LUD-23**: The Plan is designed to accommodate a combination of different uses within the same development such as a combination of retail and residential, retail and makerspace, makerspace and residential, and so on.
- **LUD-23**: Some of that high-density development will be designed for and marketed to students and/or CSUMB staff, as appropriate.
- **LUD-23**: One of the mixed-use areas that could house R&D spaces is along 6th Avenue, either as stand-alone or mixed-use buildings, which provides direct access to CSUMB. Additionally, Live/Work development is allowed throughout the Plan.
- **LUD-23**: The Plan includes an approximate one-acre community gathering space surrounded by retail and entertainment uses as well as an additional three-acre community gathering space also surrounded by retail/dining opportunities.
- **LUD-23**: Additional park spaces are provided for active recreation and gathering places, and a new trail is provided along Gigling Road.
- **LUD-23**: The design for Campus Town included coordination with FORTAG during the design charrette. The Plan supports the implementation of the FORTAG trail by connecting at various points and providing for multiple paths through the Site.
- **LUD-23**: The Plan was developed as part of an effort toward area-wide coordination. This includes coordination with the Main Gate proposal, at the intersection of 2nd Avenue and Lightfighter, the Presidio on potential redevelopment of the fire station, and on the design of General Jim Moore Blvd, as well as CSUMB as described above.
- **LUD-23**: The Plan provides for a neighborhood park at the Site’s southeastern corner, which among other things, acts as an informal gateway to the Fort Ord National Monument. The Plan requires that a distinctive gateway element be included in the park’s design and construction.
- **LUD-23**: Neighborhood or visitor serving retail is allowed along this park, but not required. The Plan also prioritizes a hotel at the Site’s southeastern most corner, drawing visitors as close as possible to Fort Ord Dunes State Park.
- **M-12**: The Plan provides for the construction of high-quality multi-family housing in several areas including along General Jim Moore Blvd, and 6th Avenue.
1.8 Project Location and Boundaries

This Specific Plan is established for the area bounded generally by Lightfighter Drive, Colonel Durham Street, 7th Avenue, Gigling Road, and 1st Avenue, as shown on Figure 1.2 (Specific Plan Area). Not all parcels bounded by the streets outlined above are included; see Table 1.1 (Specific Plan Area Parcels) for a complete list of parcels included in this Specific Plan.
1.9 Local Physical Conditions

1.9.1 Surrounding Assets and Land Uses

The Specific Plan area is uniquely situated to support all of the three “E’s”: Education, Environment, and Economy that guide base reuse planning and land use decisions per the BRP. The northern boundary of the Campus Town area is the California State University at Monterey Bay. Campus Town is between State Route 1 and the Fort Ord National Monument, providing access to large swaths of land for recreation and conservation. Through the Site’s proximity to the university and other local developments provide economic opportunities to truly develop a mixed-use neighborhood that appropriately connects and enhances the existing Military Family Housing communities and services at the southern boundary.

1.9.2 Site Elevation Map

An analysis of the Plan area, Figure 1.4, reveals a gradual elevational change from approximately 170 ft above sea level (asl) at 1st Avenue and Lightfighter Drive at the northwestern tip of the Site to approximately 345 ft asl at 7th Avenue and Gigling Road in the southeast.

1.9.3 Site Slope Map

The majority of the Site has a slope between 1% and 6%, depicted as yellow in Figure 1.5. For reference, a maximum slope of 5% is considered suitable for accessible ramps (terracing required for steeper slopes). This means the project area is relatively flat and easily developable for large-lot single-family homes, but could be considered moderately steep for the type of development and the density allowed in this Specific Plan. Orange and brown areas are steeper slopes and are the exception in the Project area.
1 INTRODUCTION

1.9 LOCAL PHYSICAL CONDITIONS

1.9.4 Existing Street System

Regional access to the Project area is provided by State Roads (SR) 1. Primary local access to the project site is through 2nd Avenue, General Jim Moore, 6th and 7th Avenues on the north side of the project, General Durham Street and Gigling Road on the east side of the project. These streets are described below and illustrated in Figure 16.

State Route 1 (SR 1) is a state highway within Monterey County, providing access to Watsonville and Santa Cruz to the north via Seaside, Marina, and Castroville, and to San Luis Obispo to the south via Monterey and Carmel. Through its connection to SR 156 in Castroville, it also provides access to US 101 and the greater San Francisco Bay Area.

The freeway serves to separate truck traffic from local streets where the larger vehicles may conflict with other uses.

2nd Avenue connects Lightfighter Drive in Seaside with Imjin Parkway in Marina, along the western edge of California State University, Monterey Bay (CSUMB). 2nd Avenue is a north-south arterial street in Marina and Seaside with four lanes from Imjin Parkway to Tenth Street, two-lanes from Tenth Street to Divarty Street, and returns to four lanes south of Divarty Street. 2nd Avenue has right-turn and left-turn channelization on the entire stretch of the street. The thoroughfare has bike lanes north of Divarty Street to Imjin Parkway. The posted speed limit on 2nd Avenue is 35 mph.

General Jim Moore Boulevard is a four-lane arterial with a 25 mph speed limit that extends from Canyon del Rey Boulevard to Lightfighter Drive in Seaside. In Marina, the street is a twolane arterial from Lightfighter Drive to 5th Street with a posted speed limit of 30 miles per hour.

6th Avenue is a north-south connector that connects the Campus Town Specific Plan and the CSUMB campus. 6th Avenue extends from Gigling Road to the south to 8th Street to the North.

7th Avenue is a north-south connector that connects the Campus Town Specific Plan area and the CSUMB campus.

Parker Flats Cutoff Road is a north-south connector that connects the Campus Town Specific Plan area and military housing communities to the south. Parker Flats extends from Col Durham St to Eucalyptus Rd.

Lightfighter Drive starts from the SR 1 ramps as an east-west street that continues as the north-south street, Maimedy Road at Colonel Durham Street. From the SR 1 interchange to General Jim Moore Boulevard, the street is a four-lane divided major arterial with a 40 mph speed limit. East of General Jim Moore Boulevard, Lightfighter Drive is a two-lane minor arterial with a 25 mph speed limit.

Colonel Durham Street is a two-lane local street that extends between Lightfighter Drive to the west and 8th Avenue to the east. The street has pedestrian facilities along one or both sides west of 6th Avenue, and although it is a local street, the speed limit is 35 mph along its entirety.

Gigling Road is a two-lane arterial that extends from west of SR 1 to 8th Avenue, and extends past Seaside as Watkins Gate Road that ends at Reservation Road. The street has a 30 mph speed limit.

Source: U.S. Census Topologically Integrated Geographic Encoding and Referencing (TIGER)
1.9.5 Existing and Previously Proposed Bicycle Network

There are a number of infrastructure improvements that have already been planned, but not yet implemented for the Campus Town area. Figure 1.7 shows both existing and planned bicycle facilities within and surrounding the Campus Town Specific Plan. Extending the bicycle network of CSUMB to the Site and street upgrades that include sidewalk expansions and bicycle lanes will encourage more pedestrian and bicycle activity.

Additionally, FORTAG plans for connections to and through the Campus Town area. These connections are valuable sources for local and regional connectivity.

Bikeway planning and design in California typically relies on guidelines and design standards established by California Department of Transportation (Caltrans) in the Highway Design Manual (Chapter X00: Bikeway Planning and Design). The City of Seaside uses these guidelines to create four general bikeway facility classifications, as outlined below.

• Class I Bikeways (Multi-Use Paths) provide a completely separate right-of-way and are designated for the exclusive use of bicycles and pedestrians, with vehicle and pedestrian cross-flow minimized. In general, bike paths serve corridors where on-street facilities are not feasible or where sufficient right-of-way exists to allow them to be constructed. Regionally, the Monterey Recreational Trail is a multi-use path that provides north-south connectivity for Seaside and Marina along SR 1. Additionally, a multi-use path exists along 2nd Avenue between Lightfighter Drive and Divarty Street. The draft 2040 General Plan proposes Class I bikeways on the East side of General Jim Moore Boulevard. Wide sidewalks are provided along the commercial frontage on the 2nd Avenue; no bike lanes are included along residential frontage, south of Street A.

• Class II Bikeways (Bicycle Lanes) are dedicated lanes for bicyclists generally adjacent to the outer vehicle travel lanes. These lanes have special lane markings, pavement legends, and signage. Bicycle lanes are at least five (5) feet wide. Adjacent vehicle parking and vehicle/pedestrian cross-flow are permitted. Within the Campus Town Specific Plan, the draft 2040 General Plan proposes bicycle lanes along Lightfighter Drive/Malmedy Road between General Jim Moore Boulevard and Gigling Road. Malmedy Street and Sixth Avenue also include bicycle lanes. Surrounding the Specific Plan, bicycle lanes are proposed along Parker Flats Cut Off Road south of Gigling Road, along 7th Avenue north of Gigling Road, and along Monterey Road south of Gigling Road.

• Class III Bikeways (Bicycle Boulevards/Bicycle Routes) are designated by signs or pavement markings for shared use with pedestrians or motor vehicles, but have no separated bike right-of-way or lane striping. Bike routes serve either to: a) provide a connection to other bicycle facilities where dedicated facilities are infeasible, or b) designate preferred routes through high-demand corridors. Bike boulevards give bicycles priority on campus streets and allow them to use the whole lane. Bike boulevards use signs and pavement markings to inform motorists. The draft 2040 General Plan identifies a future bicycle route along Gigling Road between 2nd Avenue and SR 1.

• Class IV Bikeways (Separated Bikeways) provide a right-of-way designated exclusively for bicycle travel within a street and are protected from other vehicle traffic by physical barriers including, but not limited to, grade separation, flexible posts, inflexible vertical barriers such as raised curbs, or parked cars. The draft 2040 General Plan identifies future Class IV facilities along Gigling Road between 2nd Avenue and 7th Avenue and along Lightfighter Drive between General Jim Moore Boulevard and SR 1.

Class III Bikeways (Bicycle Boulevards/Bicycle Routes) are designated by signs or pavement markings for shared use with pedestrians or motor vehicles, but have no separated bike right-of-way or lane striping. Bike routes serve either to: a) provide a connection to other bicycle facilities where dedicated facilities are infeasible, or b) designate preferred routes through high-demand corridors. Bike boulevards give bicycles priority on campus streets and allow them to use the whole lane. Bike boulevards use signs and pavement markings to inform motorists. The draft 2040 General Plan identifies a future bicycle route along Gigling Road between 2nd Avenue and SR 1.
1.9.6 Existing Pedestrian Network

The existing pedestrian network in the Specific Plan area has many gaps and opportunities for improvements. Some portions, including areas along General Jim Moore Boulevard and Gigling Road, have a favorable walking environment with many destinations within a close walking distance. Other streets within and near the Specific Plan area lack sidewalks entirely. Figure 1.8 shows where existing sidewalks and sidewalk gaps are located within the Campus Town Specific Plan area.

Arterial streets such as Lightfighter Drive and Gigling Road currently have sidewalks on one, but not both, sides of the street. Many local streets within and near the Campus Town Specific Plan area have no sidewalks resulting in gaps in the pedestrian network. In addition, several local streets have sidewalks only along one side of the street. In some areas, the natural topography results in sidewalks with moderately steep slopes. Some pedestrian crossings at intersections also do not have ADA-accessible curb ramps. Distances between some existing destinations are beyond a 10 minute walk. Coupled with a coastal climate that can sometimes be windy and foggy, these conditions can deter pedestrian movement.

1.9.7 Existing Transit Network

The public transit system that connects the Campus Town Specific Plan to the greater Monterey and Salinas area is operated by the Monterey-Salinas Transit District (MST). Five bus routes serve stops in or along the boundary of the Campus Town Specific Plan: Routes 12, 18, 64, 74, and 75. Figure 1.9 shows the map of the transit service, and Table 1.2 describes weekday bus route information and route access from the Campus Town Specific Plan to major points of interest throughout the region.

Most of the bus stops serving the Specific Plan area are along Lightfighter Drive to the north and along Gigling Road to the south. Route 12 has one stop at General Jim Moore Boulevard & Lightfighter Drive and three stops along Gigling Road between General Jim Moore Boulevard and 6th Avenue to the east. Route 18 has one stop at General Jim Moore Boulevard & Lightfighter Drive and three stops along Gigling Road between General Jim Moore Boulevard and Noumea Road to the west. Routes 64, 74, and 75 all stop at bus stops along Gigling Road between General Jim Moore Boulevard and Noumea Road, and Route 64 stops at several more bus stops along Gigling Road between General Jim Moore Boulevard and 6th Avenue.
INTRODUCTION

1.9 LOCAL PHYSICAL CONDITIONS

1.9.8 Existing Block Structure

There is an existing local street network throughout the entire site, with most of the streets in need of maintenance. Conceived to primarily serve the automobile, the pedestrian and bicycle amenities are lacking. The block sizes are too large and contribute to the unfavorable conditions for the non-motorist. The project site is approximately 120 acres with a mere 15 intersections which is 80 intersections per square mile. A walkable neighborhood should have at least 150 intersections per square mile at a minimum. Many of the Monterey Bay area’s more treasured neighborhoods approach and sometimes exceed 250 intersections per square mile.

Table 1.1 - Existing Local Weekday MST Service

<table>
<thead>
<tr>
<th>Route</th>
<th>Description (Th/Frame)</th>
<th>Hours of Operation</th>
<th>Average Weekday Headway</th>
</tr>
</thead>
<tbody>
<tr>
<td>12</td>
<td>The Dunes - NPS</td>
<td>6:45 AM to 4:30 PM</td>
<td>Every 60 minutes</td>
</tr>
<tr>
<td>18</td>
<td>Monterey - The Dunes</td>
<td>6:00 AM to 10:40 PM</td>
<td>Every 60 minutes</td>
</tr>
<tr>
<td>67</td>
<td>Presidio - Marina</td>
<td>Every 120 minutes on weekdays, Every 60 minutes on weekends</td>
<td></td>
</tr>
<tr>
<td>76</td>
<td>Presidio - Toro Park</td>
<td>6:30 AM to 6:00 PM</td>
<td>Limited*</td>
</tr>
<tr>
<td>75</td>
<td>Presidio - Marshall Park Express</td>
<td>6:00 AM to 10:10 PM</td>
<td>Every 60 minutes</td>
</tr>
</tbody>
</table>

* Headways for Route 12 range between 60 to 120 minutes. Route 74 runs twice in the AM and once in the PM.

Sources: Monterey Salinas Transit, 2018.

Figure 1.10 - Existing Block Structure

1.9/9 Existing Buildings

The vast majority of the site is currently undeveloped; see Figure 1.11. Most of the existing buildings were originally a part of the Fort Ord base and are not fit for reuse and will be demolished by FORA. The site does not contain any historical buildings or significant architectural character.

Figure 1.11 - Existing Buildings

1.9/10 Existing Utilities

Throughout the development of the Fort Ord base and its subsequent closure, a patchwork of utility systems have been installed to serve the project area, see Figure 1.12.

Figure 1.12 - Existing Utilities
1.9 Existing and Previously Proposed Level of Service Upgrades

The road network will see improvements throughout the Plan area. Figure 1.13 shows where street redesigns and the incorporation of roundabouts have been previously proposed by FORA, though not yet implemented, to improve the existing level of service.

Figure 1.13 - Existing and Proposed Level of Service Upgrades Map

Table 1.2 - Existing Level of Service

<table>
<thead>
<tr>
<th>Intersection</th>
<th>N/S Road</th>
<th>E/W Road</th>
<th>Existing Level of Service Range AM</th>
<th>PM</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>8th Ave</td>
<td>Gigling Rd</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>2</td>
<td>7th Ave</td>
<td>Gigling Rd</td>
<td>B</td>
<td>A</td>
</tr>
<tr>
<td>3</td>
<td>6th Ave</td>
<td>Gigling Rd</td>
<td>C-B</td>
<td>A-B</td>
</tr>
<tr>
<td>4</td>
<td>Parker Flats Rd</td>
<td>Gigling Rd</td>
<td>B</td>
<td>B</td>
</tr>
<tr>
<td>5</td>
<td>Maloney Rd</td>
<td>Gigling Rd</td>
<td>C</td>
<td>B</td>
</tr>
<tr>
<td>6</td>
<td>General Jim Moore Blvd</td>
<td>Gigling Rd</td>
<td>B</td>
<td>B</td>
</tr>
<tr>
<td>7</td>
<td>8th Ave</td>
<td>Caisan Durham St</td>
<td>B</td>
<td>B</td>
</tr>
<tr>
<td>8</td>
<td>7th Ave</td>
<td>Caisan Durham St</td>
<td>B</td>
<td>B</td>
</tr>
<tr>
<td>9</td>
<td>Maloney Rd</td>
<td>Caisan Durham St</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>10</td>
<td>General Jim Moore Blvd</td>
<td>Lightfighter Gr</td>
<td>B</td>
<td>C</td>
</tr>
<tr>
<td>11</td>
<td>2nd Ave</td>
<td>Lightfighter Gr</td>
<td>B</td>
<td>A-B</td>
</tr>
<tr>
<td>12</td>
<td>1st Ave</td>
<td>Lightfighter Gr</td>
<td>B</td>
<td>B</td>
</tr>
<tr>
<td>13</td>
<td>8th Ave</td>
<td>Butler St</td>
<td>B</td>
<td>B</td>
</tr>
<tr>
<td>14</td>
<td>8th Ave</td>
<td>B St</td>
<td>A</td>
<td>B</td>
</tr>
<tr>
<td>15*</td>
<td>8th Ave</td>
<td>Inter-Garrison Rd</td>
<td>A-C</td>
<td>B</td>
</tr>
<tr>
<td>16</td>
<td>7th Ave/8th St</td>
<td>Inter-Garrison Rd</td>
<td>B</td>
<td>A-B</td>
</tr>
<tr>
<td>17</td>
<td>6th Ave</td>
<td>Inter-Garrison Rd</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>18</td>
<td>General Jim Moore Blvd</td>
<td>Divarty St</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>19</td>
<td>General Jim Moore Blvd</td>
<td>Divarty St</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>20</td>
<td>2nd Ave</td>
<td>Divarty St</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>21</td>
<td>2nd Ave</td>
<td>Inter-Garrison Rd</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>22</td>
<td>Parker Flats Rd</td>
<td>Normandy Rd</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>23</td>
<td>General Jim Moore Blvd</td>
<td>Normandy Rd</td>
<td>B</td>
<td>A-B</td>
</tr>
<tr>
<td>24</td>
<td>General Jim Moore Blvd</td>
<td>Col Ave</td>
<td>C-D</td>
<td>B-C</td>
</tr>
<tr>
<td>25</td>
<td>Monterey Rd</td>
<td>Col Ave</td>
<td>B</td>
<td>B</td>
</tr>
<tr>
<td>26</td>
<td>6th St</td>
<td>B</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>27</td>
<td>Monterey Rd</td>
<td>Fremont Blvd/ SR 1</td>
<td>C</td>
<td>D</td>
</tr>
<tr>
<td>28</td>
<td>Monterey Rd</td>
<td>California Ave/ SR 1</td>
<td>On-Ramp</td>
<td>A</td>
</tr>
</tbody>
</table>

* Existing LOS based on previous intersection configuration (all-way stop control). This intersection is now a roundabout.

1.10 Public Participation

This Specific Plan is a result of a community-based process that involved various forums for public participation. Community input from residents, CSUMB students and faculty, and local stakeholders coalesced into the driving vision for this Plan.

1.10.1 Community Meeting - Project Introduction

The first community meeting was held on September 14, 2017 to introduce the public to this effort and the process. After opening remarks by project team leaders, attendees were invited to share their vision for the Campus Town area. Of the many comments expressed, environmental sustainability and interest in mixed-use development with equal consideration for pedestrians and bicyclists were the most common. The community was also made aware of the forthcoming design charrette and urged to stay involved throughout the entire planning process.

1.10.2 Design Charrette – Project Development

A five-day design workshop, charrette, was held from October 30th through November 3rd at the Soper Field Community Center. The event was kicked-off with a Monday night presentation that introduced the project and charrette process. Throughout the week, designers and project team members collaborated with members of the public to develop a framework that appropriately reflects the community’s vision for the area. Stakeholder meetings also took place during the week in order to comprehensively address the various interests of local agencies, institutions and community organizations. The Friday night presentation at the end of the week presented the group with a draft plan that would guide the evolution this Specific Plan.

1.10.3 CSUMB Community Presentation - Student Body Outreach

Given Campus Town’s proximity to the CSUMB campus, consideration of and active engagement with the student body, faculty, staff, and administration played a pivotal role in the creation of this Plan. To that end, the project was presented on campus by invitation of a university professor committed to drawing the connection between academia and professional practice. Student organizers created an outreach campaign to solicit student body input and shared their efforts with the project team to ensure that student concerns and ideas were appropriately addressed.

1.10.4 Project Information Desk - Community Outreach

A project team member specifically tasked to answer questions and receive feedback was available on a bi-weekly basis for three months at Seaside Creates, the City of Seaside’s satellite office for Economic Development and Planning Departments. Interested stakeholders visited to learn about the project and share their vision for Campus Town.

Community Engagement

Public workshops, periodic meetings, and a project website were a few of the ways that the public was encouraged to share their thoughts. Community-based vision

The participating public directly interacted and influenced the vision and design of the draft Plan. The sketch (left) drawn in situ with extensive community input at the charrette guided the evolution of this Specific Plan.
Form & Character

2.1 Vision and Plan

Envisioned as a walkable, mixed-use community that serves the needs of residents and visitors alike, Campus Town is designed to capitalize on the positive momentum of existing and emerging local developments throughout the former Fort Ord. Bolstered by the continued growth of CSUMB along with ongoing public infrastructure improvements across Monterey Bay, Campus Town connects and expands upon these nodes of activity by creating a vibrant network that links and supports the region at large. The Plan area connects with the Main Gate development in the northwest and with CSUMB’s 6th Avenue hub in the northeast, thus extending the economic opportunities throughout Campus Town and beyond.
2.1.1 Preferred Plan

FORA’s Regional Urban Design Guidelines outline the need for two Town and Village Centers (Commercial Center and University Village) within the Campus Town area to serve the CSUMB community and local residents. At the western end of the Plan area, the Commercial Center infuses the Site with economic stimulus by tapping into a busy regional artery, General Jim Moore Boulevard, and drawing patrons into the businesses along the main street.

A green spine, “Central Street,” connects the Commercial Center with the University Village to create a pedestrian-oriented, walkable, amenity-rich neighborhood that provides a framework for enriching experiences. Pocket parks, plazas and diverse building types enliven the streetscape contributing to the creation of an engaging sense of place. The green link defines and orients the public space network.

Anchoring the eastern portion of the Plan area, the University Village draws on the growing hub on campus at 6th Avenue, down to the Plan area with a mixed-use, multi-modal environment that embraces a range of experiences and activities. Providing spaces for students and residents to engage and take ownership of the public realm fosters the inclusive and diverse community envisioned for Campus Town.
2.2 Alternate Plan

At the time of the adoption of this Plan, a fire station exists on General Jim Moore Boulevard. While the Preferred Plan (Figure 2.2) anticipates its planned relocation, an Alternate Plan (right, Figure 2.3) provides for the station’s continued use without compromising the safety and intent of the overall Plan. By extending Colonel Durham Street as far west as feasible with a Common Walkway linking to General Jim Moore, the alternate plan provides access through the site and leaves open the possibility for future development when and if the fire station is relocated.

Figure 2.3 - Illustrated Alternate Plan

2.1.2 Alternate Plan

[Diagram showing Alternate Plan]

2.1.3 Conceptual Figure Ground Plan Diagram

Figure 2.4 - Local Plan

Initial Conceptual Sketch

Figure 2.5 - Figure Ground Diagram
2 FORM & CHARACTER • 2.1 VISION AND PLAN

2.1.4 Conceptual Reverse Figure Ground Plan Diagram

Figure 2.6 - Reverse Figure Ground Diagram

2.1.5 Conceptual Open Space Plan Diagram

Figure 2.7 - Open Space Diagram

2.1.6 Conceptual Intersection Spacing Plan Diagram

Figure 2.8 - Intersection Spacing Diagram

2.1.7 Conceptual Intersection and Walkway Spacing Plan Diagram

Figure 2.9 - Intersection and Walkway Spacing Diagram
2.2 Form-Based Code

In lieu of generic zoning standards, the Specific Plan utilizes a Form-Based Code, which provides a land development regulation that fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. Pursuant to the Form-Based Code, the primary elements that will define the character of the Campus Town Specific Plan area and of each sub-area are: Thoroughfare (Street) Types, Frontage Types, Building Types and Open Space Types. Allowable land-uses enjoy flexibility within limits described in this code. In addition to these elements the code provides standards and guidelines for buildings, façades, lighting, signage, service, and landscape.

Walkable Urbanism
Appropriate landscaping, activated ground-floors and human-scaled architecture enhance the pedestrian experience and public realm.
Illustrative diagrams and images provide simple explanations for the different Form-Based Code elements.
2.3 Designation of Sub-Areas

The Campus Town is comprised of six sub-areas: two mixed-used village centers and four residential neighborhoods. Consistent with the RUDG, the nodes of concentrated activity are methodically located to serve and induce multi-modal transit and cultivate a diversity of uses and users. Mixed-use development in the village centers provides for pedestrian activity and economic vitality.

Figure 2.11 - Sub-Areas Plan
2 FORM & CHARACTER • 2.3 DESIGNATION OF SUB-AREAS

Sub-Area WE: West End
At the nexus of State Route 1, CSUMB, and the future Main Gate, the western most portion of Campus Town at Lightfighter Drive functions as a gateway to Seaside and CSUMB. An emphasis on connectivity and permeable urban fabric that fosters walkability and healthy lifestyles is integral to the design of the Plan and drives the various connections to and through the Campus Town.

The Plan extends 2nd Avenue from the north through the Plan area and introduces an internal street from 1st Avenue to General Jim Moore Boulevard. Two significant green spaces are provided, one is a neighborhood green and the other area is set aside for the preservation of a tree grove containing native oak trees.

A hotel is proposed at the intersection of 1st Avenue and Lightfighter Drive drawing visitors to Fort Ord Dunes State Park and the Main Gate development to the North.

Sub-Area CC: Commercial Center
Just east of General Jim Moore Boulevard between Lightfighter Drive and Gigling Road, the Commercial Center sub-area at Campus Town is defined by a typical main street with street-facing retail and surface parking lots located at the interior of the blocks. Electric Vehicle Charging stations are provided within the Commercial Center to serve the patrons of the businesses while they shop.

Pedestrian-scaled frontages on the large tenant buildings foster walkable and lively streetscapes while still accommodating the needs of large footprint retailers. The Commercial Center is located to take advantage of the regional connections in Seaside to CSUMB from State Route 1 and General Jim Moore Boulevard.

Sub-Area CA: Campus Adjacent
At the intersection of Lightfighter Drive and Colonel Durham Street, the Campus Adjacent sub-area is a small residential block that abuts the CSUMB campus. Given its unique boundaries, this sub-area is envisioned as a residential liner with an internal alley so that both the street and campus frontages are appropriately defined. A Common Walkway lines the natural reserve at CSUMB and the adjoining homes to link the university with the amenities at the Commercial Center. Existing and proposed bike routes are also accommodated through the Site to provide choices and opportunities for multi-modal transportation. Two FORTAG trail spurs access the Site at this sub-area, linking the greater Monterey Bay region to Campus Town.

Sub-Area CE: Central
Linking the village centers, Central Street is the spine of Campus Town that runs from General Jim Moore Boulevard in the west to 7th Avenue in the east. A Central Square with the potential to hold a freestanding restaurant or cafe, will serve as community gathering space and provide a visual terminus at the end of the main street to define the retail core and serve as a landmark to help orient visitors and residents alike.

Although continuous, Central Street is not a straight shot through the Site, but rather, an episodic route punctuated by parks (one of which is sufficiently sized to hold a soccer field), plazas, and terminated vistas that orient, define, and orient the Campus Town. Given the street’s length and location, it serves the greatest variety of Building Types and uses in all of Campus Town to ensure a rich and vibrant urban experience.
2 FORM & CHARACTER  •  2.3 DESIGNATION OF SUB-AREAS

Sub-Area UV: University Village

The University Village sub-area is envisioned as primarily serving the CSUMB community. By focusing development on student, faculty, and staff amenities, the increasingly important 6th Avenue spine on campus is extended off campus to engage and interact with the community at large. The development has the potential for student and faculty housing; office; and research and development space all over retail; eating establishments; and entertainment venues. The Central Plaza facilitates the engagement between the transitory student body and the local permanent residents to foster a spirit of neighborhood cohesion and community pride. A youth hostel is planned for the site.

Figure 2.16 - University Village Sub-Area

Sub-Area EE: East End

The East End sub-area is primarily defined by Central Street’s diagonal termination at a park sufficiently sized to provide a little league baseball field. The variety of Building Types in the East End and its proximity to University Village will provide a diversity of users that will activate the park and streetscape. The ending of this primary axis, Central Street, with a large park denotes the boundary of the Campus Town by serving as a green transition from the compact built environment to the open natural expanse beyond. A gateway feature will also promote the Fort Ord National Monument.

Figure 2.17 - East End Sub-Area

Conceptual Rendering of a Neighborhood Green
Subject to Change
3 PUBLIC DEVELOPMENT STANDARDS • 3.1 PURPOSE AND APPLICABILITY

3.1 Purpose and Applicability

In order to effectively implement the community’s vision for Campus Town, these public development standards and guidelines ensure that the public realm serves the needs of the various functions required of an enjoyable, efficient, and resilient infrastructure network. Consistent with the Form Based Code, the primary aspects of the public realm that serve to organize the built environment are Thoroughfares and Open Spaces. Together, these features not only provide mobility and recreation, but when properly designed, also nurture local economies, healthy lifestyles, and community building.

Multi-Modal Public Realm
Well-designed thoroughfares enhance the pedestrian experience.
3.2 Thoroughfare Network

3.2.1 Features of the Specific Plan Thoroughfare Network

Within Campus Town, multimodal design will allow vehicles, bicyclists, and pedestrians to safely travel from location to location. Several planned improvements to the Campus Town Specific Plan area include:

- Complete streets: Complete streets include multimodal facilities that allow for multiple modes to travel safely and comfortably along the thoroughfare, such as bike lanes, comfortable pedestrian sidewalks, transit stops with shelters, and multi-use paths.
- Roundabouts: Two roundabouts will provide access for all modes of travel, while calming and slowing vehicular traffic. As a project with a multimodal focus these roundabouts will improve vehicular circulation without significantly impeding bicycle and pedestrian travel.
- HAWK Beacon: A High-Intensity Activated crosswalk Beacon, or HAWK Beacon, is a traffic control device that stops road traffic to allow for protected pedestrian crossings. A HAWK Beacon will be installed across General Jim Moore Boulevard at Colonel Durham Street. A curb bump out and a median refuge area also contribute to a safe and comfortable pedestrian crossing.
- Multiuse paths: Wide sidewalks for pedestrians and bike lanes on selected streets provide separate space for non-vehicular modes. Separating these modes both reduces conflicts with drivers and increase the likelihood that travelers will bike or walk instead of drive through the area. In addition, slow design speeds will allow bikes to travel along other streets with sharrows.
- Traffic Signal: The Plan minimizes the use of signalized intersections to one traffic signal at General Jim Moore Boulevard and the new Central Street. This single traffic signal will serve the access point into the Commercial Center.

3.2.2 Bicycling in Campus Town

This Plan proposes a simple approach to bicycling in Campus Town: every street is designed to safely accommodate bike traffic. The majority of the new streets are designed for slow-moving traffic with one travel lane in each direction. Class II bicycle lanes are also provided on key streets including Lightfighter Drive, Malmedy Road, 6th Ave, Gigling Road, and General Jim Moore Boulevard, to connect to existing and planned bicycle routes in the surrounding area.

FORTAG trail connections through the Campus Town are integrated into the Plan for a seamless ride to and through the Site. Along all other streets in the Site, bicycles and vehicles will share the roadway.

3.2.3 Emergency Vehicle Considerations

While the Plan utilizes roundabouts and streets with 10 and 11-foot travel lanes, which are beneficial for bicyclists and pedestrians, care has been taken to ensure access for emergency services vehicles. The use of 10-foot travel lanes means that there is a total of 20 feet clear, providing the necessary width for vehicles to pull to the side and permit emergency services to pass.

3.2.4 Delivery Considerations

The Plan includes retail and office land uses, both of which will likely use delivery vehicles. In addition to the street circulation considerations for transit and emergency vehicles, delivery vehicles also require proper on-site circulation and loading/unloading zones. The Plan includes provision for on-site circulation access for larger delivery vehicles where appropriate.
3.3 Thoroughfare Types and Standards

The street design strategy anticipates that a mix of uses will line the streets though it does not prescribe or predict exactly what those uses will be. Instead, it provides human-scaled environments, the success of which is largely independent of the uses fronting a particular street.

This section depicts the proposed Road and sidewalk sections within the Plan area. Figure 3.1 provides a key to the individual Thoroughfare Types. The Thoroughfare Types and sections are designed to accommodate the expected volumes of traffic associated with new development in Campus Town; the thoroughfares' posted speed is also its design speed so that the built infrastructure itself contributes to the safety and efficiency of the network. In the mixed-use nodes, Commercial Center and University Village, the curb radii shall be 20 ft, in all other locations within the Specific Plan area, the curb radii shall be 15 ft.

Any internal streets not identified in the Figure 3.1, shall conform to the requirements of Local Streets 1 or 2. Any alleys not identified shall conform to the requirements of Alleys 1 or 2.
3.3.1 Lightfighter Drive  
West of General Jim Moore Blvd

A. Design Intent

The southern street edge of Lightfighter Dr, a multi-lane arterial, is the northern face of the western portion of Campus Town. The existing roadway configuration provides significant challenges for designing an urban edge. In response to these challenges, the new sidewalk/shared path design creates a safe pedestrian-oriented environment with building frontages lining Lightfighter Dr. Regulated planted street trees in grates separate pedestrians from the curb-side bike lane and adjacent travel lane. Finally, a 10-foot minimum landscaped setback buffers ground-floor uses facing this busy street.

B. Sidewalk Paving

The sidewalk/shared path shall be paved with poured, scored concrete (see Section 3.6.1).

C. Landscape

Street trees shall be planted in tree pits with grates in conformance with the Street Tree Plan (see Figure 3.24).

D. Streetlights

 Shall be per Section 3.6.3.

E. Street Furniture

Not required.

F. Front Setbacks

Front setbacks shall be at-grade or raised landscape planters enclosed by a wall or hedge no more than 18 inches in height, measured from the adjacent sidewalk grade. At residential ground-floor Frontages, planters shall be planted with decorative plants which may include small trees and low shrubs. Landscaped stepped front yards may be necessary to accommodate site grading conditions at some residential ground-floors. At non-residential ground-floor uses, walks to building entries, outdoor dining areas, and setbacks fronting retail areas shall be paved (see Section 3.6.1).

G. Outdoor Dining

Outdoor dining is permitted within the front setback adjacent to the operating ground-floor use. Outdoor dining areas may encroach into the public right of way and along a paved pathway provided that a minimum five foot pedestrian path is observed. They shall be enclosed by removable barriers when barriers are required by State licensing regulations. Furniture for outdoor dining shall be approved by the City. Outside of business hours, furniture should be stored indoors or may be stacked and secured at the back of the setback area.

H. On-Street Parking

Not applicable.

Raised Landscape Planters

Raised planting beds provide occupants of the building with privacy.

Green Hedge

Hedges provide a green buffer between the road and the residential ground-floor.
3.3.2 Lightfighter Drive
East of General Jim Moore Blvd

A. Design Intent

Lightfighter Drive, east of General Jim Moore Blvd, is located at the northern boundary of the Plan area. It is intended as a verdant transition from the Plan area to the CSUMB campus. As an existing street no change to the travelway is anticipated along this street with the exception of any modifications necessary to connect it with the new roundabout at General Jim Moore Blvd. However, a paved sidewalk and parkway with street trees are proposed for the southern side of this portion of Lightfighter Dr, while a new sidewalk is proposed for the northern side of the street adjacent to CSUMB. There is no regulated setback on the South side of this street.

B. Sidewalk Paving
The sidewalk/shared path shall be paved with poured, scored concrete (see Section 3.6.1).

C. Landscape
1. Street Trees. Street trees shall be planted in conformance with the Street Tree Plan (see Figure 3.24).
2. Parkways. Parkways shall be continuous planters. Whenever possible, parkways shall be designed as infiltration planters with appropriate plant material.

D. Streetlights
Shall be per Section 3.6.3.

E. Street Furniture
Not required.

F. Front Setbacks
Not regulated.

G. Outdoor Dining
Not permitted.

H. On-Street Parking
Not applicable.

Infiltration Planter Parkway

Figure 3.3 - Lightfighter Dr - East Section Diagram (right)
Location Legend (below)
3.3.3 Lightfighter Drive at Malmedy Rd

A. Design Intent

Lightfighter Dr at Malmedy Rd marks the transition of Lightfighter Dr from an arterial with a median to a neighborhood street. As an existing street no change to the travelway is anticipated along this street. However, a paved sidewalk and parkway with street trees are proposed for the western side of this portion of Lightfighter Dr, while a new sidewalk is proposed for the eastern side of the street. There is no regulated setback on this street.

Figure 3.4 - Lightfighter Dr - Malmedy Section Diagram (right)
Location Legend (below)

B. Sidewalk Paving

Sidewalks shall be paved with poured, scored concrete (see Section 3.6.1).

C. Landscape

1. Street Trees. Street trees shall be planted in conformance with the Street Tree Plan (see Figure 3.24).
2. Parkways. Parkways shall be continuous planters. Wherever possible, parkways shall be designed as infiltration planters with appropriate plant material.

D. Streetlights

Shall be per Section 3.6.3.

E. Street Furniture

Not required.

F. Front Setbacks

Not regulated.

G. Outdoor Dining

Not permitted.

H. On-Street Parking

Not applicable.

Continuous Parkway
3.3.4 General Jim Moore Boulevard

A. Design Intent

General Jim Moore Blvd is a multi-lane arterial that bisects the Specific Plan area. In order to calm traffic and signal to drivers that this area of General Jim Moore Blvd is intended as a slower-moving, urban street, two roundabouts are proposed along the street, one at the intersection with Gigling Rd and the other at Lightfighter Dr. The eastern street edge of General Jim Moore Blvd is the face of Campus Town’s mixed-use town center. In order to provide for a pedestrian-friendly urban edge, the roadway has been expanded to accommodate Class II bike lanes, and on-street parallel parking adjacent to the Commercial Center. The sidewalk is designed to accommodate a high volume of pedestrians at the retail core with room for pedestrians, amenity areas, shop displays, and outdoor dining. Curb extensions reduce the crossing distance at intersections and provide space for amenity areas.

Figure 3.5 - Gen Jim Moore Blvd Section Diagram (right)

Location Legend (below)

B. Sidewalk Paving

The sidewalk shall be paved with poured, scored concrete (see Section 3.6.1), or decorative paving, with integral color.

C. Landscape

1. Street Trees. Street trees shall be planted in conformance with the Street Tree Plan (see Figure 3.24).
2. Parkways.
   a. Western side. Parkways shall be continuous planters. Wherever possible, parkways shall be designed as infiltration planters with appropriate plant material. An 18 in wide hardscaped step-out area shall be provided with infiltration planters.
   b. Eastern side. Tree planters shall be six feet wide and 15 feet long in-ground planters located below a suspended pavement system. Tree planters shall be placed so that they match the street tree spacing, see Figure 3.6.
3. Curb Extensions. Landscape planters shall extend into curb extensions and separate sidewalk amenity zones from the roadway.

D. Streetlights

Shall be per Section 3.6.3.

E. Street Furniture

Street furniture shall be per Section 3.6.2. Curb extensions should be furnished with pedestrian or bicycle amenities.

F. Front Setbacks

1. Paving.
   a. Where adjacent to retail or shop fronts, setbacks shall be at-grade and paved with poured, scored concrete to match the public sidewalk (see Section 3.6.1).
   b. Where adjacent to ground-floor residential, setbacks shall be at-grade or raised landscape planters encased by a wall no more than 18 inches in height, measured from the adjacent sidewalk grade. Planters shall be planted with decorative plants which may include small trees and low shrubs. Walks to building entries shall be paved (see Section 3.6.1).
2. Landscaping.
   a. Where adjacent to retail or shop fronts, small shrubs and trees in movable pots are permitted in the paved setback areas fronting retail spaces. Landscaped planters or yards are not permitted in those areas.
   b. Where adjacent to ground-floor residential, landscape planters are recommended in the setback area to provide privacy for residents.
3. Furniture. Movable signs and outdoor merchandise displays in conformance with sign standards and guidelines of Section 4.8 are permitted. All such furniture shall be approved by the City. Outside of business hours, furniture shall be removed from the setback and stored.

G. Outdoor Dining
Outdoor dining is permitted within the front setback adjacent to the operating ground-floor use. Outdoor dining areas may encroach into the public right of way and along a paved pathway provided that a minimum five foot pedestrian path is observed. They shall be enclosed by removable barriers when barriers are required by State licensing regulations. Furniture for outdoor dining shall be approved by the City. Outside of business hours, furniture should be stored indoors or may be stacked and secured at the back of the setback area.

H. On-Street Parking
Parallel parking shall be provided along the eastern side of the street.

Vertical Green
Small shrubs and trees buffer the busy road from the ground-floor uses.
3.3.5 Main Street - 1A
Col Durham St, Parker Flats Cutoff, and 7th Ave

A. Design Intent

These local streets are existing, and will be improved upon. They serve pedestrians, bicycles, and slow-moving vehicles to access various uses and destinations. The Roadways are designed for slow traffic speeds with shared use traffic lanes that accommodate bicycles. They have one travel lane in each direction and curbside parking lanes on both sides. Sidewalks provide ample room for pedestrians. Streets are landscaped with street trees and continuous parkways with paved pass-throughs to the sidewalk. Setback standards allow buildings to be set between five and 15 feet from the property line. This variation makes for a livelier street frontage. The setback areas are paved or landscaped per the building frontage type standards.

Figure 3.7 - Main Street - 1A Section Diagram (right)
Location Legend (below)

B. Sidewalk Paving

- The sidewalk shall be paved with poured, scored concrete. Walks in parkways shall be paved with permeable pavers (see Section 3.6.1).

C. Landscape

- Street Trees. Street trees shall be planted in conformance with the Street Tree Plan (see Figure 3.24).
- Parkways. Parkways shall be six feet wide continuous planters and flush with the finished sidewalk. Where determined appropriate by the City, parkways shall be designed as infiltration planters and appropriate plant material shall be selected (see Section 3.5.2). An 18 in wide hardscaped step-out area shall be provided with infiltration planters to allow access from parked vehicles to the sidewalk.
- Where infiltration planters are not feasible parkways shall be landscaped with irrigated turf or native ground covers. Paved walks shall provide access from the sidewalk to the curb and placed at regular intervals not to exceed 50 feet.

D. Streetlights

- Shall be per Section 3.6.3.

E. Street Furniture

- Not required.

F. Front Setbacks

- Front setbacks shall be landscaped in conformance with the building frontage type standards (see Section 4.5.3).

G. Outdoor Dining

- Not permitted.

H. On-Street Parking

- Parallel parking shall be provided along both sides of the street.

- Irrigated Turf Parkway

- Infiltration Planter Parkway
3.3.6 Main Street - 1B Malmedy Rd and 6th Ave

A. Design Intent
These local streets are existing, and will be improved upon. Malmedy connects Lightfighter Dr to Gigling Rd. 6th Ave connects the heart of the CSUMB campus to the Campus Town area, and Gigling Rd. It also is the “Main Street” of the eastern neighborhood center area of the Plan. Planting and streetscape design along these streets will establish a unique identity for each. A high volume of pedestrians and bicyclists is anticipated on both. They will have one travel lane, a Class II bike lane, and an on-street parking lane on each side of the street. Like other streets throughout the Plan, the Roadways are for slow traffic speeds on a very pedestrian-friendly street. Street trees are provided in grates or in landscape planters.

B. Sidewalk Paving
The sidewalks shall be paved with poured, scored concrete (see Section 3.6.1), or decorative paving, with integral color.

C. Landscape
1. Street Trees. Street trees shall be planted in conformance with the Street Tree Plan (see Figure 3.24).
2. Parkways. Tree planters shall be six feet wide and 15 feet long in-ground planters located below a suspended pavement system. Alternatively, trees may be planted in pits with 5’ x 5’ tree grates, separated from the face of curb by a one-foot step out strip.
3. Curb Extensions. Landscape planters shall extend into curb extensions and separate sidewalk amenity zones from the roadway.

D. Streetlights
Shall be per Section 3.6.3.

E. Street Furniture
Street furniture shall be per Section 3.6.2. Curb extensions should be furnished with pedestrian or bicycle amenities.

F. Front Setbacks
1. Paving.
   a. Where adjacent to retail or shop fronts, setbacks shall be at-grade and paved with poured, scored concrete to match the public sidewalk (see Section 3.6.3).
   b. Where adjacent to ground-floor residential, setbacks shall be at-grade or raised landscape planters enclosed by a wall no more than 18 inches in height, measured from the adjacent sidewalk grade. Planters shall be planted with decorative plants which may include small trees and low shrubs. Walks to building entries shall be paved.

2. Landscaping.
   a. Where adjacent to retail or shop fronts, small shrubs and trees in movable pots are permitted in the paved setback areas fronting retail spaces. Landscaped planters or yards are not permitted in those areas.
   b. Where adjacent to ground-floor residential, landscape planters are recommended in the setback area to provide privacy for residents.

3. Furniture. Where adjacent to retail or shop fronts, movable signs and outdoor merchandise displays in conformance with sign standards and guidelines of Section 4.8 are permitted. All such furniture shall be approved by the City. Outside of business hours, furniture shall be removed from the setback and stored.

G. Outdoor Dining
Outdoor dining is permitted within the front setback adjacent to the operating ground-floor use. Outdoor dining areas may encroach into the public right of way and along a paved pathway provided that a minimum five foot pedestrian path is observed. They shall be enclosed by removable barriers when barriers are required by State licensing regulations. Furniture for outdoor dining shall be approved by the City. Outside of business hours furniture should be stored indoors or may be stacked and secured at the back of the setback area.

H. On-Street Parking
Parallel parking shall be provided along both sides of the street.

Type Standards
3.3.7 Main Street - 2
A. Design Intent
This street is an extension of 2nd Ave, south of Lightfighter Dr. It serves as a short block- long “Main Street” for the western portion of the Campus Town area, with a high volume of pedestrians anticipated. It has one travel lane in each direction and curb-side parallel parking.

B. Sidewalk Paving
The sidewalk shall be paved with poured, scored concrete (see Section 3.6.1), or decorative paving, with integral color.

C. Landscape
1. Street Trees. Street trees shall be planted in conformance with the Street Tree Plan (see Figure 3.24).
2. Parkways. Tree planters shall be six feet wide and 15 feet long in-ground planters located below a suspended pavement system. Alternatively, trees may be planted in pits 5’ x 5’ tree grates, separated from the face of curb by a one-foot deep out strip.
3. Curb Extensions. Landscape planters shall extend into curb extensions and separate sidewalk amenity zones from the roadway (see Section 3.5.2).

D. Streetlights
Shall be per Section 3.6.3.

E. Street Furniture
Street furniture shall be per Section 3.6.2. Curb extensions should be furnished with pedestrian or bicycle amenities or both.

F. Front Setbacks
1. Paving. Setbacks shall be at-grade and paved with poured, scored concrete to match the public sidewalk (see Section 3.6.1).
2. Landscaping. Setbacks shall be at-grade and paved with poured, scored concrete to match the public sidewalk (see Section 3.6.1).
3. Movable signs and outdoor merchandise displays in conformance with sign standards and guidelines of Section 4.8 are permitted. All such furniture shall be approved by the City. Outside of business hours, furniture shall be removed from the setback and stored.

G. Outdoor Dining
Outdoor dining is permitted within the front setback adjacent to the operating ground-floor use. Outdoor dining areas may encroach into the public right of way and along a paved pathway provided a minimum five foot pedestrian path is observed. They shall be enclosed by removable barriers when barriers are required by State licensing regulations. Furniture for outdoor dining shall be approved by the City. Outside of business hours furniture should be stored indoors or may be stacked and secured at the back of the setback area.

H. On-Street Parking
Parallel parking shall be provided along both sides of the street.

3 PUBLIC DEVELOPMENT STANDARDS • 3.3 THOROUGHFARE TYPES AND STANDARDS

Figure 3.9 - Main Street - 2 Section Diagram (right)
Location Legend (below)

Suspended Pavement Parkway
3.3.8 Main Street - 3 A

A. Design Intent
This east/west street at the western edge of the Plan area extends Colonel Durham St to within one-block of 1st Ave. It is designed for a hotel use on its north side, with slow moving vehicular traffic and bicycles sharing the roadway, and generous sidewalks on both sides. It has one-travel lane in each direction, diagonal parking on the north side and curbside parallel parking on the south.

Figure 3.10 - Main Street - 3A Section Diagram (right)
Location Legend (below)

B. Sidewalk Paving
The sidewalks shall be paved with poured, scored concrete (see Section 3.6.1), or decorative paving, with integral color.

C. Landscape
1. Street Trees. Street trees shall be planted in conformance with the Street Tree Plan (see Figure 3.24).
2. Parkways. Where determined appropriate by the City, parkways at the northern side of the street shall be designed as infiltration planters and appropriate plant material shall be selected (see Section 3.5.2). Alternatively, trees may be planted in pits with 5' x 5' tree grates, separated from the face of curb by a one-foot strip of turf. Parkways on the southern side of the street shall be landscaped with turf or native ground covers. Paved walks shall provide access from the sidewalk to the curb and placed at regular intervals not to exceed 50 feet.

D. Streetlights
Shall be per Section 3.6.3.

E. Street Furniture
Street furniture shall be per Section 3.6.2. Curb extensions should be furnished with pedestrian or bicycle amenities or both.

F. Front Setbacks
1. Paving.
   a. Where adjacent to retail or shop fronts, setbacks shall be at-grade and paved with poured, scored concrete to match the public sidewalk (see Section 3.6.2).
   b. Where adjacent to ground-floor residential, setbacks shall be at-grade or raised landscape planters enclosed by a wall no more than 18 inches in height, measured from the adjacent sidewalk grade. Planters shall be planted with decorative plants which may include small trees and low shrubs. Walks to building entries shall be paved.

2. Landscaping.
   a. Where adjacent to retail or shop fronts, small shrubs and trees in movable pots are permitted in the paved setback areas fronting retail spaces. Landscaped planters or yards are not permitted in those areas.
   b. Where adjacent to ground-floor residential, landscape planters are recommended in the setback area to provide privacy for residents.

3. Furniture. Where adjacent to retail or shop fronts, movable signs and outdoor merchandise displays in conformance with sign standards and guidelines of Section 4.8 are permitted. All such furniture shall be approved by the City. Outside of business hours, furniture shall be removed from the setback and stored.

G. Outdoor Dining
Outdoor dining is permitted within the front setback adjacent to the operating ground-floor use. Outdoor dining areas may encroach into the public right of way and along a paved pathway provided that a minimum five foot pedestrian path is observed. They shall be enclosed by removable barriers when barriers are required by State licensing regulations. Furniture for outdoor dining shall be approved by the City. Outside of business hours furniture should be stored indoors or may be stacked and secured at the back of the setback area.

H. On-Street Parking
Diagonal parking along the northern side of the street shall be provided. Paralk parking shall be provided along the southern side of the street.
### 3.3.9 Main Street - 3 B

#### A. Design Intent

Forming the heart of the mixed-use center of the Campus Town area, this east-west street at connects General Jim Moore at its western terminus to the Campus Town square and to the eastern portion of the Specific Plan area. It is designed for a mix of uses overall with required ground-floor retail. Vehicular traffic will move slowly and will share the roadway with bicycles. Generous sidewalks are provided on both sides. It has one-travel lane in each direction, and curb-side diagonal parking on both sides of the street.

#### B. Sidewalk Paving

The sidewalk shall be paved with poured, scored concrete (see Section 3.6.1), or decorative paving, with integral color.

#### C. Landscape

1. **Street Trees.** Street trees shall be planted in conformance with the Street Tree Plan (see Figure 3.24).
2. **Parkways.** Tree planters shall be six feet wide and 15 feet long in-ground planters located below a suspended pavement system. Tree planters shall be placed so that they match the street tree spacing.
3. **Curb Extensions.** Landscape planters shall extend into curb extensions and separate sidewalk amenity zones from the roadway (see Section 3.5.2).

#### D. Streetlights

Shall be per Section 3.6.3.

#### E. Street Furniture

Street furniture shall be per Section 3.6.2. Curb extensions should be furnished with pedestrian or bicycle amenities or both.

#### F. Front Setbacks

1. **Paving.** Setbacks shall be at-grade and paved with poured, scored concrete to match the public sidewalk (see Section 3.6.1).
2. **Landscaping.** Small shrubs and trees in movable pots are permitted in the paved setback areas fronting retail spaces. Landscaped planters or yards are not permitted in those areas.
3. **Movable signs and outdoor merchandise displays in conformance with sign standards and guidelines of Section 4.8 are permitted. All such furniture shall be approved by the City. Outside of business hours, furniture shall be removed from the setback and stored.

#### G. Outdoor Dining

Outdoor dining is permitted within the front setback adjacent to the operating ground-floor use. Outdoor dining areas may encroach into the public right of way and along a paved parkway provided that a minimum five foot pedestrian path is observed. They shall be enclosed by removable barriers when barriers are required by State licensing regulations. Furniture for outdoor dining shall be approved by the City. Outside of business hours furniture should be stored indoors or may be stacked and secured at the back of the setback area.

#### H. On-Street Parking

Diagonal parking shall be provided along both sides of the street.
3.3.10 Local Street Entry

A. Design Intent

These local streets are small segments of Colonel Durham, connecting that street to 1st Avenue in the western portion of the Plan, and across General Jim Moore. They serve pedestrians, bicycles, and slow-moving vehicles. They have one travel lane in each direction with no curbside parking. Sidewalks provide ample room for pedestrians. Streets are landscaped with street trees and continuous parkways with paved pass-throughs to the sidewalk. Setback standards allow buildings to be set at least ten feet from the property line. The setback areas are landscaped per the building Frontage Type standards.

B. Sidewalk Paving

The sidewalk shall be paved with poured, scored concrete (see Section 3.6.1). Walks in parkways shall be paved with permeable pavers.

C. Landscape

1. Street Trees. Street trees shall be planted in conformance with the Street Tree Plan (see Figure 3.24).
2. Parkways. Parkways shall be six feet wide continuous planters and flush with the finished sidewalk. Where determined appropriate by the City, parkways shall be designed as infiltration planters and appropriate plant material shall be selected (see Section 3.5.2). Where infiltration planters are not feasible parkways shall be landscaped with irrigated turf or native ground covers. Paved walks shall provide access from the sidewalk to the curb and placed at regular intervals not to exceed 50 feet.
3. Curb Extensions. Landscape planters shall extend into curb extensions and separate sidewalk amenity zones from the roadway (see Section 3.5.2).

D. Streetlights

Shall be per Section 3.6.3.

E. Street Furniture

Not required.

F. Front Setbacks

Front setbacks shall be landscaped in conformance with the building Frontage Type standards (see Section 4.5.3).

G. Outdoor Dining

Not permitted.

H. On-Street Parking

Not applicable.

3 PUBLIC DEVELOPMENT STANDARDS • 3.3 THOROUGHFARE TYPES AND STANDARDS

Infiltration Planter Parkway

Landscaped Curb Extension
3.3.11 Local Street - 1

A. Design Intent

These local streets are located throughout the Campus Town plan and include the western extension of Colonel Durham St, as well as the internal east/west street that traverses the eastern portion of the Central Avenue. They serve pedestrians, bicycles, and slow-moving vehicles. The Roadways are designed for slow traffic speeds with shared use traffic lanes that accommodate bicycles with one travel lane in each direction and two curbside parking lanes. Sidewalks provide ample room for pedestrians. Streets are landscaped with street trees and continuous parkways with paved pass-throughs to the sidewalk. Setback standards allow buildings between ten and fifteen feet from the property line for a livelier street frontage. The setback areas are paved or landscaped per the building frontage type standards.

Figure 3.13 - Local Street - 1 Section Diagram (right)
Location Legend (below)

B. Sidewalk Paving

The sidewalk shall be paved with poured, scored concrete (see Section 3.6.6).

C. Landscape

1. Street Trees. Street trees shall be planted in conformance with the Street Tree Plan (see Figure 3.24).
2. Parkways. Parkways shall be six feet wide continuous planters and flush with the finished sidewalk. Where determined appropriate by the City, parkways shall be designed as infiltration planters and appropriate plant material shall be selected (see Section 3.5.2). An 18 in wide hardscaped step-out area shall be provided with infiltration planters to allow access from parked vehicles to the sidewalk. Where infiltration planters are not feasible parkways shall be landscaped with irrigated turf or native ground covers. Paved walks shall provide access from the sidewalk to the curb and placed at regular intervals not to exceed 50 feet.

D. Streetlights

Shall be per Section 3.6.3.

E. Street Furniture

Not required.

F. Front Setbacks

Front setbacks shall be landscaped in conformance with the building frontage type standards (see Section 4.5.3).

G. Outdoor Dining

Not permitted.

H. On-Street Parking

Parallel parking shall be provided along both sides of the street.

Native Groundcover Parkway
3.3.12 Local Street - 2

A. Design Intent
This local thoroughfare type is not designated in the Plan but may be used as an interstitial street. The Roadways are designed for slow traffic speeds with shared use traffic lanes that accommodate bicycles. They have one travel lane in each direction and curbside parking lanes on both sides. Sidewalks provide room for pedestrians. There are no setback requirements along these streets, except as required per the building type or building frontage type standards.

B. Sidewalk Paving
The sidewalk shall be paved with poured, scored concrete (see Section 3.6.1).

C. Landscape
Appropriate trees shall be landscaped in Front Setbacks to compensate for the lack of street trees.

D. Streetlights
Shall be per Section 3.6.3.

E. Street Furniture
Not required.

F. Front Setbacks
Front setbacks shall be landscaped in conformance with the building frontage type standards (see Section 4.5.3).

G. Outdoor Dining
Not permitted.

H. On-Street Parking
Not applicable.

Figure 3.14 - Local Street - 2 Section Diagram
3.3.13 Alleys - 1 and 2

A. Design Intent

Alleys provide access to the interior of blocks in order to allow for access to garages and surface parking, as well as to provide for service vehicles. Alley widths provide a two-way drive lane for very slow moving traffic mixing with pedestrians and bicyclists. Alley 2 provides for parallel parking on one side, but it is not designated in the plan. Alleys shall be of durable paving materials suitable for trash and fire access.

Figure 3.15 - Alleys 1 & 2 Section Diagrams (right)
Location Legend for Alley Type 1 (below)
3.4 Open Space Network and Type Standards

3.4.1 Open Space Network

The public Open Space network is a defining feature of the Plan area. A series of Open Spaces link the central east-west street, forming a green network that unites the Plan area and the community that will evolve within. The Open Space Plan emphasizes access. Neighborhood parks shall be located near residential neighborhoods that in turn connect to mixed-use village centers and CSUMB.

Linear parks along Gigling Road also shall provide a green link that runs from General Jim Moore Boulevard to 7th Avenue, connecting to a variety of open spaces along the way through Common Walkways. Buildings face open spaces to encourage safety and activation of the parks. The public Open Space Plan, right, depicts the type and location required in the Plan area. Public Open Spaces should be designed as indicated in this Plan and as discussed later in this section.

Figure 3.16 - Open Space Types Plan

The proposed Open Space Network includes more than 9 acres for public recreation and is easily accessible to the Seaside community at large.
3.4.2 Open Space Types

The system of Open Spaces is categorized into seven types, ranging from verdant recreationally-activated Parks to hardscaped civic Plazas capable of hosting community events such as farmers markets and seasonal fairs. Open Spaces may contain a variety of programs, including Playground areas for children, green expanses for Sports Fields, and linear park connections for passive strolling. Fundamentally, the Open Space system is designed to provide a high level of connectivity throughout the neighborhood and a family of spaces offering a variety of experiences.

Open spaces shall be defined (bordered) by the fronts of buildings on at least three sides, except as noted in the type descriptions (right). Garage doors shall not be part of the frontages that define public spaces, except as noted. There may be intervening streets between the open spaces and the fronts of buildings bordering the open space.

All lighting within the public open space network shall be high-efficiency LED lighting or other comparable high-efficiency lighting technology. The public open space network shall be equipped with recycling receptacles in addition to waste receptacles. Composting receptacles shall be installed at such time composting service becomes available.

### Table 3.1 - Open Space Types

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Park</td>
<td>An open space available for unstructured recreation including hiking and bike trails. A Park may be spatially defined by landscaping or Fronts of Buildings, but must include building frontages on at least one side. Parks specifically created as “tree-saves” are exempt from the minimum building frontage requirement. The landscape shall consist of natural vegetation and trees that shall extend the natural habitat for native species. Linear parks are included in this type.</td>
</tr>
<tr>
<td>Green</td>
<td>An unstructured recreational area with a natural or structured landscape character. The landscape shall consist of paths, water bodies, open areas defined by informal tree plantings, and open shelters all naturally disposed.</td>
</tr>
<tr>
<td>Sports Field</td>
<td>An open space designed for active recreation. A Sports Field shall be large enough to accommodate team sports, such as soccer or softball, but not specifically designed for any single sport such that it precludes its use for other sports or activities. Sports Fields shall include public restroom facilities at the edge or within 500 ft of the Sports Field area.</td>
</tr>
<tr>
<td>Square</td>
<td>An open space available for unstructured recreation and civic purposes. A Square is spatially defined by Fronts of Buildings. Its landscape shall consist of paths, lawns, and trees, formally disposed with more hardscape elements compared to that of the Green. Squares shall be located at the intersection of important streets.</td>
</tr>
<tr>
<td>Plaza</td>
<td>An open space available to civic purposes and commercial activities. A Plaza shall be spatially defined by Fronts of Buildings. Its landscape shall consist primarily of hardscape with consistent pavement palettes and strategically placed trees and plantings. Places shall be located at the intersection of important streets.</td>
</tr>
<tr>
<td>Pocket Park</td>
<td>An Open Space for unstructured recreational use and informal gathering or relaxation. Pocket Parks will be interspersed within each neighborhood to serve as moments of respite with shaded seating along the public space network. Pocket Parks may be equipped with Playgrounds.</td>
</tr>
<tr>
<td>Playground</td>
<td>An open space designed and equipped for the recreation of children. A Playground shall be fenced and may include open shelter. Playgrounds shall be interspersed within residential areas and may be included within Greens, Parks, and Pocket Parks.</td>
</tr>
</tbody>
</table>

3.4.2.1A Park - Tree-Save

An existing tree grove to the west of General Jim Moore Blvd will be conserved to protect the natural landscape and local ecosystem. Limited interventions such as walking paths and minimal hardscape will ensure that the Park is publicly accessible for recreation without adversely impacting native wildlife. Necessary stormwater management facilities located within the Park will be appropriately designed to maintain public access and recreation.

![Conceptual Photo](image)
3.4.2.1 Linear Park
A Linear Park will run parallel to Central Street to the north, making use of a utility easement that runs along the northern edge of Gigling Road from General Jim Moore Blvd in the west to 7th Avenue to the east. The string of parks provides a green alternative to accessing different areas within the Plan area by linking to a variety of public Open Spaces and serves as a leafy link to the existing neighborhoods south of Gigling Road. The long stretch of paths provide an ideal opportunity for a series of public art installations by local artists.

Figure 3.18 - Linear Park Conceptual Plan (below)
Location Legend (above)

3.4.2.2 Greens
Greens function as neighborhood parks that serve local residents with passive and/or active recreation. Play structures, picnic tables, and open lawns for unstructured play promote active lifestyles and foster community interaction. The majority of public Open Spaces within the Plan area can accommodate a Playground to provide recreational opportunities for children across the Campus Town area.

Figure 3.19 - Green Conceptual Plan (right)
Location Legend (below)
3.4 OPEN SPACE NETWORK AND TYPE STANDARDS

3.4.2.3 Sports Field
In conjunction with neighborhood Playgrounds, Sports Fields encourage healthy living by providing open areas for active recreation. Flexible spaces accommodate different uses, such as informal team sports like soccer and softball and leisure activities like picnicking. Located at the terminus of Central Street, the spine of Campus Town, and along the string of parks on Gigling Road, Sports Fields are highly accessible to the entire Campus Town community. The Sports Field at Gigling and 7th Ave shall also include a distinctive gateway element to the National Monument and shall include public restroom facilities at the edge or within 500 ft of the Sports Field area.

Figure 3.20 - Sports Field Illustrative Plan (below)
Location Legend (above)

3.4.2.4 Square
Squares at the intersection of important streets will provide civic gathering spaces for community events. Enveloped by Building Frontages on all sides, Squares become neighborhood outdoor living rooms that are easily accessible to the general public. A mix of landscape and hardscapes allows for a diversity of uses and users ensuring a vibrant open space. Squares can also accommodate free-standing cafes or restaurants to anchor and activate the public realm.

Figure 3.21 - Square Illustrative Plan (right)
Location Legend (below)
3.4.2.5 Plaza

Directly south of one of the main gateways to CSUMB, the heart of the village center at Central Street and 6th Avenue is a Plaza bounded by mixed-use buildings. Activated by ground-floor uses such as retail and commercial spaces, the Plaza is a mostly hardscaped area that fosters community interaction between University students, staff, and faculty and the rest of the Seaside population.

Figure 3.22 - Plaza Illustrative Plan (below)
Location Legend (above)

3.4.2.6 Pocket Park

Interspersed throughout the Plan area, Pocket Parks enhance the pedestrian experience by providing important moments of repose from the bustling built environment with an infusion of natural landscaping and scenic settings. These open spaces can easily be incorporated into the urban fabric because of their adaptable size and shape requirements. Playgrounds, community gardens, and other amenities can also be placed in Pocket Parks.

Figure 3.23 - Pocket Park Illustrative Plan (right)
3.5 Landscape Standards and Guidelines

Given the unique ecosystem in Monterey Bay, the careful selection of landscaping in the Campus Town Plan area directly affects the vitality and sustainability of the local natural environment. In accordance with RUDG’s landscape palettes, the appropriate incorporation of street trees and vegetation detailed below will ensure the mutual health of the natural and built environments.
3.5.1 Street Trees

Throughout the Plan area, street trees will enhance the streetscapes. They provide highly visible green in the public realm, typically separating the sidewalk from parking and drive lanes. In summer, trees provide shade, reduce the heat island effect, and aid in storm water mitigation through interception. Generally, street trees are selected for several features including higher canopies to provide visibility at the street level, ornamental or seasonal aesthetic value, shade and density, and climate suitability. Street trees are located in the parkway, the area between the Common Walkway/sidewalk and the curb.

Vital to the overall health of the natural landscape, species variation protect against the spread of tree diseases and enhance native habitat for local wildlife while providing visual interest. Along the Boulevards, General Jim Moore Boulevard and Lightfighter Drive, larger street trees are appropriate due to the wider street sections and center medians. They create large canopies that provide shade and have the requisite planting space to thrive. Appropriate street tree planting methods and materials shall be incorporated to ensure space for maximum root growth.

Along major Local Streets, like Main and Central Streets, the use of special tree species will underline the streets’ significance within the hierarchy of the street network. Furthermore, flowering-accent planter trees are located at street intersections and other important locations. Accent trees are located in landscape planters situated in curb extensions at street intersections. Here, curb extensions provide additional space that can help buffer and protect the smaller accent trees from passing vehicular traffic while enriching the streetscape. Along minor local streets, a variety of climate appropriate trees are provided. Minor street trees have been selected for their drought tolerance, growth rate and low maintenance.

Table 3.2 - Street Tree Palette

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Scientific Name</th>
<th>Appropriate Street Type</th>
<th>Boulevard</th>
<th>Major</th>
<th>Minor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Australian Willow</td>
<td>Geijera parviflora</td>
<td>√ √</td>
<td></td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Catalina Ironwood</td>
<td>Lyonothamnus floribunda</td>
<td>√ √</td>
<td></td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Coast Live Oak</td>
<td>Quercus agrifolia</td>
<td>√</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fern Pine</td>
<td>Afrocarpus gracilior</td>
<td>√ √</td>
<td></td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Flax Leaf Paperbark</td>
<td>Melaleuca linariifolia</td>
<td>√</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Monteyr Christmas Tree</td>
<td>Metrosideros excelsa</td>
<td>√</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Paperbark</td>
<td>Metrosideros glyptostroboides</td>
<td>√ √</td>
<td></td>
<td>√</td>
<td>√</td>
</tr>
</tbody>
</table>

Along major Local Streets, like Main and Central Streets, the use of special tree species will underline the streets’ significance within the hierarchy of the street network. Furthermore, flowering-accent planter trees are located at street intersections and other important locations. Accent trees are located in landscape planters situated in curb extensions at street intersections. Here, curb extensions provide additional space that can help buffer and protect the smaller accent trees from passing vehicular traffic while enriching the streetscape.

Figure 3.24 - Conceptual Street Tree Plan

(Street Tree Types shall correlate to Street Types, as indicated in the Key)
3 PUBLIC DEVELOPMENT STANDARDS • 3.5 LANDSCAPE STANDARDS AND GUIDELINES

Australian Willow
Geijera parviflora

Catalina Ironwood
Lyonothamnus floribunda

Coast Live Oak
Quercus agrifolia

Flax Leaf Paperbark
Melaleuca linariifolia

Monterey Cypress
Cupressus macrocarpa

New Zealand Christmas Tree
Metrosideros excelsa

Fern Pine
Afrocarpus gracilior

Paperbark
Melaleuca quinquenervia

3.5 LANDSCAPE STANDARDS AND GUIDELINES
### 3.5 Landscape Standards and Guidelines

#### 3.5.2 Landscaping

The appropriate selection of vegetation in the Campus Town Plan area follows the landscape palette set forth in the RUDG. Like the street trees, the type of planting and parkway are determined by their location and function. At Main Street, for example, permeable parkways will extend the usable area for ground-floor commercial activity by providing more space for pedestrians, café seating, bicycle parking, etc., without forgoing street trees. In typical residential streets, traditional parkways with native grasses and shrubs enhance the landscape character of the Monterey Bay region environment. Table 3.3 Plants listed in the landscape palette, Table 3.3, may be planted throughout the Plan area.

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Scientific Name</th>
<th>WUCOLS Rating*</th>
<th>California Native</th>
<th>Floreling Accent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paved Parkways</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Infiltration Planters</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lushly planted with street trees and appropriate vegetation, infiltration planters are efficient and add greenery.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Landscaped Parkways</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Appropriate in primarily residential areas, landscaped parkways are planted with native and climate-appropriate vegetation.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Parkways

**Hardscaped Permeable Parkway**

Appropriate in high pedestrian zones and commercial areas, hardscaped permeable parkways extend the usable sidewalk space by suspending the pavement over the parkway zone to protect tree root zone and provide storm water infiltration.

**Paved Parkway**

Appropriate in commercial areas, paved parkways are mostly hardscaped to extend the pedestrian zone, with 4 ft x 4 ft minimum grated tree wells.

**Infiltration Planters**

Appropriate in moderately trafficked areas, infiltration planters allow storm run-off to permeate into the ground, replenishing the water table. Planted with street trees and appropriate vegetation, infiltration planters are efficient and add greenery.

**Landscaped Parkways**

Appropriate in primarily residential areas, landscaped parkways are planted with native and climate-appropriate vegetation.

* WUCOLS (Water Use Classification of Landscape Species) Rating: VL= very low water; L= low water; M= moderate water

---

### Table 3.3 - Landscape Palette - Trees and Shrubs

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Scientific Name</th>
<th>WUCOLS Rating*</th>
<th>California Native</th>
<th>Floreling Accent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paved Parkways</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>California Coffeeberry</td>
<td>Rhamnus californica</td>
<td>L</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>California Fanfare Bush</td>
<td>Ilex montana</td>
<td>VL</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Coast Live Oak</td>
<td>Quercus agrifolia</td>
<td>VL</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Lemonade Berry</td>
<td>Rhamnus integrifolia</td>
<td>VL</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Tane</td>
<td>Sequoia sempervirens</td>
<td>L</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Planter Shrubs</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Allen Chickering Sage</td>
<td>Salvia ‘Allen Chickering’</td>
<td>L</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Black Sage</td>
<td>Salvia melifera</td>
<td>L</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Blue Bloom Ceanothus</td>
<td>Ceanothus thyrsiflorus</td>
<td>VL</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Bush Lupine</td>
<td>Lupinus arizonicus</td>
<td>L</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Carmel Ceanothus, Yankee Point</td>
<td>Ceanothus thyrsiflorus ssp. gracile</td>
<td>L</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Chumash Bush Lupine</td>
<td>Lupinus chumashensis</td>
<td>L</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Chaparral Current</td>
<td>Rhex malacoxylon</td>
<td>VL</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Coast Buckwheat</td>
<td>Eriogonum latifolium</td>
<td>L</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>elderberry</td>
<td>Sambucus mexicana</td>
<td>L</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Evergreen Buckeye</td>
<td>Arctostaphylos californica</td>
<td>L</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Fortnight Lily</td>
<td>Diteris grandiflora</td>
<td>L</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Little Sandmat Manzanita</td>
<td>Arctostaphylos pumila</td>
<td>L</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Sea Holly</td>
<td>Ilex verticillata</td>
<td>L</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Silv Tennis</td>
<td>Garrya elliptica</td>
<td>L</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>upright cotoneaster</td>
<td>Baccaria pinnata</td>
<td>L</td>
<td>✓</td>
<td>✓</td>
</tr>
</tbody>
</table>

* WUCOLS (Water Use Classification of Landscape Species) Rating: VL = very low water; L = low water; M= moderate water

---

Although not a native species, the Fortnight Lily is perfectly adapted to the Monterey Bay climate and can add visual interest to any streetscape.
3.6 Streetscape Standards and Guidelines

While the Thoroughfare Types lay out the dimensional and functional requirements for Campus Town streets, this section provides a series of material, street furniture, and palettes that inform the street design. These standards and guidelines function much like standard details and specifications. This section promotes a design unity that supports the Plan area identity while allowing for options and variety responsive to location-specific needs. Palettes presented in this section provide an overall design intent and may be added to or modified based on City direction during the Design Review process. The streetscape design elements place a particular emphasis on elements that enhance the pedestrian and cyclist’s experience in the Campus Town.

3.6.1 Paving Palette

Paving materials should be consistent with the intent of this paving palette. Where required by the Thoroughfare Type standards of Section 3.3, paved areas in front Setback should be consistent with this section.
3.6.2 Street Furniture
Street furniture, seating, waste receptacles, lighting, bike racks, bollards, and similar devices, significantly enhance the usability of the public realm. A consistent theme of materials and design language in street furniture selections enhances the sense of identity throughout the area. The street furniture presented in this section provides an initial palette of appropriate street furniture selections. The selections are based on a clean aesthetic with a high degree of functionality that maintains a respect for the human scale. The City may approve additional items that complement this selection and expand the palette.

Waste/Recycling Receptacles
Bench

3.6.3 Street Lighting
The street lights presented in this section provide an initial palette for street lighting and is subject to change. The City may approve additional or alternate items that complement and expand this selection. In accordance with the City’s effort to preserve the dark skies in Monterey Bay, street lights shall use full cutoff luminaries. Street lighting levels shall meet City standards.

Bike Rack
Bollard

3.6.4 Public Art
Consideration should be given to the incorporation of public art throughout the Campus Town Plan area, especially at mixed-use areas and open spaces. Partnerships with CSUMB and local arts organizations should be established for the commission and installation of art pieces that highlight the creativity and passion of the local artistic community.

Wayfinding maps must be provided if shelters incorporate advertisements.

Pedestrian and Roadway Scaled Street Lights (Conceptual)

A variety of public art types, such as painted sidewalks, murals, and installations should be considered. Specifically, the linear parks along Gigling Road provide various opportunities for garden sculptures and installations along the paths that stretch from General Jim Moore Boulevard and culminate at the Sports Park at 7th Ave. Programs of rotating pieces by CSUMB art faculty and students would help create a true Campus Town that better integrates the university with the community at large.

Painted sidewalks and garden sculptures animate the public realm and create a sense of place. (Conceptual)
Private Development Standards and Guidelines

4.1 Purpose and Applicability

The Form-Based Development Standards and Guidelines translate the goals and policies of the Specific Plan and the FORMA Urban Design Guidelines into objective and measurable Standards, as well as Design Guidelines to help clarify the intentions of the Plan. Together, these Standards and Guidelines will ensure that new development in the private realm exhibits a high standard of urban design, architecture and landscaping, while addressing the uniqueness of the various conditions within the Campus Town area.

In all cases, building massing should be human-scaled for access to light and air. Open space should be designed to be:

- easily accessible to all pedestrians and residents;
- programmable;
- compatible with the local climate;
- easily maintained and managed.

In general, the Standards and Guidelines serve the following intentions:

1. Ensure building placement and frontage along the street reflects the characteristics of sub-areas described in the Vision Plan.
2. Maintain a consistent street frontage or “street wall” throughout the sub-areas.
3. Utilize building architecture to announce gateways, key intersections, and public spaces.
4. Create architectural variation along a block face through diversity of massing, articulation, and architectural detailing.
5. Create a built environment that emphasizes pedestrian scale and variety by activating ground-floor frontages, using ample fenestration, awnings, and frequent building entries.
6. Ensure that streets and spaces with high volumes of pedestrian traffic are comfortable, protected from the sun, and visually and physically engaging at the ground level.
7. Provide off-street parking in surface lots or garages at the rear of buildings so that parking does not dominate the built environment.
8. Encourage a variety of building and development types within and across the sub-areas.
4.2 Organization of this Chapter

This chapter is organized as follows.

4.3 Regulating Plans
Projects shall conform to the Land Uses and Urban Standards allowed within the applicable sub-area in which a project sits, and to the front Setback allowed according to a site’s location along a specific street segment identified within the Setback Regulating Plan.

4.3.1 Sub-Area Plan
4.3.2 Setback Plan
4.3.3 Parking Placement Regulating Plan

4.4 Maximum Allowable Development
The Maximum Allowable Development sets forth the maximum aggregate development allowed in the Specific Plan area for each land use type.

4.5 Land Use Standards and Guidelines
The Land Use Standards and Guidelines identify the allowable uses and permit requirements for each sub-area.

4.6 Urban Standards and Guidelines
The Urban Standards and Guidelines regulate and guide the form of the built environment to create diversity and finely grained development.

4.6.1 Large Lot Standards
4.6.2 Blocks and Building Type Standards
4.6.3 Frontage Type Standards

4.7 Architectural Standards and Guidelines
Discretionary evaluation parameters that relate to the Urban Standards and Architectural Standards are provided for additional direction for staff in evaluating proposals, and also for architects and developers so that the City’s intentions for development in the areas covered by these standards and guidelines are clear.

4.8 Signage Standards and Guidelines
This section provides supplemental regulations to the SMC’s signage standards and special allowances to ensure the successful design of signs in a pedestrian-oriented environment.
4.3 Regulating Plans

The Regulating Plans consist of the Sub-Area Plan, the Setback Plan, and the Parking Placement Regulating Plan. The Sub-Area Plan identifies the applicable land-use and building forms in standards applicable to each neighborhood, while the Setback Plan identifies the standards for building placement relative to the street segment in which it sits. The Parking Placement Regulating Plan identifies parking placement relative to the street segment on which it is placed. Development shall substantially conform to the applicable requirements relative to its position within all three Plans to determine permitted land uses and applicable Urban Standards.

The sub-areas are envisioned as follows:

**Sub-Area WE: West End**
Bounding by State Route 1 and the Commercial Center sub-area, the West End sub-area is characterized by residential uses and a Special District for hospitality close to the Fort Ord Dunes State Park.

**Sub-Area CC: Commercial Center**
Bounding by the West End and the Central sub-areas, the Commercial Center sub-area is characterized by multi-use development with that serves the entire Seaside community.

**Sub-Area CA: Campus Adjacent**
Bounding by CSUMB and the Central sub-area, the Campus Adjacent sub-area is characterized by residential uses that front the university campus.

**Sub-Area CE: Central**
Bounding by the Commercial Center and University Village sub-areas, the Central sub-area is characterized by a variety of residential building types and a Special District for Flex/Space and Makerspace opportunities.

**Sub-Area UV: University Village**
Bounding the Central and East End sub-areas, the University Village sub-area is characterized by mixed-use development serving the student, faculty, and staff of CSUMB, as well as the city at large.

**Sub-Area EE: East End**
Bounding by the University Village sub-area and undeveloped Monterey County open space, the East End is characterized by residential uses and serves as a gateway to the Fort Ord National Monument.

A Special District requires new development within the designated area to comply with site-specific standards. Permitted land uses and building types may differ from the sub-area in which it is located. While uses reserved for the Special District must be included in the designated area, other compatible uses permitted within the respective sub-area may also be incorporated. All applicable standards and guidelines apply within the Special District unless otherwise noted.
4 PRIVATE DEVELOPMENT STANDARDS • 4.3 REGULATING PLANS

4.3.2 Setback Plan
The Setback Plan establishes minimum and maximum setbacks along the primary frontage line for all parcels within the Specific Plan area. Street portions without a designation are not regulated.

These standards are in addition to setback standards defined in other sections of the Specific Plan per Thoroughfare, Building, and Frontage Types.

Figure 4.2 - Setback Plan
Perceived Street Space
Front Setbacks are part of the overall perceived street space.

4.3.3 Parking Placement Regulating Plan
The Parking Placement Regulating Plan defines parking placement on parcels for specifically identified frontages. The parking standards are classified by three layers: first, second, and third. The layer classification identifies where parking is not permitted along a parcel's frontage. These apply to all parking areas at grade or above grade and includes those that are within residential garages or other parking structures.

First Layer: No parking permitted within five feet of the property line.
Second Layer: No parking permitted within 20 ft of the property line.
Third Layer: No parking permitted within 40 ft of the property line.

These standards are in addition to parking standards defined in other sections of the Specific Plan. Parcel frontages that do not have a layer classification must still comply with all other relevant parking standards.

4 PRIVATE DEVELOPMENT STANDARDS • 4.3 REGULATING PLANS
4.4 Development Limitations

The Specific Plan permits a maximum aggregate amount of development as specified in Table 4.1 below.

Table 4.1 Development Limitations

<table>
<thead>
<tr>
<th>LAND USE CATEGORIES</th>
<th>MAXIMUM ALLOWED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Housing Units</td>
<td>1,485*</td>
</tr>
<tr>
<td>Hotel Rooms</td>
<td>250</td>
</tr>
<tr>
<td>Youth Hostel Beds</td>
<td>75</td>
</tr>
<tr>
<td>Retail, Dining and Entertainment</td>
<td>150,000 sf</td>
</tr>
<tr>
<td>Office, Flex, “Maker Space,” &amp; Light Industrial</td>
<td>50,000 sf</td>
</tr>
</tbody>
</table>

*The exact breakdown of housing unit types is not yet known, but it will be a mix of single-family detached, single-family attached, and multi-family buildings. There will be no more than 600 multi-family units, with the remaining units being some form of attached or detached single-family units.
4.5 Land Use Standards and Guidelines

The Land Use Standards for each sub-area are described in this section. In keeping with the Form-Based Code strategy guiding development for Campus Town, the primary elements that will define the character of the Campus Town Specific Plan area are: Thoroufare (Street) types, Frontage Types, Building Types and Open Space types. Allowable land-uses enjoy flexibility within limits described in this code. The Land Use Standards will be reviewed periodically by the City to ensure a balanced mix of uses and building types.

4.5.1 Allowable Land Uses

All uses in the Campus Town Specific Plan area shall contribute to the mixed-use character envisioned for the Site. Permitted uses are allowable by right. Uses that require a Use Permit must signify how the intended use contributes to the vision of the Plan. Uses that require a Use Permit must identify how the intended use is not detrimental to the vision of the Plan.

4.5.1.0 Land Use Chart

4.5.1.1 Specialty Food Retail, including, but not limited to the following: grocery/ drug stores (under 50,000 sf); coffee/tea shop; candy; gourmet foods; ice cream; pastry/deSSERTS; yogurt/dairy; drugstore; bakery; wine.

4.5.1.2 Specialty Goods Retail, including but not limited to the following: cooking supplies/utensils; general housewares; decorative/art and design centers; (including tile, floor and wall coverings); specialty hardware; specialty gardening supplies; antiques selling previously-used; high-quality goods; party supplies; lamps and lighting; household accessories; high-quality goods; party supplies; lamps and lighting; household accessories; stationary; books and magazines; musical instruments.

4.5.1.3 Quality Goods and Services, including but not limited to the following: small crafts; art supplies; picture framing; specialty furniture; clothing/shoe stores; thrift/consumption stores; electronics and computers; cameras/photography service and supplies; sporting goods; outdoor/ sports clothing and supplies; toys/games; cards/lottery; jewelry/watches; florists.  

4.5.1.4 Personal Services, including but not limited to the following: dry-cleaning; hairdressing; tailoring; minor appliance repair; barber and beauty; finance and insurance services; pharmacy and drug stores.

4.5.1.5 Business Services, including but not limited to the following: photocopying services; printing services; shipping and delivery services.

4.5.1.6 Eating and Drinking Establishments including but not limited to: restaurants, fast casual, food halls, outdoor dining, fast food without drive-thru.

4.5.1.7 Plaza, Common Walkways, Parks and Open Spaces.

4.5.1.8 Small-scale Light Manufacturing and Open Spaces.

4.5.1.9 Civic and Cultural Facilities, including but not limited to libraries; museums; art galleries; movie theaters; auditoriums.

4.5.1.10 Child Care Facilities.

4.5.1.11 Health and Exercise Clubs.

4.5.1.12 Lodging or similar establishments providing entertainment, dancing or alcohol not clearly ancillary to food service.

4.5.1.13 Outdoor Entertainment.  

4.5.1.14 Bars and Nightclubs, including establishments providing entertainment, dancing or alcohol not clearly ancillary to food service.

4.5.1.15 Banks and Financial Institutions.

4.5.1.16 Professional and Government Offices.

4.5.1.17 Parking Structures.

4.5.1.18 Single-Family Residential, including detached single-family dwellings, rowhouses, and townhouses.

4.5.1.19 Multi-family Residential.

4.5.1.20 Live/Work, including the following: an integrated work space within a residence; ground-floor office space with residential living spaces above.

4.5.1.21 Medical and Dental Offices.

4.5.1.22 Medical and Dental Office, including medical and dental offices engaged in the provision of temporary or travel accommodation on a less than monthly basis, including bed and breakfasts, hostels, hotels and inns.

4.5.1.23 Outdoor Entertainment.

4.5.1.24 Multi- and Single-Family Residential.

4.5.1.25 Parking Structures.

4.5.1.26 Multi-Family Residential.

4.5.1.27 Single-Family Residential.

4.5.1.28 Professional and Government Offices.

4.5.1.29 Medical and Dental Offices.

4.5.1.30 Child Care Facilities.

4.5.1.31 Civic and Cultural Facilities.

4.5.1.32 Family Entertainment or类似 establishments engaged in the provision of temporary or travel accommodation on a less than monthly basis, including bed and breakfasts, hostels, hotels and inns.

4.5.1.33 Outdoor Entertainment.

4.5.1.34 Multi- and Single-Family Residential.

4.5.1.35 Parking Structures.

4.5.1.36 Multi-Family Residential.

4.5.1.37 Single-Family Residential.

4.5.1.38 Professional and Government Offices.

4.5.1.39 Medical and Dental Offices.

4.5.1.40 Child Care Facilities.

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4.5.1.42 Family Entertainment or similar establishments engaged in the provision of temporary or travel accommodation on a less than monthly basis, including bed and breakfasts, hostels, hotels and inns.

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4.5.1.48 Professional and Government Offices.

4.5.1.49 Medical and Dental Offices.

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4.5.1.74 Multi- and Single-Family Residential.

4.5.1.75 Parking Structures.

4.5.1.76 Multi-Family Residential.

4.5.1.77 Single-Family Residential.

4.5.1.78 Professional and Government Offices.

4.5.1.79 Medical and Dental Offices.

4.5.1.80 Child Care Facilities.

4.5.1.81 Civic and Cultural Facilities.

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4.5.1.84 Multi- and Single-Family Residential.

4.5.1.85 Parking Structures.

4.5.1.86 Multi-Family Residential.

4.5.1.87 Single-Family Residential.

4.5.1.88 Professional and Government Offices.

4.5.1.89 Medical and Dental Offices.

4.5.1.90 Child Care Facilities.

4.5.1.91 Civic and Cultural Facilities.

4.5.1.92 Family Entertainment or similar establishments engaged in the provision of temporary or travel accommodation on a less than monthly basis, including bed and breakfasts, hostels, hotels and inns.

4.5.1.93 Outdoor Entertainment.

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4.5.1.95 Parking Structures.

4.5.1.96 Multi-Family Residential.

4.5.1.97 Single-Family Residential.

4.5.1.98 Professional and Government Offices.

4.5.1.99 Medical and Dental Offices.

4.5.1.100 Child Care Facilities.

4.5.1.101 Civic and Cultural Facilities.
4.5.2.1 WE: West End
Bound by 1st Avenue, Lightfighter Drive, and General Jim Moore Boulevard, the West End sub-area is characterized by residential uses, with a Special District designation on the northeastern portion of the sub-area. The Special District allows for non-residential development with direct access to State Route 1. There are two designated open space areas: a Green and a Park.

Permitted Building Types

<table>
<thead>
<tr>
<th>Minimum Number of Building Types per Sub-Area</th>
<th>Permitted Building Types</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>Single-Family Dwelling</td>
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<tr>
<td></td>
<td>Urban Block</td>
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<tr>
<td></td>
<td>Rosewall</td>
</tr>
<tr>
<td></td>
<td>Liner with Garage</td>
</tr>
<tr>
<td></td>
<td>Auto Court</td>
</tr>
<tr>
<td></td>
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<tr>
<td></td>
<td>Rowhouse</td>
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<td>Flex Block</td>
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<td>Live/Work</td>
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<td></td>
<td>Flex Shed</td>
</tr>
<tr>
<td></td>
<td>Carriage House (SD)</td>
</tr>
</tbody>
</table>

= permitted; (SD) = permitted in Special District

Permitted Open Space Types

<table>
<thead>
<tr>
<th>Green</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pocket Park</td>
</tr>
<tr>
<td>Square</td>
</tr>
<tr>
<td>Playground</td>
</tr>
</tbody>
</table>

Additional Standards

1. The Special District area is reserved for lodging land uses to accommodate development compatible with State Route 1, Fort Ord Dunes State Park, and CSUMB.
2. Surface parking is permitted along Lightfighter Dr and its parallel street provided that it is screened by low walls or hedges.
3. Ground-floor retail frontages are required at the intersection of Lightfighter Dr and 2nd Ave.
4. An EV charging area is required within this sub-area.

4.5.2.2 CC: Commercial Center
Bound by General Jim Moore Boulevard, Lightfighter Drive, Central sub-area, and Geping Road, the Commercial Center sub-area is characterized by mixed-use development that serves the entire Seaside community.

Permitted Building Types

<table>
<thead>
<tr>
<th>Minimum Number of Building Types per Sub-Area</th>
<th>Permitted Building Types</th>
</tr>
</thead>
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<tr>
<td>2</td>
<td>Single-Family Dwelling</td>
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<td></td>
<td>Urban Block</td>
</tr>
<tr>
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<td>Rosewall</td>
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<tr>
<td></td>
<td>Liner with Garage</td>
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<td></td>
<td>Auto Court</td>
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<td></td>
<td>Large Format - Type I</td>
</tr>
<tr>
<td></td>
<td>Rowhouse</td>
</tr>
<tr>
<td></td>
<td>Large Format - Type II</td>
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<tr>
<td></td>
<td>Townhouse</td>
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<tr>
<td></td>
<td>Flex Block</td>
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<tr>
<td></td>
<td>Live/Work</td>
</tr>
<tr>
<td></td>
<td>Flex Shed</td>
</tr>
<tr>
<td></td>
<td>Carriage House (SD)</td>
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</tbody>
</table>

= permitted; (SD) = permitted in Special District

Permitted Open Space Types

<table>
<thead>
<tr>
<th>Green</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pocket Park</td>
</tr>
<tr>
<td>Square</td>
</tr>
<tr>
<td>Playground</td>
</tr>
</tbody>
</table>

Additional Standards

1. Ground-floor retail frontages are required at the intersection of General Jim Moore Boulevard and the (N) Central Street.
2. At least 60% of the required ground-floor frontages must have office or residential uses above.
3. An EV charging area is required within this sub-area.
4.5.2.3 CA: Campus Adjacent

Bound by Lightfighter Drive, Colonel Durham Street and CSUMB, the Campus Adjacent sub-area is characterized by residential uses that front the university campus.

| Permitted Building Types | Minimum Number of Building Types per Sub-Area: 1
<table>
<thead>
<tr>
<th></th>
<th></th>
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</thead>
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<tr>
<td>Rosewalk</td>
<td>Liner with Garage</td>
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<tr>
<td>Auto Court</td>
<td>Large Format - Type I</td>
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<tr>
<td>Rowhouse</td>
<td>Large Format - Type II</td>
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<tr>
<td>Townhouse</td>
<td>Flex Block</td>
</tr>
<tr>
<td>Live/Work</td>
<td>Flex Shed</td>
</tr>
<tr>
<td>Carriage House</td>
<td>= permitted; (SD)</td>
</tr>
</tbody>
</table>

= permitted; (SD) = permitted in Special District

Permitted Open Space Types

<table>
<thead>
<tr>
<th>Additional Standards</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Accessible-gradient connections to the two FORTAG trail spurs at the northern edge of the Campus Adjacent sub-area shall be provided to seamlessly link the bicycle network through the Plan area from the CSUMB campus. Accessibility may require ramps and/or grading on the adjacent CSUMB property.</td>
</tr>
</tbody>
</table>

Figure 4.6 - Campus Adjacent Land Use Standards

4.5.2.4 CE: Central

Bound by the Commercial Center sub-area, Colonel Durham Street, the University Village sub-area, and Gigling Road, the Central sub-area is characterized by mixed-use development of varying residential and commercial opportunities. There are four designated Open Space areas: a Green, a Park, a Sports Park, and a Square.

| Permitted Building Types | Minimum Number of Building Types per Sub-Area (excluding SD 1): 4
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<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
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<td>Single-Family Dwelling</td>
<td>Urban Block</td>
</tr>
<tr>
<td>Rosewalk</td>
<td>Liner with Garage</td>
</tr>
<tr>
<td>Auto Court</td>
<td>Large Format - Type I</td>
</tr>
<tr>
<td>Rowhouse</td>
<td>Large Format - Type II</td>
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<tr>
<td>Townhouse</td>
<td>Flex Block</td>
</tr>
<tr>
<td>Live/Work</td>
<td>Flex Shed</td>
</tr>
<tr>
<td>Carriage House</td>
<td>= permitted; (SD)</td>
</tr>
</tbody>
</table>

= permitted; (SD) = permitted in Special District

Permitted Open Space Types

<table>
<thead>
<tr>
<th>Additional Standards</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Special District 1 is reserved for institutional and educational development to accommodate such uses compatible with the Monterey College of Law and CSUMB.</td>
</tr>
<tr>
<td>2. Special District 2 is reserved for employment to accommodate such uses compatible with small-scale entrepreneurial commerce.</td>
</tr>
<tr>
<td>3. An EV charging area is required within this sub-area.</td>
</tr>
</tbody>
</table>

Figure 4.7 - Central Land Use Standards
4.5.2.5 UV: University Village
Centered along 6th Avenue between Colonel Durham Street and Gigling Road, the University Village sub-area is characterized by mixed-use development serving the student, faculty, and staff CSUMB community as well as the Seaside community at large. There are three designated Open Space areas: a Park, a Square, and a Plaza.

Table: Permitted Building Types

<table>
<thead>
<tr>
<th>Minimum Number of Building Types per Sub-Area</th>
<th>2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Family Dwelling</td>
<td>Urban Block</td>
</tr>
<tr>
<td>Rosewalk</td>
<td>Liner with Garage</td>
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<tr>
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<td>Large Format - Type II</td>
</tr>
<tr>
<td>Townhouse</td>
<td>Flex Block</td>
</tr>
<tr>
<td>Live/Work</td>
<td>Flex Shed</td>
</tr>
<tr>
<td>Carriage House</td>
<td>✓</td>
</tr>
</tbody>
</table>

Legend:
- ✓ = permitted
- (SD) = permitted in Special District

Table: Permitted Open Space Types

<table>
<thead>
<tr>
<th>Park</th>
<th>Green</th>
<th>Square</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plaza</td>
<td>Pocket Park</td>
<td>Playground</td>
</tr>
</tbody>
</table>

Figure 4.8 - University Village Land Use Standards

1. Ground-floor retail frontages are required at the intersection of 6th Avenue and the (N) Central Street.
2. An EV charging area is required within this sub-area.

4.5.2.6 EE: East End
Bounded by the University Village, Colonel Durham Street, 7th Avenue, and Gigling Road, the East End sub-area is characterized by primarily residential development of varying type and intensity. There are two designated open space areas: a Park and a Sports Field.

Table: Permitted Building Types

<table>
<thead>
<tr>
<th>Minimum Number of Building Types per Sub-Area</th>
<th>2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Family Dwelling</td>
<td>Urban Block</td>
</tr>
<tr>
<td>Rosewalk</td>
<td>Liner with Garage</td>
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<tr>
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<tr>
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<tr>
<td>Townhouse</td>
<td>Flex Block</td>
</tr>
<tr>
<td>Live/Work</td>
<td>Flex Shed</td>
</tr>
<tr>
<td>Carriage House</td>
<td>✓</td>
</tr>
</tbody>
</table>

Legend:
- ✓ = permitted
- (SD) = permitted in Special District

Table: Permitted Open Space Types

<table>
<thead>
<tr>
<th>Park</th>
<th>Green</th>
<th>Square</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plaza</td>
<td>Pocket Park</td>
<td>Sports Field</td>
</tr>
</tbody>
</table>

Figure 4.9 - East End Land Use Standards

1. An EV charging area is required within this sub-area.

Figure 4.10 - Additional Standards
4.6 Urban Standards and Guidelines

Urban Standards and Guidelines affect development form and intensity and pertain to the scale of the Sub-areas. The Urban Standards and Guidelines require buildings to define the street as a public room, overlook outdoor spaces, and create a ground-floor environment that is human-scaled and pedestrian-oriented.

4.6.1 Large Lot Standards

A. Intent Statement

It is anticipated that some development will occur on large blocks or parcels with one or more Large Format buildings as part of the ensemble or with a large assembly of homes. The intent of this section is to ensure that the resulting primary streets are pedestrian-friendly and lined with building fronts while still accommodating surface parking lots required by Large Format uses. It is also intended to ensure an adequate density of intersection spacing throughout the Plan. The Standard requires that large development projects be composed of multiple structures and/or be designed to have the appearance of multiple independent buildings and that there are a sufficient number of vehicular and pedestrian connections through the blocks or parcels. A variation in building height and a mix of Building Types is required and is ensured by requiring multiple Building Types.

B. Applicability

Any lot or lot assembly with a contiguous gross area of 60,000 sf or more shall be developed according to the Large Lot Standards of this section.

C. Relationship to Other Urban Standards

Each building within a Large Lot development shall substantially conform to the applicable requirements in the Urban Standards and Building Types Standards and should be consistent with the Design Guidelines; subject to the following modified Standards for Large Lots:

1. Development on blocks, parcels or parcel assemblages between 60,000 sf and 85,000 sf shall be composed of at least two distinct buildings (not connected via interior circulation) which may be of the same or different Building Types as allowed in the applicable sub-area. In addition, they shall have at least one pedestrian connection bisecting the site.

2. Development on parcels or parcel assemblages exceeding 85,000 sf shall be composed of at least three distinct buildings (not connected via interior circulation) which may be of the same or different Building Types as allowed in the applicable sub-area.

3. Development on parcels or parcel assemblages exceeding 85,000 sf shall be composed of at least three distinct buildings (not connected via interior circulation) which may be of the same or different Building Types as allowed in the applicable sub-area.

D. Access

Because there is a direct relationship between walkability and block size, in cases where Lot sizes exceed 85,000 sf, development shall provide for new internal streets, Alleys, Common Walkways, or drive aisles according to the Standards and Guidelines below.

1. Vehicular and Pedestrian access should include new internal streets, Alleys or drive aisles. With the exception of auto-court driveways, cut-de-sacs and dead end streets are prohibited except where public utility constraints prohibit through streets. Alleys may dead-end if they allow for future connection to adjacent parcels. Garage doors shall face Alleys, driveways, or drive aisles.

2. At least one publicly-accessible street, Alley, or drive aisle and at least one additional Common Walkway shall bisect the lot. Where such Lots border an existing public street and an existing Alley sufficient to service the entire Lot, then the site may be partially bisected by a Common Walkway (minimum 5 ft. wide between primary building walls) in lieu of a street. Alley or drive aisle. Larger parcels shall be bisected by sufficient streets, alleys, or Common Walkways.

3. New streets should be designed to emphasize the pedestrian and should be the minimum acceptable by the City engineer.

4. New drive aisles shall be designed to the same standards as streets. An internal pattern of drive aisles may substitute for streets as long as they are designed in a grid that supports infill development at a later date. In such cases, at least 70% of the perimeter of surface parking lots shall be located behind buildings that front primary streets. Parking fields should be provided with appropriate safety and comfort enhancements for pedestrians as they make their way from and to their destination, such as sidewalks and trees.
4.6.2 Building Type Standards

In order to provide for a variety of uses and household types and to create a walkable urban environment, this Plan provides for a diversity of Building Types, from single-family townhouses to large format buildings. The RUGS dictates that a variety of Building Types must be utilized within town and village centers. Once a particular Building Type is selected, development must adhere to the type-specific Standards and Guidelines. These include Lot Width, pedestrian access, parking, outdoor space, landscape, Frontage Types, building massing, and in some cases, maximum width. There are no minimum parking requirements for commercial or multi-family uses.

The selected Building Types for each area will be chosen by the developer at the time of Development Application. The Building Types provided in this Plan define the Standards and Guidelines that are applicable to the development. While there is flexibility within the choice of Building Types for each area, only certain Building Types may be appropriate for a particular area given adjacent uses and other requirements. Each sub-area’s block development diagram specifies appropriate Building Types for the sub-area.

All new construction shall at a minimum meet the requirements of Title 24.

Explanation of Standards

The Building Type standards and guidelines cover the following:

A. Intent Statement

This statement describes the development intent and typical characteristics for the respective Building Type.

B. Lot Size

All buildings shall be designed per the applicable Lot Width and depth standards, except as otherwise provided in the Large Lot Standards.

C. Building Height and Massing

Height standards regulate the maximum building height in Stories rather than feet so that interior floor to floor heights are comfortable and appropriate to their function.

Some Building Types require horizontal or vertical Plane Breaks or both (see also Figure 4.13). Plane Breaks are only required at street-facing façades. Furthermore, a maximum allowed footprint per Story is presented for certain Building Types. The maximum allowable footprint per Story limits the percentage of occupiable space per building Story in relationship to the building’s ground-floor footprint (see Figure 4.11). For example, a four-story building that limits the maximum allowable footprint of the fourth Story to 65 percent may satisfy this requirement by providing Stepbacks, decks, patios, building articulation, or similar massing strategies that assure that the occupiable space on the fourth Story occupies no more than 65 percent of the building. Balconies shall count toward the maximum allowable footprint unless they are open to the sky or at least 18 ft in height.

These Standards are intended to articulate new development and avoid monotonous, block-like building designs in favor of more varied building designs with reduced bulk at the upper stories.

D. Access

This Standard regulates the location and orientation of building and Lot entries.

E. Parking and Service

Building Type parking Standards and Guidelines provide parking ratios and guidelines that are specific to each Building Type. Unless otherwise noted, tandem parking spaces do not count toward fulfilling a parking requirement.

Unless noted in this Specific Plan, parking is not required; this supersedes parking requirements in the SMC.

Regional Urban Design Guidelines

“Plan the broadest range of building types within Centers. Include a minimum of four building types in every major project.”

Figure 4.11 - Conceptual Maximum Footprint per Story Diagram

The maximum footprint per Story is computed based on the building’s ground floor footprint, not the overall Lot Area.

Figure 4.12 - Conceptual Shared Outdoor Space Diagram

Adjacent buildings may combine the required outdoor spaces into one shared space provided the cumulative minimum requirements for each building is met.
F. Outdoor Space

Each Building Type requires a specific amount of outdoor space to be designated on site. Such outdoor space may either be private, only accessible to the occupants, or open to the public. Outdoor space may be located at grade, atop a podium or at the rooftop unless the location is restricted by the selected Building Type. Regardless of location, the design of outdoor space should maximize solar access.

Required outdoor space can be shared between adjacent Building Types, as long as the cumulative minimum requirements for each Type are satisfied (see Table 4.3). Required setbacks do not count towards fulfilling this requirement.

G. Frontage

This Standard lists which Frontage Types are permitted for each Building Type. See Section 4.6.3 for applicable Standards per each Frontage Type. Façade width Standards regulate the maximum width of a Building Façade. If the frontage length exceeds the maximum Façade Width, the plane must be broken by providing any two of the following techniques:

- Provide a horizontal Plane Break with one façade set behind the other by at least two feet.
- Provide a material change.
- Provide a change in the overall type, size, spacing, or proportion of windows or fenestration system or change in sill heights and header conditions. This option is applicable only to vertically proportioned windows.
- Provide a change in façade compositional strategy including roof heights, and roof types. For example, a symmetrical façade may be placed next to a façade with a repetitive bay system that is not symmetrical.
- Provide separate and additional primary entries from the street.

H. Landscape

The landscape Standards and Guidelines regulate size and the design of outdoor space including the amount of outdoor space that is required to be planted with vegetation.

Table 4.3 - Allowable Building Types

<table>
<thead>
<tr>
<th>Building Type</th>
<th>Lot Width (min-max)</th>
<th>Lot Depth (min)</th>
<th>NE</th>
<th>CC</th>
<th>Sub-Area CA</th>
<th>U1</th>
<th>U2</th>
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<tr>
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<td>27'-70'</td>
<td>27'</td>
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<td>✓</td>
<td>✓</td>
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<td>Rosewalk</td>
<td>27'-50'</td>
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<td>✓</td>
<td>✓</td>
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<td>Auto Court</td>
<td>30'-50'</td>
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<td>Rowhouse</td>
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<td>✓</td>
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<td>Townhouse</td>
<td>4' - 34' 45'</td>
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<tr>
<td>Live/Work</td>
<td>4' - 34' 45'</td>
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Plane Break

The area of the building where the plane of the façade varies in depth. Plane Breaks can be a horizontal or vertical offset.

Maximum Footprint per Story

The occupiable floor area of upper Stories shall be less than the area of the building footprint at grade as indicated by the maximum allowed footprint per Story charts on each Building Type page.

Outdoor Space

Each Building Type requires the Lot area to be occupied by a certain percentage of outdoor space area, which can be accommodated in a variety of ways, for instance through gardens, yards, patios, courtyards, etc. as described on each Building Type page.

Frontage Type

Each building certain façade conditions that are called Frontage Types. Each frontage interacts differently with the street and therefore is appropriate for different areas and Building Types (see Section 4.5.3).

Figure 4.13.a - Building Elements Diagram

Figure 4.13.b - Residential Building Plane Break Diagram
4.6 URBAN STANDARDS AND GUIDELINES

4.6.2 A Single Family Dwelling

A. Intent Statement
A freestanding structure occupied by one primary residence.

B. Lot Size
1. Lot Width: 27 ft min to 70 ft max.
2. Lot Depth: Not regulated
3. Distance between Dwellings: 5 ft min.

C. Building Height and Massing
1. Maximum Height: 2 stories and Attic
2. Maximum building dimension along primary street (frontage): 40 feet
3. Side street building façades longer than 50 ft in length shall provide at least one Plane Break of at least two feet.
4. A second Story may occupy the full ground-floor footprint area. A second story may cantilever over the ground-floor footprint area while maintaining setback requirements.
5. Attic space not exceeding 75% of the ground-floor area may be occupied and not count as a Story.

D. Access
1. The primary entrance to the dwelling shall be accessed directly from and face the street.
2. For a dwelling with no street frontage, the primary entrance shall be accessed directly from and face a public Common Walkway.
3. If a Common Walkway is present, it shall connect to a street or Open Space, not an Alley or driveway.
4. Primary pedestrian access is not permitted from an Alley.

E. Parking and Service
1. Two parking spaces are required. These may be accommodated at grade on the Lot, in a carport, or in a garage.
2. Garages may be attached or detached from the primary dwelling.
3. Where an Alley is present:
   • garages shall face the Alley.
   • services, utilities and trash container areas shall be located on the Alley when practical.
4. Where an Alley is not present:
   • garages may accommodate no more than two cars and shall have separate, one-car doors.

F. Outdoor Space
1. At least 20% of the Lot Area shall be provided as outdoor space. This can be achieved on single-family large lots with minimum of 15' front yards and a sufficient rear yard.
2. Outdoor space types that count toward the satisfaction of the required amount of outdoor space are porches, patios, verandas, balconies, yards, and decks.
3. Required outdoor space can be shared between adjacent Building Types, as long as the cumulative minimum requirements for each type are satisfied (see Figure 4.12). 

G. Frontage
1. Applicable Frontage Standards apply per Section 4.6.3. Permitted Frontage Types: Yard/Porch and Stoop.
2. Front Setbacks shall comply with the Setback Plan (Section 4.3) except that:
   • porches (unenclosed) may encroach into the Setback area to within two feet of primary and side-street property lines; and

4.6.3 Single Family Dwelling Conceptual Diagram

Figure 4.14 - Single Family Dwelling Diagram

CONCEPTUAL
4.6.2.B Rosewalk

A. Intent Statement

Four or more single-family dwellings arranged on either side of a common walkway accommodated in a public easement from which the primary entrances are accessed.

B. Lot Size

1. Lot Width: 27 ft min. to 50 ft max.
2. Lot Depth: Not regulated
3. Distance between Dwellings: 5 ft min.

C. Building Height and Massing

1. Maximum Height: 2 Stories and Attic
2. Maximum building dimension along primary street (Frontage or common green) 40 feet
3. Side street building façades longer than 50 ft in length shall provide at least one Plan-Break if of at least 2 feet.
4. A second story may occupy the full ground-floor footprint area.
5. Attic space not exceeding 75% of the ground-floor area may be occupied and not count as a story.

D. Access

1. The primary entrance to the dwelling shall be accessed directly from and face the street or the common Common Walkway.
2. Primary pedestrian access is not permitted from an Alley.
3. The Common Walkway shall connect to a street or open space, not an Alley or driveway.
4. The front setback along the Common Walkway shall be at least 15 ft from the center-line of the sidewalk resulting in a building face-to-face width of at least 30 ft.
5. “Do not face building fronts to building backs.” (RUDG p. 38)

E. Parking and Service

1. Two parking spaces are required. These may be accommodated at grade on the Lot, in a carport, or in a garage.
2. Garages may be attached or detached from the primary dwelling and they shall face the Alley.
3. Services, utilities and trash container areas shall be located on the Alley.
4. Parking and services shall be accessed through an Alley.

F. Outdoor Space

1. At least 10% of the Lot area shall be provided as outdoor space.
2. Outdoor space types that count toward the satisfaction of the required amount of outdoor space are elevated terraces, porches, patios, verandas, balconies, yards, and decks.
3. Required outdoor space can be shared between adjacent Building Types, as long as the cumulative minimum requirements for each type are satisfied (see Figure 4.12).

G. Frontage

1. Applicable Frontage Standards apply per Section 4.6.3. Permitted Frontage Types: Yard/Porch and Stoop.
2. Setbacks along Primary and Side streets shall comply with the setback Plan (Section 4.3) except that:
   • porches (unenclosed) may encroach into the Setback area to within 2 ft of primary and side-street property lines;
   • bay windows and enclosed porches may encroach up to 2 ft beyond the minimum Setback line.
3. Where a Setback along primary and side streets is not designated per the Setback Plan, a six ft minimum Setback line from the property line shall be observed.
4. A dwelling’s ground level shall be designed so that the ground-floor living areas, rather than sleeping and service rooms, are oriented toward the fronting street and/or Common Walkway.

H. Landscape

1. The Common Walkway shall be a minimum of five ft in width.
2. Outdoor space shall be landscaped with native or adapted landscape or hardscaped.
3. Front yard trees should be no more than 20 ft in height at maturity.
4. Fences, walls or hedges are allowed along the Common Walkway, provided they are setback from the walkway by at least two ft and are no taller than 42 inches from the grade of th walkway.
4.6.2.C Auto Court

A. Intent Statement
A group of up to six detached single family dwellings that share a common driveway. The primary pedestrian access shall be located from a Thoroughfare, Open Space or Common Walkway.

B. Lot Size
1. Lot Width: 30 ft min. to 50 ft max.
2. Lot Depth: Not regulated

C. Building Height and Massing
1. Maximum Height: 2 Stories and Attic
2. Maximum building dimension along primary street Frontage or common green: 40 ft
3. Side street building façades longer than 50 ft in length shall provide at least one Plane Break of at least two feet.

D. Access
1. The primary entrance to a dwelling shall be accessed directly from and face the street or a Common Walkway.
2. Only when necessary, up to two dwellings per auto court may locate their primary pedestrian access from the common driveway.
3. If a Common Walkway is present, it shall connect to a street or Open Space, not an alley or driveway.
4. The front Setback along the Common Walkway shall be at least 10 ft from the center-line of the sidewalk resulting in a building face-to-face width of at least 20 ft.

E. Parking and Service
1. Two parking spaces are required per unit. These may be accommodated at grade on the Lot, in a carport, or in a garage.
2. Garages may be attached or detached from the primary dwelling and they shall face the Driveway.
3. Services, utilities and trash container areas shall be located on the Driveway.

F. Outdoor Space
1. At least 20% of the lot area shall be provided as outdoor space.
2. Outdoor space types that count toward the satisfaction of the required amount of outdoor space are elevated terraces, porches, patios, verandas, balconies, yards, and decks.

G. Frontage
1. Applicable Frontage Standards apply per Section 4.6.3. Permitted Frontage Types: Yard/Porch, Stoop and Mews.
2. Setbacks along primary and side streets shall comply with the Setback Plan (Section 4.3) except that:
   • enclosures or porches may encroach into the Setback area up to two ft beyond the minimum setback line.

H. Landscape
1. The Common Walkway shall be a minimum of five ft in width.
2. Outdoor space shall be landscaped with native or adapted landscape or hardscaped.
3. Front yard trees should be no more than 20 ft in height at maturity.
4. Fences, walls or hedges are allowed along the Common Walkway, provided they are setback from the walkway by at least two ft.

CONCEPTUAL Auto Court Conceptual Photo

CONCEPTUAL Common Walkway

CONCEPTUAL Common Driveway

Figure 4.16 - Auto Court Diagram
4.6.2.0 Rowhouse

A. Intent Statement

A structure that consists of at least two primary residences with common walls, side by side along the Building Frontage, with access from a street or Pedestrian Path. The structure has individual garages for each unit, accessed from an Alley, or may have a shared garage with dedicated parking spaces.

B. Lot Size

1. Lot Width: 16 ft min to 34 ft max.
2. Lot Depth: 45 ft min.

C. Building Height and Massing

1. Maximum Height: 3.5 Stories or 3 Stories and attic
2. The second and third Stories may occupy the full ground-floor footprint area.
3. Attic space may be occupied and not count as a Story. Occupicable Attic space shall not exceed 10% of the maximum footprint per story.
4. Façade Strings shall have at least one Encroachment per 100 linear feet, such as a porch, balcony, or plane break. The combined length of Plane Breaks shall occupy at least 10% of the façade length.
5. Building faces abutting side streets or yards shall provide at least one horizontal Plane Break of at least three feet, and one vertical Plane Break of at least two feet.
6. In a three-story building, a two-story rowhouse can be stacked over a separate ground-floor unit.

D. Access

1. The primary entrance to the dwelling shall be accessed directly from and face the street or a public Common Walkway.
2. If a Common Walkway is present, it shall connect to a street or open space, not an Alley or driveway.
3. The front Setback along the common Common Walkway shall be at least 15 ft from the center-line of the sidewalk resulting in a building face-to-face width of at least 30 ft.
4. In order to accommodate grade, front entrances may be raised up to six feet above the grade of the adjacent sidewalk.
5. Primary pedestrian access is not permitted from an Alley.
6. Parking and services shall be accessed through the Alley.
7. On a corner lot without access to an Alley, parking and services shall be accessed from the side street, by a 16 ft wide, maximum, Driveway.

E. Parking and Service

1. Two parking spaces are required per unit. These may be accommodated on the surface, in a carport, garage.
2. Tandem Spaces are permitted.
3. Garages may be attached or detached from the primary dwelling.
4. Garages shall face the Alley.
5. Utility locations will vary and will be at sides and rear of homes and buildings when possible.

F. Outdoor Space

1. At least 10% of the lot area shall be provided as outdoor space.
2. Outdoor space types that count toward the satisfaction of the required amount of outdoor space are porches, patios, verandas, balconies, yards, and decks.
3. Required outdoor space can be shared between adjacent Building Types, as long as the cumulative minimum requirements for each type are satisfied (see Figure 4.12).

G. Frontage

1. Applicable Frontage Standards apply per Section 4.6.1. Permitted Frontage Types: Yard/Porch and Stoop.
2. Front Setbacks shall comply with the Setback Plan (Section 4.3) except that:
   • porches (unenclosed) may encroach into the Setback area to within two feet of primary and side street property lines;
   • bay windows and enclosed porches may encroach up to two feet beyond the minimum Setback line.
3. Where a Setback along Primary and Side Streets is not designated per the Setback Plan, a 10 ft minimum Setback line from the property line shall be observed.
4. A dwelling’s ground level shall be designed so that the ground-floor living areas, sleeping rooms and or home office space, are oriented toward the fronting street. Garages may not front the street.

H. Landscape

Outdoor space shall be landscaped with native or adapted landscape or hardscape.

CONCEPTUAL

Rowhouse Conceptual Photo

Figure 4.17 - Rowhouse Diagram
4.6.2.5 Townhouse

A. Intent Statement

Much like a townhouse, a townhouse is a vertically disposed single family dwelling usually with a garage on the ground floor. Unlike a rowhouse, a townhouse is freestanding and does not share common walls with adjacent structures.

B. Lot Size

1. Lot Width: 16 ft min to 34 ft max.
2. Lot Depth: 45 ft min.
3. Distance between Dwellings: 5 ft min.

C. Building height and Massing

1. Maximum Height: 3.5 Stories or 3 Stories and Attic
2. The second and third Stories may occupy 100% of the maximum footprint per story.
3. Attic space may be occupied and not count as a Story. Occupiable Attic space shall not exceed 50% of the ground-floor footprint area.
4. Building faces abutting side streets or yards shall provide at least one horizontal Plane Break of at least three feet, and one vertical Plane Break of at least two feet.
5. In a three-story building, a two-story townhouse can be stacked over a separate ground-floor unit.

D. Access

1. The primary entrance to the dwelling shall be accessed directly from and face the street or a public Common Walkway.
2. If a Common Walkway is present, it shall connect to a street or open space, not an Alley or driveway.
3. In order to accommodate grade, front entrances may be raised up to six feet above the grade of the adjacent sidewalk.
4. Primary pedestrian access is not permitted from an Alley.

E. Parking and Service

1. Two parking spaces are required per unit. These may be accommodated on the surface, in a carport, or garage.
2. Tandem Spaces are permitted.
3. Garages may be attached or detached from the primary dwelling.
4. Garages shall face the Alley.
5. Services, utilities and trash container areas shall be located on the Alley.

F. Outdoor Space

1. At least 10% of the Lot area shall be provided as outdoor space.
2. Outdoor space types that count toward the satisfaction of the required amount of outdoor space are porches, patios, verandas, balconies, yards, and decks.
3. The front setback along the common Common Walkway shall be at least 15 ft from the center-line of the sidewalk resulting in a building face-to-face width of at least 30 ft.
4. Required outdoor space can be shared between adjacent Building Types, as long as the cumulative minimum requirements for each type are satisfied (see Figure 4.12).

G. Landscape

Outdoor space shall be landscaped with native or adapted landscape or hardscaped.

H. Landscape

Outdoor space shall be landscaped with native or adapted landscape or hardscaped.

CONCEPTUAL

Common Walkway

Alley

Primary Street

Side Street

Common Walkway

Alley

Figure 4.18 - Townhouse Diagram

CONCEPTUAL

Townhouses Conceptual Photo

FIGURE 4.18 TOWNHOUSE DIAGRAM

4.6.2.5 TOWNHOUSE

A. Intent Statement

Much like a townhouse, a townhouse is a vertically disposed single family dwelling usually with a garage on the ground floor. Unlike a rowhouse, a townhouse is freestanding and does not share common walls with adjacent structures.

B. Lot Size

1. Lot Width: 16 ft min to 34 ft max.
2. Lot Depth: 45 ft min.
3. Distance between Dwellings: 5 ft min.

C. Building height and Massing

1. Maximum Height: 3.5 Stories or 3 Stories and Attic
2. The second and third Stories may occupy 100% of the maximum footprint per story.
3. Attic space may be occupied and not count as a Story. Occupiable Attic space shall not exceed 50% of the ground-floor footprint area.
4. Building faces abutting side streets or yards shall provide at least one horizontal Plane Break of at least three feet, and one vertical Plane Break of at least two feet.
5. In a three-story building, a two-story townhouse can be stacked over a separate ground-floor unit.

D. Access

1. The primary entrance to the dwelling shall be accessed directly from and face the street or a public Common Walkway.
2. If a Common Walkway is present, it shall connect to a street or open space, not an Alley or driveway.
3. In order to accommodate grade, front entrances may be raised up to six feet above the grade of the adjacent sidewalk.
4. Primary pedestrian access is not permitted from an Alley.

E. Parking and Service

1. Two parking spaces are required per unit. These may be accommodated on the surface, in a carport, or garage.
2. Tandem Spaces are permitted.
3. Garages may be attached or detached from the primary dwelling.
4. Garages shall face the Alley.
5. Services, utilities and trash container areas shall be located on the Alley.

F. Outdoor Space

1. At least 10% of the Lot area shall be provided as outdoor space.
2. Outdoor space types that count toward the satisfaction of the required amount of outdoor space are porches, patios, verandas, balconies, yards, and decks.
3. The front setback along the common Common Walkway shall be at least 15 ft from the center-line of the sidewalk resulting in a building face-to-face width of at least 30 ft.
4. Required outdoor space can be shared between adjacent Building Types, as long as the cumulative minimum requirements for each type are satisfied (see Figure 4.12).

G. Landscape

Outdoor space shall be landscaped with native or adapted landscape or hardscaped.

H. Landscape

Outdoor space shall be landscaped with native or adapted landscape or hardscaped.
4.6.2.F Live/Work

A. Intent Statement
An integrated residence and work space, comprising a single unit. Often two or more such units may be arranged side by side along the Primary Street or structurally modified to accommodate joint residential and work occupancy.

B. Lot Size
1. Lot Width: 16 ft min to 34 ft max.

C. Building Height and Massing
1. Maximum Height: 4 Stories
2. The upper Stories may occupy 50% of the maximum footprint per story.
3. Attic space may be occupied and not count as a story. Occupiable attic space shall not exceed 50% of the ground-floor footprint area.
4. The maximum number of attached Live/Work units allowed is 10 units per façade string.

D. Access
1. The primary entrance to the building shall be accessed directly from and face the street or except that primary residential entries may be accessed through workspaces, through a common walkway between units, or from the rear.
2. Entrances to ground-floor work spaces shall be at grade.
3. Parking and services shall be accessed through the alley.

E. Parking and Service
1. Two parking spaces are required per unit. These may be accommodated at grade on the lot, in a common surface lot, in a carport, in a garage on the lot, or in a common garage.
2. Tandem spaces are permitted.
3. Garages may be attached or detached from the primary dwelling.
4. Garages and surface lots shall face the alley and be screened from view from the side street by a garden wall, fence or hedge.
5. Services, utilities and trash container areas shall be located on the alley.

F. Outdoor Space
1. At least 10% of the lot area shall be provided as outdoor space.
2. Permitted outdoor spaces that count toward the satisfaction of the required amount of outdoor space are terraces, balconies, patios, verandas, balustrades, yards, and decks.

G. Frontage
1. Applicable frontage standards apply per Section 4.6.3. Permitted frontages types: stoop, shopfront, terrace, and industrial shop.
2. Front setbacks shall comply with the setback plan (Section 4.3) except that:
   - upper story porches or balconies (unenclosed) may encroach into the setback area up to the property line of primary and side-street; and
   - bay windows and enclosed porches may encroach up to two feet beyond the minimum setback line.
3. Where a setback is not designated per the setback plan, the building frontage may be setback a maximum of five feet from the property line.

H. Landscape
1. Front yard space required by setback requirements shall be landscaped.
2. Other outdoor space shall be landscaped with native or adaptive landscaping or hardscaped. Permeable paving is encouraged.

CONCEPTUAL

Live/Work Conceptual Photo
4.6.2 Carriage House

A. Intent Statement

A structure comprised of residential units above at least partially-enclosed ground-floor parking spaces. The parking is accessed from an Alley or surface parking lot, while the residential units are accessed from the street or Common Walkway. The residential space need not be directly connected to the parking. Especially suitable as Liner buildings, Carriage Houses can be used to screen surface parking lots from the Primary Street, or a Common Walkway.

B. Lot Size

N/A

C. Building Height and Massing

1. Maximum Height: 3 Stories
2. The second and third Story may occupy 100% of the maximum footprint per story.
4. Façade Strings shall have at least one Encroachment per 100 linear feet, such as a porch, balcony, or plane break. The combined length of plane breaks shall occupy at least 10% of the Façade length.
5. Building faces abutting side streets or yards shall provide at least one horizontal Plane Break of at least three feet, and one vertical Plane Break of at least two feet.

D. Access

1. The primary entrance to the building shall be accessed directly from and face the street or Common Walkway.
2. A secondary entrance may be provided from the rear parking spaces.
3. Parking and services shall be accessed through the Alley or surface parking lot.
4. Parking spaces shall face the Alley or surface parking lot and be screened from view from the side street by a garden wall, fence or hedge.

E. Parking and Service

1. There are no minimum parking requirements for this Building Type.
2. Parking spaces shall face the Alley or surface parking lot and be screened from view from the side street by a garden wall, fence or hedge.
3. Tandem spaces are permitted.
4. Parking spaces do not have to correspond with the residential unit above.
5. Parking spaces do not need to be fully enclosed.
6. Services, utilities, and trash container areas shall be located on the Alley or in the surface parking lot.

F. Outdoor Space

N/A

G. Frontage

1. Applicable Frontage Standards apply per Section 4.6.3. Permitted Frontage Types: Yard/Porch, Stoop, and Terrace.
2. Front Setbacks shall comply with the Setback Plan (Section 4.3) except that:
   - upper story porches or balconies (unenclosed) may encroach into the Setback area up to the property line of primary and side-street; and
   - bay windows and enclosed porches may encroach up to two feet beyond the minimum Setback line.
3. Where a Setback along primary and side streets is not designated per the Setback Plan, an six ft minimum Setback line from the property line shall be observed.
4. A Carriage House’s ground floor should be designed so that the street-facing side appears to be habitable.

H. Landscape

Outdoor space shall be landscaped with native or adaptive landscaping or hardscaped. Permeable paving is encouraged.
4.6.2.1 Urban Block

A. Intent Statement

A highly-flexible building designed for occupancy by a variety and/or combination of uses such as retail, service, office and residential uses.

B. Lot Size

N/A

C. Building Height and Massing

1. Minimum Height: 2 Stories
2. Maximum Height: 5 Stories
3. The upper stories may occupy the full ground-floor footprint area, except for the fifth Story, which may only occupy up to 75% of the ground-floor footprint area.
4. Maximum building dimension along primary and side street frontages: 350 ft
5. Maximum building footprint per floor: 2,400 sf. Provisions that require larger footprints must be considered as multiple buildings with separate lobbies and facades.
6. Façades greater than 175 ft in length:
   • must have at least one plane break of at least 20 ft in length and 10 ft in depth and open to the sky or;
   • must have at least 30 ft of its length set at least five feet back from the remainder of the façade, be of a different material, and have at least one additional ground-floor entry.

D. Access

1. Primary access to ground-floor spaces shall be directly from the street and shall occur at a maximum interval of 60 ft.
2. For non-residential uses, building and retail entrances fronting primary and side streets should remain accessible and unenclosed during regular business hours.
3. Primary entrances to upper floors shall be accessed through:
   • an interior courtyard.
   • a lobby that is accessed directly from the street or a surface parking lot in the rear of the building.
   • stoops entered from the street.

E. Parking and Service

1. There are no minimum parking requirements for this Building Type.
2. Optional parking is accommodated in an underground garage, surface lot behind the building, or under a mid-block shared above ground garage or a combination thereof. When provided, at least 10% of parking spaces shall be equipped for charging of electric vehicles, with signage limiting the use of those spaces to electric vehicles only.
3. Parking lots and garages shall be located at the rear of the building and screened from adjacent streets with walls, fences, or hedges, except as noted per sub-area rules.
4. Where an Alley is present:
   • parking shall be accessed through the Alley.
   • services, above ground equipment, and trash container areas shall be located on the Alley.
5. Where an Alley is not present, parking entrances to garages and/or driveways should be located as close to the side or rear of the Lot.

F. Outdoor Space

1. At least 10% of the ground-floor footprint area of the Urban Block building shall be provided as outdoor space.
2. Outdoor space types that count toward the satisfaction of the required amount of outdoor space are elevated terraces, balconies, patios, and decks.
3. Required outdoor space can be shared between adjacent Building Types, as long as the cumulative minimum requirements for each type are satisfied (see Figure 4.12).

G. Frontage

1. Applicable Frontage Standards apply per Section 4.6.3. Permitted Frontages: Stooop, Shopfront and Terrace.

2. Front Setbacks shall comply with the Setback Plan (Section 4.3) except that:
   • upper story porches or balconies (unenclosed) may encroach into the Setback area up to the property line of primary and side street; and
   • bay windows and enclosed porches may encroach up to two feet beyond the minimum Setback line.

3. Where a Setback is not designated per the Setback Plan, the building frontage may be setback a maximum of five feet from the property line.

4. When an Urban Block’s ground level is non-residential, it shall be designed so that the ground-floor areas are made up primarily of retail, office or work space, visible in part, to the public through ground-floor windows.

H. Landscape

Front yard space required by Setback requirements, shall be landscaped except that planters may provide privacy for office or work space when desired.

Figure 4.21 - Urban Block Diagram
4 PRIVATE DEVELOPMENT STANDARDS • 4.6 URBAN STANDARDS AND GUIDELINES

4.6.2.1 Liner with Garage

A. Intent Statement
A building and garage ensemble where the building directly fronts the street and wraps around an above ground garage. The garage can either be attached to or detached from the building.

B. Lot Size
N/A

C. Building Height and Massing
1. Minimum Height: 3 Stories
2. Maximum Height: 5 Stories
3. Maximum building dimension along primary and side street frontages: 250 ft. Proposals that require larger frontages must be considered as multiple buildings with separate lobbies and facades.
4. The upper Stories may occupy the full ground-floor footprint area, except for the fifth Story, which may only occupy up to 75% of the maximum footprint per story.
5. Façades greater than 175 ft in length:
   • must have at least one plane break of at least 20 ft in length and 10 ft in depth and open to the sky or;
   • must have at least 30 ft of its length set at least five feet back from the remainder of the façade, be of a different material, and have at least one additional ground-floor entry.

D. Access
1. Primary access to ground-floor spaces shall be directly from the street and shall occur at a maximum interval of 60 ft.
2. Primary retail entrances shall remain accessible and unlocked during regular business hours.
3. Primary entrances to upper floors shall be accessed through:
   • an interior courtyard.
   • a lobby that is accessed directly from the street or the parking garage in the rear of the building.
   • Stoops entered from the street.

E. Parking and Service
1. There are no minimum parking requirements for this Building Type.
2. Optional parking is accommodated in an above ground garage. When provided, at least 10% of parking spaces shall be equipped for charging of electric vehicles, with signage limiting the use of those spaces to electric vehicles only.
3. Where an Alley is present:
   • parking shall be accessed through the Alley.

F. Outdoor Space
1. At least 10% of the ground-floor footprint area of the Liner building shall be provided as outdoor space.
2. Outdoor space types that count toward the satisfaction of the required amount of outdoor space are elevated terraces, porches, patios, verandas, balconies, and decks.

G. Frontage
1. Applicable Frontage Standards apply per Section 4.6.3, Permitted Frontages. Stoop, Shopfront and Terrace.
2. Front Setbacks shall comply with the Setback Plan (Section 4.3) except that:
   • upper story porches or balconies (unenclosed) may encroach into the Setback area up to the property line of primary and side street; and
   • bay windows and enclosed porches may encroach up to two feet beyond the minimum Setback line.
3. Where a Setback is not designated per the Setback Plan, a building frontage may be setback a maximum of five feet from the property line.

H. Landscape
Front yard space required by Setback requirements shall be either hardscaped except that planters may provide privacy for office or work space, or landscaped to provide privacy for ground-floor residential.

Figure 4.22 - Liner with Garage Diagram
4.6.2. Large Format - Type I

A. Intent Statement

The Large Format-Type I building accommodates the need for large-footprint anchor retailers or cinemas while providing Active Frontages in secondary façades. Ground-floor storefronts or other liner uses avoid exposing blank walls on street fronts.

B. Lot Size

N/A

C. Building Height and Massing

1. Maximum Height: There can be multiple floors up to 55 feet including any above-grade garage.
2. The maximum anchor floor plate is 60,000 sf. The City may grant an exception for cinemas, concert halls, or other live performance spaces.
3. Façade width: No limit, except a maximum of 150 ft of the anchor use may be exposed to a Building Frontage line. Anchor buildings that are longer than 150 ft must be lined with other uses for the portion of the Frontage exceeding 150 ft.

D. Access

1. Primary access to each ground-floor anchor shall be directly from the street and shall occur at a maximum interval of 200 ft. Liner uses shall be accessible directly from the street and access shall be provided at a maximum interval of 60 ft. All retail spaces should be accessed from a ground-floor, single-tenant entry along a street, courtyard, or Alley.
2. Primary retail entrances should remain accessible and unlocked during regular business hours.
3. In addition to the building's required primary entrances, there may be ancillary entrances to the building from parking garages and areas.

E. Parking and Service

1. There are no minimum parking requirements for this Building Type.
2. Optional parking is accommodated in an underground garage, rooftop garage, surface lot behind the building, or a combination thereof. When provided, at least 10% of parking spaces shall be equipped for charging of electric vehicles, with signage limiting the use of those spaces to electric vehicles only.
3. Parking lots and above-grade garages shall be located at the rear of the building and screened from adjacent streets with walls, fences, or hedges.
4. Where an Alley is present:
   - parking shall be accessed through the Alley.
   - services, above ground equipment, and trash container areas shall be located on the Alley.
5. Where an Alley is not present, parking entrances to garages and/or driveway should be located as close to the side or rear of the lot.

F. Outdoor Space

N/A

G. Frontage

1. Applicable Frontage Standards apply (see Section 4.6.3. Permitted Frontages: Shopfront and Terrace)
2. Front Setbacks shall comply with the Setback Plan (Section 4.3)
3. Where a Setback is not designated per the Setback Plan, a building frontage may be setback a maximum of five feet from the property line.
4. A Large Format - Type I Building Type should be designed so that the ground-floor areas, are made up primarily of retail, office or work space, visible to the public, through ground-floor windows.

H. Landscape

Front yard space required by Setback requirements shall be hardscaped except that planters may provide privacy for office or work space when desired.
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C. Building Height and Massing
1. Maximum Height: 30 feet
2. The maximum anchor floor plate is 60,000 sf. The City may grant an exception for cinemas, concert halls, or other live performance spaces.
3. Façade Width: No limit

D. Access
1. Primary access to each ground-floor anchor is typically from the parking. Liner buildings may be either attached to the anchor, or detached and align the primary street. These shall be accessible directly from the street and the parking and access shall occur at a maximum interval of 60 ft. All retail spaces along streets should be accessed from a ground-floor, single-tenant entry along a street, courtyard, or Alley.
2. Retail entrances along street frontages should remain accessible and unlocked during regular business hours.
3. In addition to the building’s required primary entrances, there may be ancillary entrances to the building from parking garages and areas.
4. Where any portion of the building fronts a side street, at least 50% of the ground floor must have entries or shop windows.

E. Parking and Service
1. There are no minimum parking requirements for this Building Type.
2. Optional parking is accommodated in an underground garage, rooftop garage, surface lot behind the building, or a combination thereof. When provided, at least 10% of parking spaces shall be equipped for charging of electric vehicles, with signage limiting the use of those spaces to electric vehicles only.
3. Parking lots may front the Large Format building provided that at least 70% of the perimeter of the parking is screened by liner buildings that are accessible from the perimeter streets.
4. Where an Alley is present, services, above ground equipment, and trash container areas shall be located on the Alley.

G. Frontage
1. Applicable Frontage Standards apply per Section 4.6.3. Permitted Frontages: Shopfront and Terrace.
2. Front Setbacks shall comply with the Setback Plan (Section 4.6).
3. Where a setback is not designated per the Setback Plan, a building street frontage may be setback a maximum of five feet from the property line.
4. A Large Format - Type II Building Type as well as its associated liner buildings should be designed so that the ground-floor areas are made up primarily of retail, office, or work space visible, in part, to the public through ground-floor windows.

H. Landscape
Front yard space required by Setback requirements shall be hardscaped except that planters may provide privacy for office or work space when desired.
4.6.2.1. Flex Block
A. Intent Statement
A small footprint freestanding building designed for commercial use in the ground floor. Flex blocks are especially suitable as liner buildings that screen surface parking from the primary street.

B. Lot Size
N/A

C. Building Height and Massing
1. Maximum Height: 3 Stories
2. A third story may occupy up to 90% of the ground-floor footprint area.

D. Access
1. Primary access to ground-floor spaces shall be directly from the street.
2. Access is also permitted from adjacent surface parking, but not in lieu of street frontage access.
3. Building and retail entrances fronting primary and side streets should remain accessible and unlocked during regular business hours.

E. Parking and Service
1. There are no minimum parking requirements for this Building Type.
2. Optional parking is accommodated in a surface lot behind the building, buck-under, or a combination thereof. When provided, at least 10% of parking spaces shall be equipped for charging of electric vehicles, with signage limiting the use of those spaces to electric vehicles only.
3. Where an Alley is present:
   • parking shall be accessed through the Alley.
   • services, above ground equipment, and trash container areas shall be located on the Alley.

F. Outdoor Space
N/A

G. Frontage
1. Applicable Frontage Standards apply per Section 4.5.3. Permitted Frontages: Shopfront, Terrace, and Industrial Shop.
2. Front Setbacks shall comply with the Setback Plan (Section 4.3).
3. Where a Setback is not designated per the Setback Plan, a building frontage may be setback a maximum of five feet from the property line.

H. Landscape
Front yard space required by setback requirements, shall be hardscaped except that planters may provide privacy for office or work space when desired.

4.6.2.2. Flex Shed
A. Intent Statement
A building designed for occupancy by light manufacturing, workshop, and warehouse uses.

B. Lot Size
N/A

C. Building Height and Massing
1. Maximum Height: 2 Stories
2. Maximum building width dimension along primary street frontages: 200 ft.
3. Façades greater than 175 ft in length:
   • must have at least one Plane Break of at least 20 ft in length and 10 ft in depth and open to the sky; or
   • must have at least 30 ft of its length set at least five feet back from the remainder of the façade, be of a different material, and have at least one additional ground-floor entry.

D. Access
Primary access to ground-floor spaces shall be directly from the street or from adjacent surface parking.

E. Parking and Service
1. There are no minimum parking requirements for this Building Type.
2. Optional parking is accommodated in a surface lot behind or on the side of the building. When provided, at least 10% of parking spaces shall be equipped for charging of electric vehicles, with signage limiting the use of those spaces to electric vehicles only.
3. Parking lots should be screened from view from adjacent streets with walls, fences, or hedges. Where an Alley is not present, parking entrances shall be located as close to the side or rear of the lot.

F. Outdoor Space
N/A

G. Frontage
1. Applicable Frontage Standards apply per Section 4.5.3. Permitted Frontages: Shopfront, Terrace and Industrial Shop.
2. Front Setbacks shall comply with the Setback Plan (Section 4.3).
3. Where a Setback is not designated per the Setback Plan, a building frontage may be setback a maximum of five feet from the property line.

H. Landscape
Where optional outdoor space is provided it shall be landscaped with native or adaptive landscaping or hardscaped. Permeable paving is encouraged.

Figure 4.25 - Flex Block Diagram
Flex Block Conceptual Photo

Figure 4.26 - Flex Shed Diagram
Flex Shed Building Conceptual Photo
4.6.3 Frontage Standards and Guidelines

A building’s Frontage is the interface between the public realm and private development. This Plan recognizes that the successful design of this interface significantly contributes to the realization of an active and engaging urban environment.

Buildings within the Plan area should have ground-floor Frontages that are human-scaled, provide visual interest, and access to ground-floor uses. This section provides a palette of prototypical Frontage Types that are permitted. Standards include dimensional criteria, criteria for openings, as well as criteria for the ground plane immediately adjacent to the Frontage, such as minimum glazing (see Figure 4.27).

Explanation of Standards and Guidelines

The Building Type Standards and Guidelines cover the following:

A. Intent Statement
   This statement describes the building-to-street relationship that each Frontage Type is meant to achieve.

B. Entries
   These Standards and Guidelines address entries at the blockfronts, not those that are internal to the Lot.

C. Dimensions
   Specific dimensions of features like massing, entry height, openings, and Setbacks are delineated here.

D. Paving and Landscaping
   This Standards and Guidelines addresses the area between the property line and Building Face.

E. Furnishing Zone
   These Standards and Guidelines address furnishing within front Setbacks.

F. Additional Standards and Guidelines
   These Standards and Guidelines provide additional direction in shaping the appropriate building-to-street relationship. They address glazing at the ground-floor, Frontages, and entries.

4.6.3.A Yard/Porch

A. Intent Statement
   Yards provide a physical transition from the sidewalk/public realm to the private residence. Porches are highly encouraged for community building by facilitating neighbor-to-neighbor interaction and visibility, and activating street frontages with residents that provide “eyes on the street.”

B. Entries
   1. Single-family Dwellings should have primary entries accessible directly from the sidewalk/public realm.
   2. When porches are incorporated, they shall be placed on the primary façade and entrance of a dwelling.

C. Dimensions
   1. Porch Width: 10 ft min.
   2. Porch Depth: 6 ft min.

D. Paving and Landscaping
   1. Yards shall be landscaped with native or adaptive landscaping, or hardscaped.
   2. Walks shall be paved.

E. Furnishing Zone
   N/A

F. Additional Standards and Guidelines
   1. Porches may encroach into Front Yard Setbacks.
   2. Optional fences, low walls, or hedges may be used to define front yard space and may not exceed 36 inches in height.
4.6.3.8 Stoop

A. Intent Statement
Stoops are elevated entry stairs, placed close to the frontage line with the ground Story elevated from the sidewalk, securing privacy for the windows and front rooms. This type is suitable for ground-floor residential uses with small Setbacks and may be covered.

B. Entries
Where provided, stoops shall be placed on the primary Façade and entrance of a dwelling.

C. Dimensions
1. Stoop Width: 4 ft min.
2. Stoop Depth: 4 ft min.

D. Paving and Landscaping
1. Yards shall be landscaped with native or adaptive landscaping, or hardscaped.
2. Walks shall be paved.

E. Furnishing Zone
N/A

F. Additional Standards and Guidelines
1. Stoops may encroach into Front Yard Setbacks.
2. Awnings, canopies, and shed roofs may cover Stoops.

Figure 4.29 - Stoop Conceptual Diagram

4.6.3.C Shopfront

A. Intent Statement
Shopfronts provide direct access to ground-floor spaces that are located adjacent to the sidewalk. Shopfronts are typically associated with retail uses but may accommodate other uses. Where permitted, Shopfront Frontages may provide outdoor seating areas and outdoor displays.

B. Entries
Entries shall be set at the adjacent sidewalk or within an alcove that is adjacent to a sidewalk.

C. Dimensions
1. Shopfronts shall be between 12 to 25 ft high, measured from the finished floor to the bottom of the ceiling of the Shopfront space.
2. Shopfront spaces shall be set no more than 12 inches above the adjacent sidewalk at the primary entrance.

D. Paving and Landscaping
The area between the property line and the Building Face shall be paved per Section 3.6.1.

E. Furnishing Zone
1. Where permitted, outdoor seating may be provided in front Setbacks.
2. Product displays (e.g. flowers, food, merchandise displays) are encouraged near Shopfront entries.

F. Additional Standards and Guidelines
1. At least 60% of the Shopfront Façade area at the ground floor shall be glazed. Glazing should be transparent and clear; opaque, highly reflective, and dark tinting are not permitted. The sill height of a Shopfront window shall be no more than 30 inches high measured from the adjacent finished sidewalk.
2. Unoccupied Shopfronts may be temporarily covered from the inside with white or light colored paper, fabric or film, which may contain a graphic image or otherwise permitted signs.
3. The maximum length of blank walls facing the street is limited to 15 horizontal feet for any one stretch.

Figure 4.30 - Shopfront Conceptual Diagram
4.6.3.0 Terrace

**A. Intent Statement**
Terraces provide outdoor dining and seating for ground-floor commercial uses. Terraces also buffer residential use from the sidewalk and provide private yard from public encroachment.

**B. Entries**
Terraces may be accessed from the building or directly from the adjacent sidewalk.

**C. Dimensions**
1. Terraces may be raised up to 3 feet above the adjacent sidewalk.
2. Terraces shall be at least 7 feet deep.
3. Terraces may be recessed from the frontage line up to 8 feet.
4. The Terrace Frontage shall be designed to be subdivided into 30 foot wide bays for commercial leasing flexibility and functionality.

**D. Paving and Landscaping**
N/A

**E. Furnishing Zone**
1. Outdoor furniture shall be durable.
2. Terraces shall be clearly delineated with permeable fencing, low walls or landscaping.

**F. Additional Standards and Guidelines**
1. Terraces must be setback sufficiently from the curb to accommodate the pedestrian right-of-way and street trees.
2. Awnings, signs, etc. shall be located at least 8 feet above the terrace floor level.
3. ADA accessibility standards apply.

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**4.6.3.0 Industrial Shop**

**A. Intent Statement**
Industrial Shop frontages are intended for urban or industrial settings where large street-facing openings are needed or desired.

**B. Entries**
Industrial Shops may be accessed from the building or directly from the adjacent sidewalk.

**C. Dimensions**
1. Industrial Shops may be raised up to 3 feet above the adjacent sidewalk; except when used as part of a Live/Work building type, in such cases they must be within twelve inches of grade.
2. Industrial Shops shall be at least 7 feet deep.
3. Industrial Shops may be recessed from the frontage line up to 8 feet.

**D. Paving and Landscaping**
Industrial Shops on Grade with the sidewalk shall be hardscaped with a paving palette consistent with the overall streetscape.

**E. Furnishing Zone**
Outdoor furniture shall be durable.

**F. Additional Standards and Guidelines**
N/A
4.6.3 F Mews

A. Intent Statement
Mews frontages provide access to buildings at the interior lots of an Auto Court that cannot directly be accessed from a Thoroughfare, Common Walkway or Open Space.

B. Entries
Mews entries must have distinct pedestrian and garage entries.

C. Dimensions
N/A

D. Paving and Landscaping
1. Driveway aprons shall be paved with poured concrete.
2. Walks shall be paved.
3. Areas between the driveway apron and lead walk may be landscaped with native or adaptive landscaping, hardscaped, or paved with porous paving materials.

E. Furnishing Zone
N/A

F. Additional Standards and Guidelines
N/A

Mews Illustrative Photo

4.7 Architectural Standards and Guidelines

The additional Standards and Guidelines of this section apply to all development in the Plan area. They address the composition of buildings as well as functional aspects of building, parking, and outdoor space design. The goal of this section is to ensure that development within Campus Town is consistent with the goal of human-scale mixed-use environment in which each individual building furthers the overall Plan vision.

The images in this section are for conceptual purposes, only provided to illustrate intent.

4.6.1 Building Massing, Scale, and Architecture

The massing, scale, and architectural style of proposed buildings in the Specific Plan area should be varied to create a unique and attractive Campus Town and avoid a uniform and monotonous urban form. By incorporating a diversity of building scales and massing, the Plan area should appear as a neighborhood that grows over time and is blended with the surrounding neighborhood.

The architecture of the building should clearly delineate an architectural style, and should not appear as a simplified version thereof, with appropriate Fenestration patterns, architectural features, proportions, and material consistent with the style.

Buildings should have Fenestration that establishes a clear pattern on the Facade (with special attention paid to Facades that are visible from a public street) and that provides depth and additional articulation. The design of all buildings should be of a quality and character that improves community appearance. Buildings should be composed of a variety of forms and contrasting shapes and should employ attractive and complementary building materials and architectural features.

In general, the overall scale, massing, roof forms, materials, and architectural style of new structures should provide a variety of forms, depth and texture, and encourage a cohesive neighborhood character by building new structures at a scale that is appropriate to the street and the surrounding neighborhood context. Building massing should include a variation in wall planes and height as well as roof forms to reduce the perceived scale of the building.

The architecture of the building should clearly delineate an architectural style, and should not appear as a simplified version thereof, with appropriate Fenestration patterns, architectural features, proportions, and material consistent with the style.

The specific criteria included throughout these Design Guidelines and Standards have been included to achieve a design that is consistent with the general massing, scale and architectural criteria articulated in this section such that a building that is consistent with the specific criteria and standards will also be consistent with the overall massing, scale and architectural vision.

Variation in Building Mass, Material, and Color create a Sense of Depth and Visual Interest

Figure 4.33 - Mews Conceptual Diagram

Mews Illustrative Photo
4.7.2 Building Composition

Base, Middle, and Top: Incorporate building design concepts of human scale references such as base, middle and top to reduce perceived building mass. The tripartite distinction can be achieved in a contemporary idiom through massing, fenestration, and materials.

1. The building base should “ground” the building and activate the street through Active Frontages supported by generous windows, building entrances, and outdoor spaces at the street level.

2. The building middle should define the primary façade and be differentiated from the base and top through materials, color, or offsets of building volume.

3. The building top should define the roofline.

4. Architectural elements and techniques should be employed to articulate the Building Façade to express the divisions between the base, middle and top, reduce the building mass, and strengthen the building character and identity.

4.7.3 Roof Guidelines

1. “Cool Roofs” should be designed using white or other lightly colored surface to reflect the sun and reduce building temperatures and need for cooling.

2. Roof forms and materials that complement the character of the building design should be used.

3. Define the roof edge with a parapet, cornice, overhang, or some other architectural element.

4. Break up the roofline by varying the height of building segments of long buildings to create a more human scale.

5. Consider “green roofs” for their ability to treat stormwater, as well as to provide a visual amenity.

6. Rooftop mechanical equipment should be clustered away from the edge of the building and behind a parapet wall or within an enclosure so as not to be visible from the street and improve building appearance from surrounding taller buildings.

7. Rooftop equipment not within an enclosure should be painted to match the rooftop.

8. Consider shade structures and the like to encourage rooftop use and to provide visual relief. Shade structures should not exceed 16 feet high from the rooftop deck level.

9. Rooftop amenities such as swimming pools are permitted.

10. Hotels are encouraged to provide publicly accessible rooftops, such as sitting areas, restaurants, bars and the like.

The Ground-Floor Pedestrian Zone at the Base, the Upper Stories with Balconies in the Middle, and the Window Differentiation at the Top Articulate a Tripartite Building Composition

4.7.4 Building Façades

1. “Human scale” proportions and architectural building details that emphasize and reflect the presence and importance of people are encouraged.

2. Massing offsets, Fenestration, varied textures, openings, recesses, and design accents are strongly encouraged to ensure there are no unarticulated walls and monolithic roof forms.

3. Blank walls (defined as having no Active Frontage, glazing, or doorway) should be limited to 20% of the Building Façade, but in no case exceeding 40 feet.

4. Architectural elements such as Stepbacks, overhangs, balconies, verandas, and porches that add architectural character are encouraged.

5. Employing shade and shadow by reveals, surface changes, overhangs and/or sunshades to provide visual interest on Façades exposed to the sun is encouraged.

6. One-Story architectural elements and massing should be incorporated into two and three Story building designs to the greatest extent possible.
4.7 Colors and Materials

1. Changes of exterior color, texture, or material should be accompanied by changes in plane so that buildings appear substantial and integral.

2. Avoid color and material changes at the outside of corners of a building or plane change that give a thin veneer appearance.

3. Utilize quality materials and detailing on the base of the building that are durable, rich in color and texture, and enhance the pedestrian experience.

4. Consider materials that have demonstrated their durability in similar climates, sustainability manufactured, harvested, and/or sourced.

4.7.6 Entrances

1. The primary entrance to buildings should be oriented to the street front, rather than to the parking lot, alley, or interior of lot.

2. Buildings with long frontages are encouraged to provide frequent building entrances along the street.

3. Side or rear building entries should always be accompanied by a front, street-facing entrance.

4. On corner sites, residential lobby entries should be located on the quieter of the two streets, where practical, to allow uninterrupted retail on the main street.

5. Residential entries should be well marked and easy to find. Entry doors should be recessed to articulate the entrance, add depth to the façade, and ensure that doors do not swing into the sidewalk.

6. Residential and/or hotel entries for pedestrians may be accessed from courtyards, which provide additional richness to the streetscape experience.

7. Special paving and landscaping should be included at entrances to enhance the overall building design.

Complementary Colors and Materials Enhance the Building Mass

4.7.7 Shopfronts

1. Shopfronts may have special paving to differentiate the building entrance but should be designed with primary consideration of the public right-of-way.

2. Provide large windows and window display boxes along ground floor commercial spaces to activate the street and allow pedestrians to view the merchandise for sale, restaurant interiors, dance classes, art galleries, artists at work, etc.

3. Where multiple retail tenants occupy one building, the same height of awnings across and entire building should be maintained.

4. Building or Shopfront entries along the ground floor should be at regular intervals. Ideally, Shopfronts should be designed to be subdivided at 30-foot intervals for commercial leasing flexibility and functionality and to create a fine-grained rhythm along the street.

5. Avoid blank walls on large tenant spaces by lining street frontage with smaller, in-line retail shops on either side of a prominent entry for the large tenant.

6. A transition between Shopfronts with a defined edge treatment, such as a change in plane, column, or a vertical trim element between Shopfronts should be provided.

7. Multiple entrances should be incorporated for large stores along a street front whose length spans the width of more than two typical shops (2 X 30 ft) or which fronts on more than one street, to enlarge the street by providing more access opportunities.

8. At least 65% of a retail frontage should include transparent glazing with at least 70% of the glazing to allow views into the store rather than being shallow window boxes.

9. The base below windows should be between 18-30 inches in height to protect glazing from foot traffic, while maintaining the characteristic of height and openness of the glazing.

10. Transoms should be incorporated above entry doors to accommodate business addresses.

11. Doors and entryways to stores should be recessed to articulate the entrance, add depth to the façade, and ensure that doors do not swing into the sidewalk.

12. Commercial grade entry doors with clear glazing framed in metal or wood should be used.

13. Consider using awnings, canopies, architectural lighting, and pedestrian signage to articulate shop entrances.

14. Shopfront materials and colors that complement the overall building and adjoining Shopfronts should be selected.
4.7 Encroachments and Projections

The following are the permitted Encroachments and Projections into the right-of-way as indicated:

1. Awnings and Canopies may project up to eight feet or 33% of the distance between the Building Face and the curb, whichever is less, with the exception of a canopy projecting over the primary entrance of a multi-family residential building of no greater than eight feet in width, which may project to the curb line. Support for the canopy’s structure is the form of two posts no greater than four inches in diameter may be provided at least two feet from the back of the curb.

2. Minimum vertical clearance for awnings and canopies is eight feet if it is removable or retractable and 12 ft if it is fixed or permanent.

3. Awnings should not obscure storefront signage.

4. Canvas and high-quality fabric should be used, rather than vinyl or other materials.

5. No individual Habitable Encroaching Space shall exceed 15 ft in length.

6. Habitable Projecting Space/ Habitable Encroaching Space, defined as the portion of the building enclosed by walls and a roof that extends beyond the Building Face (i.e. bay windows and other architectural Projections), may project up to four feet from the Building Face but shall not extend over the property line, unless noted otherwise per a Building Type’s standards.

7. Minimum vertical clearance of projecting spaces above the ground floor is 20 ft from the sidewalk on Shopfront and nine feet on other Frontage Types.

8. Non-habitable Projecting Space/ Non-habitable Encroaching Spaces shall extend no more than six feet from the Building Face into the public right-of-way, but shall not extend beyond the property line.

9. Minimum vertical clearance of Projections is nine feet from the sidewalk.

10. Balconies are encouraged on projects facing major public spaces such as Parks, Playgrounds, and Plazas.

11. Balconies are permitted on internal courtyard spaces.

12. Balconies should be closely integrated into the building design.

13. Recessed balconies should be used occasionally, so as not to be a dominant architectural feature.

14. Residential balconies should be designed to have a minimum occupiable depth of at least five feet.

15. Balcony railings should be as transparent as possible.

16. Stoops and porches may encroach into the Front Yard Setback up to eight feet from a Building Face, but shall not extend beyond the property line.

4.7.9 Passageways

1. Common Walkways should be introduced to increase access within and across the Blocks.

2. Common Walkways may be open or roofed, and may go between or through buildings, to courtyards, parking areas or open spaces.

3. Outward opening should be at least two inches.

4. Regardless of architectural style, it is recommended that windows be located in such a way as to help avoid blank walls.

5. If exterior shutters are used, they should be sized and located appropriately to fit the window (with appropriate hardware even if actually nonoperable).

6. Design, arrange and size windows and related architectural treatments to be appropriate in style, scale, proportion and purpose to the overall architectural form.
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7. When architecturally appropriate, recess window openings so that they are not flush with exterior walls, to create a sense of depth and shadow along the street wall.
8. Use glazing that has limited UV tinting so as to provide views into the building from the street.
9. Design upper-story windows to be operable. Typically, upper-story windows should be smaller than ground floor windows.
10. Consider lintels, transoms, sills, shutters, trim detailing and mullions to enhance window elements.

4.7.1 Private Open Space

1. Outdoor dining areas should have special paving and/or a row of planters, bollards or a permeable fence to delineate the dining space.
2. Interior courtyards should include seating and planting areas. Low walls and steps may be used as alternative forms of seating.
3. Interior courtyard landscaping should include shade trees or shading devices, where space permits.
4. Lighting should be provided that illuminates the courtyard, but does not negatively impact surrounding buildings.
5. Blank walls should be avoided inside the perimeter of the courtyard.

4.7.2 Ventilation

1. Air ventilation from outdoors is encouraged to improve indoor air quality for occupant comfort and wellbeing.
2. Windows, vents, and courtyards should be placed and oriented to enhance cross-ventilation and cooling.
3. Operable transom windows are highly encouraged.

4.7.3 Walls, Hedges, and Fences

1. Garden walls, retaining walls, hedges and fences may be used to define the edge of the property, to separate different building zones, and to unite the public street with the public right-of-way.
2. No fence, wall, or hedge shall exceed three feet in height in front yards and street facing side yards or six feet in height in rear yards.
3. Garden walls, retaining walls, hedges and fences shall be built of materials that extend the entire length of the row.
4. In general, fences, walls, and hedges should complement the architecture of the building that they enclose and be compatible with the land use intensity. For example, residential uses should incorporate a softer texture of enclosure, whereas commercial buildings should use masonry or concrete walls.
5. Fences and walls should be architecturally enriched and complemented by adjoining landscaping. Tiered planting should be provided adjacent to perimeter walls to soften their appearance from surrounding areas.

4.7.4 Parking Standards

1. Parking requirements are determined by Building Type.
2. Surface parking areas with two rows of parking or less shall be landscaped with a minimum of one tree per 20 spaces, with a minimum of one landscaped island between spaces for every ten spaces.
3. Surface parking areas with more than two rows of parking shall include a landscaped median for every other row of parking, that extends the entire length of the row. The landscaped median shall be planted with large shade trees at least every 45 feet and include a Common Walkway for access to and from the parked vehicles. Where landscaped medians are present, landscaped islands shall also be placed a minimum of every 15 spaces.
4. Permeable surfaces for parking and maneuvering areas are encouraged. Permitted permeable surfaces include pervious concrete and pervious pavers. Other permeable surfaces may be approved by the Planning Director.
5. Parking areas shall be accessed from alleys, where possible. Where alleys do not exist, parking areas may be accessed from secondary streets or narrow driveways that are perpendicular to the street.
4.7.15 Service and Auxiliary Criteria

1. Service, utility, and mechanical functions, including retail loading, shall be located in Alleys whenever present. When Alleys are not present, service functions shall be placed behind buildings and provisions for access shall be made.

2. Service, utility, and mechanical equipment that is visible from the street shall be screened from view with landscaping or enclosures. Backflow preventers and fire standpipes, along with utility box transformers shall be screened.

3. All screening devices should be compatible with the architecture, materials and colors of adjacent buildings.

4. Chain link fencing with slats or mesh screen and unpainted wood are discouraged.

5. Trash areas that are visible from public streets or other properties shall be enclosed by walls. Entrances shall be enclosed by a door.

6. Trash enclosures and retail loading areas should be sited to minimize nuisance to adjacent properties.

7. Roof vent penetrations and mechanical equipment should be located at least 10 feet from any exterior Building Face.

4.7.16 Architectural Lighting

1. Lighting should encourage a pedestrian-friendly environment and enhance both community safety and business exposure.

2. Lighting on buildings shall be oriented to pedestrians in terms of scale, design, and location.

3. All exterior lighting shall be shielded or directed toward the areas to be lit to limit spill-over onto off-site uses.

4. Light quality should not be harsh, glaring, blinking or shed beyond property boundaries.

5. Building lighting may include low-level exterior lights adjacent to buildings and along pathways for security and wayfinding purposes and low-level accent lighting fixtures and landscape elements.

6. Alleys shall have lights mounted on outbuildings or garages.

7. Lights should use LED and other technologies to maximize energy efficiency.

8. High-pressure sodium lights are prohibited.

4.8 Sign Standards and Guidelines

Chapter 17.40 Signs of the Seaside Municipal Code regulates signs within the City of Seaside. The Standards of this Section provide supplemental regulations and special allowances to ensure the successful design of signs in a pedestrian-oriented environment.

4.8.1 Special Sign Districts

This Plan recognizes that the urban environment envisioned for Campus Town is unique with the context of Seaside. In order to accommodate signs that are not appropriate for Seaside as a whole, but may be appropriate for portions of the new Campus Town, this Plan provides provisions for two special sign districts: Sign District 1: Village Centers and Sign District 2: Campus Town General.

All provisions of the S.M.C. Chapter 17.40 not specifically mentioned or differentiated in this section shall remain in effect.

"Ensure wayfinding signage is clear and readable to the intended audience (i.e., pedestrians, cyclists, equestrians and motorists)."

Regional Urban Design Guidelines

Figure 4.34 - Sign Districts Plan
4 PRIVATE DEVELOPMENT STANDARDS - 4.8 SIGN STANDARDS AND GUIDELINES

Sign Types Allowed in Sign Districts 1 and 2
These sign types are eligible for use in the entire Campus Town area
Conceptual Images Only

- Wall Sign
- Projecting Sign
- Channel Letter Sign
- Awning Sign
- Shingle Sign
- Banner Sign

Sign Types Allowed in Sign District 1: Town and Village Centers
These sign types are only eligible for use in all of Sign District 1
Conceptual Images Only

- Building Top Sign
- Marquees & Non-Flashing Exposed Neon Signs
- Window Graphics Sign
- Portable Sign
- Pole Sign
- Monument Sign (only at Gateway locations)
4 PRIVATE DEVELOPMENT STANDARDS • 4.8 SIGN STANDARDS AND GUIDELINES

Prohibited Sign Types

These sign types are prohibited in the entire Campus Town area
Conceptual Images Only

Horizontal Monument Sign
Flashing Light Sign
Revolving Sign
Box Sign
Window Foil Sign Obscuring Majority of Glazing (except for vacant ground-floor retail spaces)
Inflatable Sign (except for one day installation)

4.8.2 Sign Standards

1. Additional Regulations and Allowances
   a. Wall Signs
      • All signs must be comprised of individual channel letters with the exception of cabinet style logos which are not to exceed nine square feet. Combinations of individual letters, cabinet logos, and taglines are permitted. The tagline must be secondary to the main sign. The height of the tagline may not exceed one quarter of the height of the individual letter sign.
      • Limitation in Number. One sign per street frontage of each building not to exceed two frontages.
      • Maximum Area. The greater of 30 square feet of two square feet of sign area for each linear foot of building or tenant frontage, not to exceed 300 square feet in area. This criterion shall not apply to signs for individual tenants in buildings that are primarily multi-tenant office buildings.
      • Restrictions, Additions, Clarifications and Exceptions. Pendant fixtures may be used for direct illumination of signs.

b. Second Floor Tenants
   • Limitation in Number. One projecting blade sign is permitted per each second-floor tenant.
   • Restrictions, Additions, Clarifications, and Exceptions. Blade signs located on the second floor must project off the building at a 90-degree angle.

c. Residential Signage
   • Limitation in Number. One non-illuminated identification sign located above the building entrance is permitted for residential complexes.
   • Maximum Area. Identification signs may not exceed 40 square feet in area.
   • Restrictions, Additions, Clarifications and Exceptions. The sign may not project above the roofline of the building to which the sign is attached.

d. Portable Signs
   • Limitation in Number. One double-sided sign is permitted per each ground-floor tenant to be located adjacent to the store frontage.
   • Maximum Area. Identification signs may not exceed 40 square feet in area.
   • Restrictions, Additions, Clarifications and Exceptions. A four foot clearance along the right-of-way must be maintained when locating the sign on the sidewalk.

4.8.3 Sign Guidelines

1. General
   a. Signs should be of a character and scale that relates to the pedestrian.
   b. Signs should be conceived as an integral part of the design so as not to appear as an afterthought application.
   c. The location, size, and appearance of building identification signs should complement the building and overall character of the Campus Town.
   d. Signs should be located and designed for maximum visibility and legibility.
   e. Signs should generally face the centerlines of the street or the direction of pedestrian traffic.
   f. Signs should exhibit quality and contribute to the character of the Specific Plan area.
4.8 Sign Standards and Guidelines

2. Colors and Design
   a. Select colors that enhance sign legibility taking into consideration the color of the building wall or awning to which the sign is to be attached. Dark letters on light colored background and light colored letters on dark backgrounds work best.
   b. Select sign colors that complement the colors of the building and related accouterments. Sign colors and finishes should be compatible with the development as a whole. Self-illuminated signs that emit light from within themselves are discouraged.

3. Guidelines for Ground-Floor Tenants
   a. Place signs in locations that complement the building’s architectural design. The rhythm of storefronts and openings should be considered.
   b. Reserve primary signing opportunities on a building, awning, and canopy for the identification of the business name, logo, or both.
   c. Reserve secondary signing opportunities on a building and shop windows for identification of business products and services offered on the premises, when such identification is desired; make such service and product identification a smaller font that the primary business identification signing.
   d. Add hours of operation and other operational information important to shoppers on entry door or near entry door, scaled for viewing by pedestrians, not motorists.

4. Illumination
   a. Reduce the level of brightness of sign lighting on developments that include a residential component by limiting external illumination to shielded or full cut-off fixtures such as gooseneck fixtures and recessed under canopy lighting.
   b. Place exterior sign lighting above the sign in a manner that it does not obscure the text and graphics. Use only as many fixtures as are needed to adequately light the sign.
   c. Direct exterior lights onto signs so as not to create off-site glare or hot spots.
   d. Indirectly illuminated signs, which do not produce light from within, but are illuminated by spotlights, are preferred.
   a. No sign should be permitted which, by virtue of the intensity, direction, or color of its lighting or illumination, interferes with or causes confusion to traffic in public streets.

5. Materials and Workmanship
   a. Signs should convey professionalism and high-quality workmanship, and should be crafted by a professional.
   b. Select high-quality, durable, and low maintenance materials such as aluminum, brass, copper, stainless steel, and finished wood. If wood is used, it should be properly sealed to keep moisture from soaking into the wood and causing the sign’s lettering to deteriorate.
   c. Use materials that complement the design of the building, the type of business being promoted and the building material on which they are placed.
   d. Select materials, colors, graphic style, and lighting fixtures that contribute to sign legibility.
Infrastructure

5.1 Introduction

Build out of the Specific Plan area requires provision of new and upgraded utility infrastructure to meet the needs of Plan area residents and tenants. Improvements include water, sewer, storm drain, electrical, natural gas, and communications infrastructure as well as associated connections necessary to serve project buildings. New utility lines constructed on-site will be placed underground in public street rights-of-way or within easements and will be publicly owned.

Proposed locations for infrastructure improvements are identified on the exhibits in this section; alternate locations may be implemented. Changes to the proposed infrastructure location or service providers may be implemented, if approved by the appropriate jurisdiction, without amending the Specific Plan.

5.2 Proposed Water System

5.2.1 Potable Water

The potable water system, Figure 5.1, consists of three pressure zones within the project boundary. The water system will be sized to meet both potable water and firefighting demand requirements. Existing facilities within the project boundary that are to remain (i.e., the College of Law) will be connected to the new system. The existing water mains within Lightfighter Drive, General Jim Moore Blvd, Gigling Road, 6th Avenue, and 7th Avenue will remain. All other existing water lines within the project boundary will be removed and replaced with new potable water mains that will be installed in all public and private roads within the project area. The remaining existing water mains and new mains will be tied together to create a gridded, redundant potable water system within each pressure zone.

5.2.2 Recycled Water

Marina Coast Water District recently installed a recycled water main in General Jim Moore Boulevard. The project will install a recycled water main in Lightfighter Drive from 1st Avenue to General Jim Moore, and adjacent to Gigling Road from General Jim Moore to 7th Avenue. Within the project area, recycled water may be used to irrigate public street landscape medians, public park sites, and commercial/flex sites and may be provided to high density multi-family residential units for domestic (water closet) use.

Figure 5.1 - Water System Plan
5.3 Proposed Storm Water System

5.3.1 Drainage System
The project area generally slopes to the north and west. In keeping with the existing site topography, proposed drainage basins are located at the site’s low points: at 1st Avenue; in a portion of the “tree save” area; and at the General Jim Moore/Lightfighter intersection.

5.3.2 Low Impact Development
The project will employ Low Impact Development techniques and stormwater control measures for residential and commercial uses that manage rainfall at the source. Examples could include: on-lot treatment/retention, pervious pavement; minimizing impervious footprints such as narrowed alley and road widths; providing vegetated drainage swales/open spaces to pre-treat site runoff; preserving natural on-site areas; and disconnecting impervious surfaces.

5.4 Proposed Sanitary Sewer System

The project’s proposed sewer pipe network, Figure 5.3, will connect to an existing trunk line in 1st Avenue north of Lightfighter Drive. Effluent will be conveyed in a gravity-fed system and no pump stations are proposed. Sanitary sewer mains will be sized to accommodate the proposed development and placed in street/alley rights-of-way, replacing the old pipe network that includes several “cross-country” alignments.

Gravity-fed mains that once connected to CSUMB’s sanitary system in 6th Avenue and 7th Avenue will be disconnected from this system, and will be joined to the new pipe network that feeds to 1st Avenue. Existing facilities within the project boundary that are to remain (i.e. the College of Law) will be connected to the new system. Existing sewer mains along the project’s General Jim Moore Boulevard frontage will remain and be tied to the new system.

The project’s sewer network will also include the connections of the existing mains from outside the project boundary that serve the U.S. Army Main Exchange and the Defense Department complex.
5.5 Dry Utilities Plan

Power, telephone, cable, and natural gas plans will be submitted concurrent with the final tract map and improvement plan per phase.

5.6 Solid Waste Plan

Solid waste plans will be submitted concurrent with the final tract map and improvement plan per phase.

5.7 Infrastructure Financing

The development of public facilities and the provision of public services associated with the Specific Plan area may occur through a combination of financing programs. Different financing methods may be used for different types of infrastructure.

Some of the possible funding mechanisms for infrastructure improvements include, but are not limited to:

- Conventional private development financing
- Per unit hook up charges
- Reimbursement agreements
- Landscape and lighting districts
- Special Benefit Assessments
- Community Facility District (e.g., Mello Roso)
- State and/or Federal grants and loans (e.g., Federal Transportation funds and various infrastructure financing programs)
6 IMPLEMENTATION • 6.2 DEVELOPMENT PROCESS

6.1 Purpose and Applicability

The Campus Town Specific Plan is intended to guide and regulate development within the Specific Plan area. The Plan anticipates new development in the area facilitated by a significant investment in infrastructure and public amenities. This chapter provides the framework for the development review process, including a detailed implementation program.

6.2 Development Process

This section outlines the development review and approval process for all proposed development within the Campus Town Specific Plan area.

By approving the Campus Town Specific Plan, the City has established the legislative policies applicable to the Plan area. In order to implement those policy decisions, the City will review and approve Development Applications for development within the Plan area. The scope of review of Development Applications will consist of review for substantial conformity with the Specific Plan, as provided in Section 6.2.2. The development review process for projects proposed within the Campus Town Specific Plan area is streamlined based on required consistency with the policies, Standards, and Guidelines established by the Plan.

6.2.1 Administration and Interpretation

Approval of development within the Campus Town Specific Plan area shall be subject to the review process set forth in this section. Title 17 of the Seaside Municipal Code (SMC) shall apply to matters not covered in this Specific Plan. If there is any conflict or inconsistency between the provisions of this Specific Plan and Title 17 of the SMC, the provisions of this Specific Plan shall take precedence. All applicable state and federal standards and codes also apply to this Specific Plan.

The primary administrator of this Specific Plan is the City’s Planning Director. The Planning Director shall have the responsibility to interpret the provisions of the Specific Plan. If an issue or situation arises that is not sufficiently provided for in the Specific Plan, the Planning Director shall be guided by the purpose, goals, and policies of the Specific Plan.

6.2.1.1 Subdivisions

Unless specifically provided for in this Specific Plan, the regulations set forth in Title 16 of the SMC, entitled “Subdivisions,” shall apply to all divisions of land hereafter made of property within the Campus Town Specific Plan. Subdivision will be accomplished through recordation of multiple phased maps to facilitate the full implementation and buildout of the Plan area. Phasing plans shall provide all infrastructure necessary to support each phase in substantial conformance with the Specific Plan. Concurrent with Specific Plan preparation, a Vesting Tentative Map has been prepared on many of the parcels within the Campus Town area. As proposed, the Vesting Tentative Map adheres to the principles described in this Specific Plan.
IMPLEMENTATION

6.2 DEVELOPMENT PROCESS

6.2.2 Development Review and Application

6.2.2.1 Application Procedures: The applicant shall submit a Development Application to the Planning Division. The Planning Director shall review the application for Preliminary Conformance per subsection B of 6.2.2.1 and then refer the application to Peer Review per subsection C of 6.2.2.1. The Peer Reviewer will issue a recommendation to the Planning Director for approval, conditional approval or denial of the application. The Planning Director will consider the Peer Reviewer’s recommendation and ultimately approve or deny the application.

A. Submit Requirements:

1. Submittal Requirements for Preliminary Conformance Review (Schematic Design Review) are as follows:
   a. CD - Containing digital files of all materials listed below
   b. APPLICATION - One (1) copy
   c. SCHEMATIC DESIGN PLANS - One (1) full-size 24” x 36” set and two (2) 11” x 17” reductions.
   d. COVER SHEET

2. Submittal Requirements for Final Design Review:

   a. COVER SHEET
   b. CD - Containing digital files of all materials listed below
   c. APPLICATION - One (1) copy
   d. RESPONSE TO SCHEMATIC DESIGN REVIEW COMMENTS. Written narrative describing how the project’s design concept responds to conditions of approval provided at the conclusion of the Schematic Design Review process.
   e. FINAL DESIGN PLANS – One (1) full-size 24” x 36” set and two (2) 11” x 17” reductions.

3. Design Review are as follows:

   a. Site Area:
      i. Project site project site area, or map of all sites where this building is to be constructed
      ii. Vicinity Map 1/2 mile radius street system with project site(s) highlighted
      iii. Total minimum area of site in square feet.
      iv. Applicable Building and Frontage Types per Sections 4.6.2 and 4.6.3.
      v. Number of proposed new buildings with total square footage for each, including parking structures.
      vi. Square footage for each building’s footprint and the maximum percentage of the site covered by the building(s).
      vii. Number of stories for each building.
      viii. Number of parking and loading spaces.
      ix. Landscaped areas and percentage of the total site dedicated for landscaping (typical).
      x. Paved area and percentage of the total site dedicated for hardscapes/paving (i.e., driveways, walkways, courtyards, and trash storage) (typical).
      xi. Existing regulating plan land use designation, Sub-Area designation, and Site Development designation.
      xii. Number of pages included in the plan set.
   b. EXISTING CONTEXT PHOTOS (where applicable)
      i. CONTEXT SITE PLAN: Proposed site plan within context of building footprints (where applicable) or setback, within one block, in all directions.
      ii. PROJECT SITE PLAN
         a. Property lines.
         b. Setbacks (front street and side street setbacks measured from face of curb).
         c. Internal and external rights-of-way and any vehicular access or other easements, including new streets and alleys.
         d. Sidewalk/planter dimensions (from face of curb to back of sidewalk).
      iii. Existing buildings (if applicable) to be retained and proposed building locations and dimensions with uses labeled.
   c. Location and purpose of proposed open space.
   d. Location of structures on adjacent properties and their uses (if applicable).
   e. Topography and/or any existing site-specific conditions that must be addressed.
   f. Dimensions of driveway widths, existing and proposed curb cuts, parking spaces (use arrows to indicate traffic circulation).
   g. Sidewalks and walkways (include materials).
   h. Walls and fences (include materials and dimensions for existing and proposed). Indicate walls and fences to be removed (where applicable).
   i. Preliminary location of all exterior mechanical equipment.
   j. Sidewalks (where applicable).
      i. Trees: show existing trees with accurate canopies and overlap, if any, between proposed building footprints and canopy/root system of existing street trees.
   k. Conceptual location of electrical vault (where applicable), gas and electrical meters, fire sprinkler
      l. Hardscapes (identify proposed materials) showing typical conditions.
   m. Preliminary Landscape Palette.
   n. FIRE MASTER PLAN: Show how the proposed project reduces the risk to life and property.
   o. CONCEPTUAL GRADING PLAN: Show all typical cases.
   p. DIGITAL MASSING MODEL simple digital building form/massing model of the project, internal building elements, landscape, people, cars, etc. not required.

4. Cover Sheet:

   a. APPLICATION - One (1) copy
   b. RESPONSE TO SCHEMATIC DESIGN REVIEW COMMENTS. Written narrative describing how the project’s design concept responds to conditions of approval provided at the conclusion of the Schematic Design Review process.
   c. FINAL DESIGN PLANS – One (1) full-size 24” x 36” set and two (2) 11” x 17” reductions.

   CAMPUS TOWN Specific Plan DRAFT DRAFT CAMPUS TOWN Specific Plan
e. COVER SHEET
   • Applicant name, address and phone number.
   • Project site address.
   • Vicinity Map (1/2 mile radius street system with project site highlighted).
   • Total minimum area of site in square feet.
   • Applicable Building and Frontage Types per Sections 4.6.2 and 4.6.3.
   • Number of proposed new buildings with total square footage for each building (including parking structures).
   • Square footage for each building’s footprint and the percentage of the site covered by the building(s).
   • Number of stories for each building.
   • Existing buildings (if applicable) to be retained and proposed building footprints (where applicable).
   • Existing courtyards, and trash storage.
   • Paving (i.e., driveways, walkways, curbstones, and trash storage) (typical).
   • Existing regulating plan land use designation, Sub-Area designation, and Sign District designation.
   • Number of pages included in the plan set.

f. EXISTING CONTEXT PHOTOS
   • Where applicable.

g. CONTEXT SITE PLAN
   • Proposed site plan within context of building footprints (where applicable) or platting, within one block, in all directions.

h. PROJ. SITE PLAN
   • Property lines.
   • Setbacks (front street and side street setbacks measured from face of curb).
   • Internal and external rights-of-way and any vehicular access or other easements, including new streets and alleys.
   • Sidewalk/plant dimensions (from face of curb to back of sidewalk).
   • Existing buildings (if applicable) to be retained and proposed building locations and dimensions with uses labeled.
   • Location and purpose of proposed open space.
   • Location of structures on adjacent properties and their uses (if applicable).
   • Topography and/or any existing site-specific conditions that must be addressed.
   • Dimensions of driveway widths, existing and proposed curb cuts, parking spaces (use arrows to indicate traffic circulation).
   • Sidewalks and walkways (include existing and proposed).
   • Walls and fences (include materials and dimensions for existing and proposed, indicate walls and fences to be removed (where applicable).
   • Location of all exterior mechanical equipment (where applicable).
   • Street lights (where applicable).
   • Trees: show existing trees with accurate canopies and overlap, if any, between proposed building footprints and canopy/root system of existing street trees.
   • Final location of electrical vault (where applicable), gas and electrical meters, fire sprinkler valves, backflow preventer, HVAC condensers, etc.

i. FLOOR PLANS:
   • Proposed plans and existing plans (if to be retained), including perimeter dimensions and proposed interior walls.
   • ROOF PLAN:
   • Roof Pitch and Material
   • Location of any rooftop mechanical equipment (where applicable)
   • ELEVATIONS:
   • All building elevations including courtyard (where applicable) and other secondary elevations.
   • Building heights
   • Proposed materials
   • Elevations of existing (or proposed) buildings adjacent to front elevation equipment.
   • Locations of signs
   • In the case of a housing unit to be remodeled:
   • Identify all samples with manufacturer name and item specification number (including fixtures, trees with a diameter and/or greater shall be identified by species and diameter at breast height.

j. EXTERIOR SIGNS AND OTHER GRAPHICS
   • Location, dimensions, type (including illuminated or non-illuminated) and use (i.e., building sign, tenant sign, wayfinding sign).
   • Include light fixtures, electrical raceways, and all other designs, materials, lettering font, graphics, and colors used as identification or for calling attention to the project or tenant, including color and material samples on the color and material board.

k. COLOR AND MATERIAL BOARD - One (1) 11” x 17” copy:
   • Identity board with project address, architect name, address, telephone number, email address, and date.
   • Identify all samples with manufacturer name and item specification number (including existing plant material (including free standing trees), Trees with a diameter and species.

l. DESIGN DETAILS:
   • Include all samples with manufacturer name and item specification number (including existing plant material (including free standing trees), Trees with a diameter and species.

m. LANDSCAPE PLAN
   • Planting plan showing location, spacing, common name, botanical name, coordinates (if applicable), quantity of all proposed new plant material with distinct plant symbols for each specimen.
   • Landscape construction plan with dimensions, materials, and finishes (drawings, catalog cuts, and/ or photographs and an existing installation).
   • Hardscapes details (including paving, trash enclosure, raised planters, furniture, etc.).
   • Design details (i.e., boarders, wall vents, and ventilation shafts).
   • Landscape design plan showing location, spacing, common name, botanical name, coordinates (if applicable), quantity of all proposed new plant material with distinct plant symbols for each specimen.
   • Site-specific conditions that must be addressed.
   • Types per Sections 4.6.2 and 4.6.3, respectively.
   • Vicinity Map (1/2 mile radius street system with project site highlighted).
   • Total minimum area of site in square feet.
   • Applicable Building and Frontage Types per Sections 4.6.2 and 4.6.3.
   • Number of proposed new buildings with total square footage for each building (including parking structures).
   • Square footage for each building’s footprint and the percentage of the site covered by the building(s).
   • Number of stories for each building.
   • Existing buildings (if applicable) to be retained and proposed building footprints (where applicable).
   • Existing courtyards, and trash storage.
   • Paving (i.e., driveways, walkways, curbstones, and trash storage) (typical).
   • Existing regulating plan land use designation, Sub-Area designation, and Sign District designation.
   • Number of pages included in the plan set.

f. EXISTING CONTEXT PHOTOS
   • Where applicable.

g. CONTEXT SITE PLAN
   • Proposed site plan within context of building footprints (where applicable) or platting, within one block, in all directions.

h. PROJ. SITE PLAN
   • Property lines.
   • Setbacks (front street and side street setbacks measured from face of curb).
   • Internal and external rights-of-way and any vehicular access or other easements, including new streets and alleys.
   • Sidewalk/plant dimensions (from face of curb to back of sidewalk).
   • Existing buildings (if applicable) to be retained and proposed building locations and dimensions with uses labeled.
   • Location and purpose of proposed open space.
   • Location of structures on adjacent properties and their uses (if applicable).
   • Topography and/or any existing site-specific conditions that must be addressed.
   • Dimensions of driveway widths, existing and proposed curb cuts, parking spaces (use arrows to indicate traffic circulation).
   • Sidewalks and walkways (include existing and proposed).
   • Walls and fences (include materials and dimensions for existing and proposed, indicate walls and fences to be removed (where applicable).
   • Location of all exterior mechanical equipment (where applicable).
   • Street lights (where applicable).
   • Trees: show existing trees with accurate canopies and overlap, if any, between proposed building footprints and canopy/root system of existing street trees.
   • Final location of electrical vault (where applicable), gas and electrical meters, fire sprinkler valves, backflow preventer, HVAC condensers, etc.
6 IMPLEMENTATION

6.2 DEVELOPMENT PROCESS

1. FIRE MASTER PLAN to show how the proposed project reduces the risk from wildfires.
2. GRADING PLAN
3. PHASING PLAN (for multi-phased projects)
4. DIGITAL MASSING MODEL. Simple digital building form/massing model of the project. Internal building elements, landscaping, people, cars, etc. not required.

B. Preliminary Conformance Review

The Planning Director shall determine if the submitted Development Application is (i) complete; (ii) in substantial conformance with this Specific Plan. The Planning Director will provide the applicant with this determination in writing within 30 days of submission of a complete Development Application.

A Development Application “substantially conforms” to the Specific Plan if it substantially conforms with Land Use and Sub-Area Standards in which the proposed project is located.

If the Planning Director determines that the Development Application substantially conforms, it shall be referred to Peer Review. An application that substantially conforms shall not be construed as a recommendation for the approval or disapproval of the application or project. Any failure by the Planning Director to identify all required studies or all applicable requirements shall not constitute a waiver of those requirements.

A Development Application may be referred to Peer Review even if the Planning Director determines that a Minor Modification may be necessary. In such a case, the Peer Review shall determine if the Minor Modification is necessary, and if so, whether it shall be granted or if any changes must be made for the Development Application to move forward. The applicant may contest the Peer Review findings to the Planning Director.

If the Planning Director determines that the Development Application substantially conforms, it shall be referred to Peer Review. An application that substantially conforms with the Specific Plan or requires a Major Modification, it shall be referred to Peer Review in accordance with this section.

C. Peer Review

If the Planning Director determines that the submitted Development Application is substantially in conformance with the Specific Plan or requires a Minor Modification, it shall be referred to Peer Review in accordance with this section. Peer review will occur in two phases as outlined below:

1. Schematic Design Review. Projects reviewed per Schematic Design Review are judged on compliance with the standards of this Specific Plan, compatibility with the existing context, site planning, building massing, and architectural design.
   1.1. Projects in substantial conformance with the Specific Plan or to qualify for a Minor Modification, the Development Application shall be referred to the Planning Commission and City Council to review and take action on the submittal pursuant to the provisions of Section 6.2.2.3 of this Plan.

2. Final Design Review. Final Design Review is the final phase of the Design Review process and focuses on construction detailing, finishes, materials, landscaping, and on consistency of the project, with the design approved during Schematic Design Review as well as compliance with the conditions of the approved Schematic Design Review.

D. Approval

The Planning Director shall review the Peer Reviewer’s recommendation and determine whether to approve or deny the Development Application. Where conditions are imposed by the Peer Reviewer for approval, the Planning Director shall determine if such conditions were adequately met.

Any approval not exercised within one year after final approval shall expire and become void, except where an extension of time is approved in compliance with the Specific Plan. After it has been exercised, a Development Application approval shall remain valid and run with the land in accordance with the Specific Plan.

Notice of the decision by the Peer Reviewer shall be mailed to the applicant within 15 days after its decision. The applicant may appeal the Peer Reviewer’s decision to the Planning Director.

The Peer Reviewer may approve, conditionally approve, or deny the submitted Schematic and/or Final Development Application in accordance with this Specific Plan. The Peer Reviewer shall approve the Development Application upon finding the following, as applicable:

1. Inclusion of all required documents per Section 6.2.2.1.a.
2. Conformance with all applicable Standards of this Specific Plan.
3. Consistency with the Design Guidelines of this Specific Plan. Conditions imposed on the Development Approval shall be limited to those necessary to achieve substantial conformance with the Specific Plan, and compliance with applicable law.

Any approval or disapproval of a Development Application approval shall remain valid and run with the land in accordance with the Specific Plan.

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CAMPUS TOWN Specific Plan DRAFT

DRAFT CAMPUS TOWN Specific Plan
6.2 DEVELOPMENT PROCESS

6.2 IMPLEMENTATION

A. Major, as defined below.

Minor Modifications to the Specific Plan that are

6.2.2.3 Modification Procedures

Specific Plan Amendment by the Planning

for hearing, notice, and decision of a

shall be prepared, adopted, and amended

in a similar manner as it was adopted.

Procedures of the SMC shall be followed

for hearing, notice, and decision of a

Specific Plan Amendment by the Planning

and City Council.

6.2.2.2 Amendment and Modification

Major Modifications to the Campus

Plan.

Minor Modifications to the Campus

Plan.

The Planning Director shall have the discretion to refer a Minor Modification request to the Peer Reviewer, if appropriate. A request for a Minor Modification shall not require a public notice or a public hearing and may be approved, conditionally approved or denied. The following constitute Minor Modifications:

a. To allow walls or fences to exceed the height limit described herein by a maximum of two feet.

b. To allow a decrease not exceeding 10 percent of the required area for landscape coverage in parking lot areas.

c. To allow an increase or decrease not exceeding 10 percent of total estimated gross building area.

d. To allow a decrease not exceeding 10 percent of the minimum lot dimensions described in Chapter 4.6.2.

e. To allow an increase or decrease not exceeding 15 percent of minimum and maximum required front setbacks.

To allow an increase not exceeding 10 percent of maximum height.

To allow a decrease in required number of parking spaces based on quantifiable information provided by the applicant regarding shared parking, reduced demand, or alternative transportation strategies.

Modifications of a similar nature to those listed above that are deemed minor by the Director that are in keeping with the intent of this Specific Plan.

In approving a Minor Modification, the Planning Director may impose conditions as deemed necessary to protect the public’s health, safety and welfare, and to assure compliance with the objectives of the Specific Plan.

If the Planning Director deems a modification a Major Modification rather than a Minor Modification, the Development Application shall then be referred to the Planning Commission per subsection B. The Planning Director’s determination may be appealed to the Planning Commission and subsequently to the City Council pursuant to the appeal procedures of the Zoning Code.

Major Modifications shall be subject to review and approval by the Planning Commission and approval by the City Council. Notice and hearing for a Major Modification shall be as set forth by the SMC. At the time of hearing, the Planning Commission shall make a recommendation to the City Council, who in turn shall have final decision-making authority on the proposed Major Modification. The City Council shall approve a Major Modification if it makes the following findings:

a. The Major Modification is consistent with the goals and policies of the Specific Plan.

b. The Major Modification is not detrimental to public health, safety or welfare.

c. The Major Modification does not create a nuisance or hazard.

d. The Major Modification does not have a significant effect on adjoining properties or the immediate neighborhood.

e. The Major Modification does not alter the conclusions of the certified EIR/Mitigated Negative Declaration, or subsequent environmental review is conducted to adequately analyze the modifications.

In approving a Major Modification, the City Council may impose conditions as deemed necessary to protect the public’s health, safety and welfare, and to ensure compliance with the policies, standards and guidelines of the Specific Plan. The Development Application shall then be referred to Peer Review and complete the Development Process outlined herein.

2. The City Council, who in turn shall have final decision-making authority on the proposed Major Modification. The City Council shall approve a Major Modification if it makes the following findings:

a. The Major Modification is consistent with the goals and policies of the Specific Plan.

b. The Major Modification is not detrimental to public health, safety or welfare.

c. The Major Modification does not create a nuisance or hazard.

2.3 Fees and Taxes

The City requires the payment of development impact fees and certain taxes to finance public improvements. The City also requires the payment of processing fees to offset the cost of processing Development Applications. Fees for development within the City apply to projects within the Campus Town Specific Plan area, subject to any applicable Development Agreement. These fees include:

- Public Land Dedication
- School Land Dedication
- Park Development Fee
- Water and Sewer Tap Fees
- Potable Irrigation
- Potable Irrigation

CAMPUS TOWN Specific Plan DRAFT

DRAFT CAMPUS TOWN Specific Plan
6.3 Implementation Measures

The infrastructure required for the development of the Campus Town area includes streets, utilities, parks and public spaces, and shared public parking facilities for non-residential development. The Plan is designed to allow infrastructure to be built incrementally over time as the area develops. Certain major streets, park features and utility mains that serve the entire planning area will be constructed by the City and repaid through assessments or taxes over time, subject to any applicable Development Agreement. It is expected that tax revenue generated as a result of this project will support any new fire and police services that are necessary.

6.3.1 Demolition and Cleanup

At the time of this writing, FORA has completed engineering estimates on the required removal of 29 structures within the Eastern portion of the Plan area. FORA is in the process of engaging an industrial hygienist to perform the initial process to remove the first 19 structures, with the complete removal of the remaining portions of said structures occurring shortly thereafter.

The final 11 structures are to be removed by the City or FORA depending on when the Eastern portion is complete. The purchase price of the land will fund the demolition and cleanup effort.

6.3.2 Land Transfer

At the time of this writing, the land within the Specific Plan area is owned by the City of Seaside for the Eastern portion and by the Successor Agency for the Western portion.

It is anticipated that the City will enter into one or more Agreements of Purchase and Sale (PSA), and the Successor Agency will enter into one or more Disposition and Development Agreements (DDA), to provide for the transfer of the land within the Specific Plan area to one or more developers in phases, after the approval of this Specific Plan. The PSAs and DDAs will define the purchase price, phasing, closing conditions, and other requirements related to the land transfers.
6.3.3 Phasing of Construction

The Specific Plan may be implemented in phases over time, subject to any applicable PSA, DDA, and/or Development Agreement.

The development of the Specific Plan area is divided into two major phases of construction as delineated by Malmedy Road. See Table 6.1. Phase 1 consists of the Western portion of the Site, the area west of Malmedy Road while Phase 2 consists of the Eastern portion, the area east of Malmedy Road.

Within these major phases, development may be further sequence into sub phases. The anticipated sequence of construction is shown in Figures 6.1 and 6.2, Conceptual Phasing Plan. This sequencing is subject to change at the developer’s discretion, subject to any applicable PSA, DDA, and/or Development Agreement.

In connection with the subdivision of the Specific Plan area, phasing plans shall provide all infrastructure necessary to support each phase in substantial conformance with the Specific Plan. As each phase of the Specific Plan with public infrastructure is built, the completed public infrastructure will be dedicated to the City for ownership and maintenance.

6.3.5 Traffic Mitigation

The improvements contemplated for the Specific Plan area consist of elements for use by the public, as well as for exclusive use of the property owners and their guests. Once constructed, long-term maintenance of improvements will be required, and the party responsible for maintaining those improvements may vary depending on whether they are dedicated for public use or privately owned.
### 6.3.7 Water and Sanitary Sewer

All water mains shall be public and shall be maintained by Marina Coast Water District. All sanitary sewer mains in privately-owned Alleys and auto courts shall be private and maintained by a homeowners’ association. All storm drain mains in privately-owned Alleys and auto courts shall be private and maintained by a homeowners’ association. All storm drain mains in public streets shall be owned and maintained by the City of Seaside. Recycled water service areas may include public street landscape parkways and medians, public park sites, commercial sites, and high density residential sites.

### 6.3.8 Storm Water Retention

The Specific Plan area is located in the Central Coast Regional Water Quality Control Board (CCRWQCB) jurisdiction. Storm water runoff management shall adhere to the criteria identified in the resolution no. 83-2003-0032 “Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region” dated July 12, 2013, as it may be amended for time to time.

Stormwater facilities shall be designed per the guidelines in the Fort Ord Reuse Authority (FORA) “Stormwater Master Plan” dated March 2005, as it may be amended from time to time, which stipulates runoff produced from the 100-year, 24-hour storm event shall be infiltrated.

### 6.4 Implementation Program

Implementation of the vision for Campus Town will be achieved through regulatory actions and infrastructure improvements. Table 6.2 outlines the expected actions and improvements necessary to achieve build-out of the Campus Town. These actions will occur incrementally, with expected timelines noted in the table, and will be coordinated by the City or other public agencies. Specific infrastructure improvements will be implemented in concert and negotiation with private development as it occurs.

#### Table 6.2 - Implementation Program Matrix

<table>
<thead>
<tr>
<th>Phase</th>
<th>Action</th>
<th>Description</th>
<th>Coordinating City Department or Public Agency</th>
<th>Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>Prepare and Adopt Specific Plan</td>
<td>Approval of this document by Planning Commission and City Council will fulfill implementation items in the General Plan</td>
<td>Department of Community Development</td>
<td>Near Term</td>
</tr>
<tr>
<td>0</td>
<td>Prepare and Adopt EIR for Specific Plan</td>
<td>This is prepared in coordination with the Specific Plan Department of Community Development</td>
<td>Near Term</td>
<td></td>
</tr>
<tr>
<td>0</td>
<td>Adoption of Tentative Map</td>
<td>This is submitted by the contract purchaser coincident with the Specific Plan</td>
<td>Department of Public Works</td>
<td>Near Term</td>
</tr>
<tr>
<td>0</td>
<td>Approve Development Agreement</td>
<td></td>
<td></td>
<td>Near Term</td>
</tr>
<tr>
<td>0</td>
<td>Approve Affordable Housing Agreement</td>
<td></td>
<td></td>
<td>Near Term</td>
</tr>
<tr>
<td>0</td>
<td>Secure Appropriate Amount of Water Rights</td>
<td></td>
<td></td>
<td>Short Term</td>
</tr>
<tr>
<td>1</td>
<td>Developer satisfies all conditions of approval for Phase I</td>
<td></td>
<td>Department of Economic Development</td>
<td>Short Term</td>
</tr>
<tr>
<td>1</td>
<td>Approve Final Map and Improvement Plan for Phase I</td>
<td></td>
<td>Department of Public Works</td>
<td>Short Term</td>
</tr>
<tr>
<td>1</td>
<td>Approve Dry Utilities Plan for Phase I</td>
<td></td>
<td>Department of Public Works</td>
<td>Short Term</td>
</tr>
<tr>
<td>1</td>
<td>Approve Solid Waste Plan for Phase I</td>
<td></td>
<td>Greenwaste Recovery</td>
<td>Short Term</td>
</tr>
<tr>
<td>1</td>
<td>Developer closes on sale of Phase I</td>
<td></td>
<td>Department of Economic Development</td>
<td>Short Term</td>
</tr>
<tr>
<td>1</td>
<td>Site Preparation</td>
<td>Grading and Grubbing</td>
<td>Department of Public Works</td>
<td>Short Term</td>
</tr>
<tr>
<td>Phase</td>
<td>Action</td>
<td>Description</td>
<td>Coordinating City Department or Public Agency</td>
<td>Timeline</td>
</tr>
<tr>
<td>-------</td>
<td>--------</td>
<td>-------------</td>
<td>---------------------------------------------</td>
<td>----------</td>
</tr>
<tr>
<td>1</td>
<td>Construction of horizontal infrastructure</td>
<td>Grading, installation of utilities and construction of streets, curbs, gutters and sidewalks for Stage 1</td>
<td>Department of Public Works</td>
<td>Short - Medium Term</td>
</tr>
<tr>
<td>1</td>
<td>Parcel, lot and home sales, and construction</td>
<td>This will include the sale of certain parcels to other developers</td>
<td>Building Department</td>
<td>Medium Term</td>
</tr>
<tr>
<td>1</td>
<td>Final streetscape construction</td>
<td>This includes street tree planting, and irrigation</td>
<td>Department of Public Works</td>
<td>Medium Term</td>
</tr>
<tr>
<td>1</td>
<td>Public Space construction and deeded to City of Seaside</td>
<td>This includes landscaping, hardscaping and irrigation.</td>
<td>Parks Department</td>
<td>Medium Term</td>
</tr>
<tr>
<td>2</td>
<td>Improvements to General John Moore</td>
<td>This includes new intersection and traffic signal, provision of on-street parking, and construction of two roundabouts, among other things</td>
<td>Department of Public Works</td>
<td>Medium - Long Term</td>
</tr>
<tr>
<td>2</td>
<td>Approve Final Map and Improvement Plan for Phase 2</td>
<td></td>
<td>Department of Public Works</td>
<td>Medium - Long Term</td>
</tr>
<tr>
<td>2</td>
<td>Approve Dry Utilities Plan for Phase 2</td>
<td></td>
<td>Department of Public Works</td>
<td>Medium - Long Term</td>
</tr>
<tr>
<td>2</td>
<td>Approve Solid Waste Plan for Phase 2</td>
<td></td>
<td>Greenwaste Recovery</td>
<td>Medium - Long Term</td>
</tr>
<tr>
<td>2</td>
<td>Developer closes on sale of Phase 2</td>
<td></td>
<td>Department of Economic Development</td>
<td>Medium - Long Term</td>
</tr>
<tr>
<td>2</td>
<td>Site Preparation</td>
<td>Grading and Grubbing</td>
<td>Department of Public Works</td>
<td>Medium - Long Term</td>
</tr>
<tr>
<td>2</td>
<td>Construction of horizontal infrastructure</td>
<td>Grading, installation of utilities and construction of streets, curbs, gutters and sidewalks for Stage 2</td>
<td>Department of Public Works</td>
<td>Long Term</td>
</tr>
</tbody>
</table>

Table 6.2 - Implementation Program Matrix (continued)
Glossary

A

Active Frontage: the front edge of a building or space that has frequently occurring windows and doors as opposed to blank walls, fences, and garages. Active Frontages usually exhibit a vertical rhythm to the buildings, articulation to building facades and (sometimes) views of lively internal uses allowing for visual engagement between those in the street and those on the ground floors of buildings. If ground floor uses are residential, and internal views are not desired for reasons of privacy, then an Active Frontage will include frequent entry doors and/or stoops, as well as an articulation or landscape detail to engage the eye of a pedestrian walking by.

Alley: a Thoroughfare Type as defined in Section 3.3 of the Thoroughfare Types and Standards.

Access Point: a point of entry on a Block Front providing access to parking or service facility areas.

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Alley: a Thoroughfare Type as defined in Section 3.3 of the Thoroughfare Types and Standards.

Access Point: a point of entry on a Block Front providing access to parking or service facility areas.

B

Auto Court: a Building Type as defined in Section 4.5.2 of the Urban Standards.

BAR: Board of Architectural Review.

Block: the primary bounded areas defined for the purpose of site organization used to regulate land uses, heights, and design requirements in the Specific Plan Design Standards and Guidelines.

Block Front: the plane of the edge of each side of a block or section of a block facing a public or private right-of-way or open space.

C

Carriage House: a Building Type as defined in Section 4.5.2 of the Urban Standards.

City: the City of Seaside, California.

Common Walkway: a paved passageway providing access into or through a block.

Complete Streets: streets that are planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation.

D

Development Agreement: the Development Agreement between a developer and the City of Seaside dated [_______] as adopted by Ordinance No. [_______] on [_______].

Development Application: the required documentation needed to build in Campus Town as defined in Section 6.2 of the Development Review and Process.

Director: the City’s Director of Planning or his or her designee.

Drive aisle: a vehicular lane within a parking area or lot that gives access to parking spaces.

Driveway: a vehicular lane within a block facing a public or private right-of-way or open space.

Encroachment: any structural element (including architectural features) that extends from the Building Face into the public right-of-way or Setback. The permitted Encroachments are provided in Section 4.6.8 of the Architectural Standards and Guidelines.

Encroachment Area: the area of land between the Building Face and the back of the curb or Setback, where Encroachments may be located.

Facade: a Building Face that is along a Frontage.

Facade String: a series of Rowhouse or Live/Work units attached together in a single building.

Facade Width: the horizontal distance of a single building facade.

Fenestration: the arrangement and design of windows and other openings on a building’s facade.

Flex Block: a Building Type as defined in Section 4.5.2 of the Urban Standards.

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Glossary

Architectural Style: the characteristic form and detail of buildings from a particular historical period or school of architecture.

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Build to Line (B-T-L): a line, parallel to the Lot line, shown in the Setback Plan as illustrated in Section 4.3.2, that must be occupied by a specified percentage of the Façade. The Build to Line is measured as a distance from the Lot line. For example, a 5-foot Build to Line would be located five feet from the Lot line within the parcel. Where a Build to Line is specified along an open space, parcels fronting the open space shall conform to the Build to Line.

Building Face: the exterior wall of a building.

Building Type: a structure category determined by function, disposition on the lot, and configuration, including frontage and height. There are 13 Building Types within the Specific Plan area: Single Family Dwelling, Rowwalk, Auto Court, Rowhouse, Townhouse, Live/Work, Carriage House, Urban Block, Liner with Garage, Large Format - Types I & II, Flex Block and Flex Shed.

C

Carriage House: a Building Type as defined in Section 4.5.2 of the Urban Standards.

City: the City of Seaside, California.

Common Walkway: a paved passageway providing access into or through a block.

Complete Streets: streets that are planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation.

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Director: the City’s Director of Planning or his or her designee.

Drive aisle: a vehicular lane within a parking area or lot that gives access to parking spaces.

Driveway: a vehicular lane within a block facing a public or private right-of-way or open space.

Encroachment: any structural element (including architectural features) that extends from the Building Face into the public right-of-way or Setback. The permitted Encroachments are provided in Section 4.6.8 of the Architectural Standards and Guidelines.

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Flex Block: a Building Type as defined in Section 4.5.2 of the Urban Standards.
**Common Walkways or public spaces.**

Unless otherwise noted, the Fronts of Buildings: the primary pedestrian entrance is located at the face of a building where the entrance or “may” refer to what is determined to be the primary pedestrian entrance.

**Fronts of Buildings:** in Section 4.5.3 of the Urban Standards.

**Front Yard:** the area between the building and the sidewalk or street, typically landscaped.

**Furnishing Zone:** a multi-purpose area within a setback between the sidewalk and the building front that provides space for planting strips, street furniture, café seating, product displays, and retail signage.

**Greenscreen:** a frame attached to a building wall projects beyond the Building Face and is raised a minimum of nine feet from the sidewalk, such as bay windows.

**Habitable Encroaching Space:** the portion of the building enclosed by walls and a roof that projects beyond the Building Face along the ground floor.

**Height:** the vertical distance between the highest point of the adjacent ground elevation and the ceiling of the top story of the building.

**Industrial Shop:** a Frontage Type as defined in Section 4.5.2 of the Urban Standards.

**Leadership in Energy and Environmental Design:** a collaborative workspace that provides a variety of resources to foster entrepreneurship and business start-ups.

**Lot:** a legally subdivided parcel of land occupied or to be occupied by a use, building or unit of buildings and accessory buildings and uses, together with the yards, open spaces, Lot Width and Lot Area as are required by this Specific Plan with access as is provided on the recorded subdivision tract or parcel map for the development.

**Lot Area:** the horizontal area within the lot lines of a Lot.

**Lot Line:** the boundary that legally and geometrically demarcates a lot.

**Lot Depth:** the horizontal distance between front and rear lot lines, measured at the property line at right angles to the lot width at a point midway between the side lot lines.

**Lot Width:** the horizontal distance between side lot lines, measured at the property line at right angles to the lot depth at a point midway between the front and rear lot lines.

**Max Height Ratios:** the ratio (expressed as a percentage of the floor area of the upper stories of a building to the building footprint at grade).

**Maximum Height Ratios:** the ratio (expressed as a percentage of the floor area of the upper stories of a building to the building footprint at grade).

**Making A Building Type as defined in Section 4.5.2 of the Urban Standards.**

**Non-Habitable Encroaching Space:** the portion of the building that extends beyond the Building Face along the ground floor, which is not enclosed by walls or a roof, such as a Stoop.

**Non-Habitable Projecting Space:** the portion of the building that extends beyond the Building Face and is raised a minimum of nine feet from the ground floor, such as a balcony.

**Open Space:** public outdoor space reserved for active and passive recreation as defined in Section 4.5.3 of the Urban Standards.
In Section 3.4 of the Open Space Network and Type Standards.

**P**

- **Park**: a type of Open Space as defined in Section 3.4.2 of the Open Space Network and Type Standards.
- **Pedestrian Path**: also called a Common Walkway, a paved passageway providing access into or through a block.
- **Plane Break**: a vertical or horizontal offset in a Building Face used to create articulation and break up long wall planes.
- **Projection**: an architectural element or portion of the building that extends beyond the Building Face into the public right-of-way or Setback of the building that extends beyond the
  - **Projection**: a Building Type as defined in Section 3.4.2 of the Open Space Network and Type Standards.

**R**

- **Roadway**: the area in the right of way as measured from curb to curb intended for vehicular travel, as well as bicycle travel, in designated areas.
- **Rosseau**: a Building Type as defined in Section 4.5.2 of the Urban Standards.
- **Rowhouse**: a Building Type as defined in Section 4.5.2 of the Urban Standards.
- **Sidewalk Grade**: a level plane along the top of the sidewalk pavement.

**S**

- **Single Family Dwelling**: a Building Type as defined in Section 4.5.2 of the Urban Standards.
- **Setback**: the distance between the Lot line and a building providing a transition between an Alley and private uses on the property.
- **Shared Parking**: the use of a parking space to serve two or more individual land uses without conflict or Encroachment to find the balance between providing adequate parking to support development while minimizing the negative aspects of excessive land area or resource being devoted to parking. The ability to share parking spaces is the result of two conditions: (1) variations in the accumulation of vehicles by hour, by day, or by season at the individual land uses, and (2) relationships among the land uses that result in using multiple land uses on the same auto trip.
- **Shopfront**: a Frontage Type as defined in Section 4.5.3 of the Urban Standards.
- **Sidewalk**: a public or private thoroughfare, which affords principal means of access to the abutting property. See Street Types in Section 3.2.
- **Sub-Area**: a planning category that designates the character and form of development as defined in Section 4.3.1 of the Rezoning Plans.
- **Successor Agency**: the successor agency to the former Redevelopment Agency of the City of Seaside.
- **Swale**: a low or slightly depressed natural area for drainage.
- **Tandem Parking**: a parking configuration in which two cars park one in front of the other, rise to front, which requires the car in the back to be moved in order to get the car in front out of the parking space.

**T**

- **Terrace**: a Building Type as defined in Section 4.5.3 of the Urban Standards.
- **Townhouse**: a Building Type as defined in Section 4.5.2 of the Urban Standards.

**U**

- **Unenclosed Porch**: a covered outdoor space attached to a building that is open on at least one side.
- **Urban Block**: a Building Type as defined in Section 4.5.2 of the Urban Standards.
- **Urban Pad**: a Building Type as defined in Section 4.5.3 of the Urban Standards.
- **Urban Street**: a public or private thoroughfare, which affords principal means of access to the abutting property. See Street Types in Section 3.3.

**Y**

- **Yard/Porch**: a Frontage Type as defined in Section 4.5.3 of the Urban Standards.
- **Yard/Porches**: a covered outdoor space attached to a building that is open on at least one side.