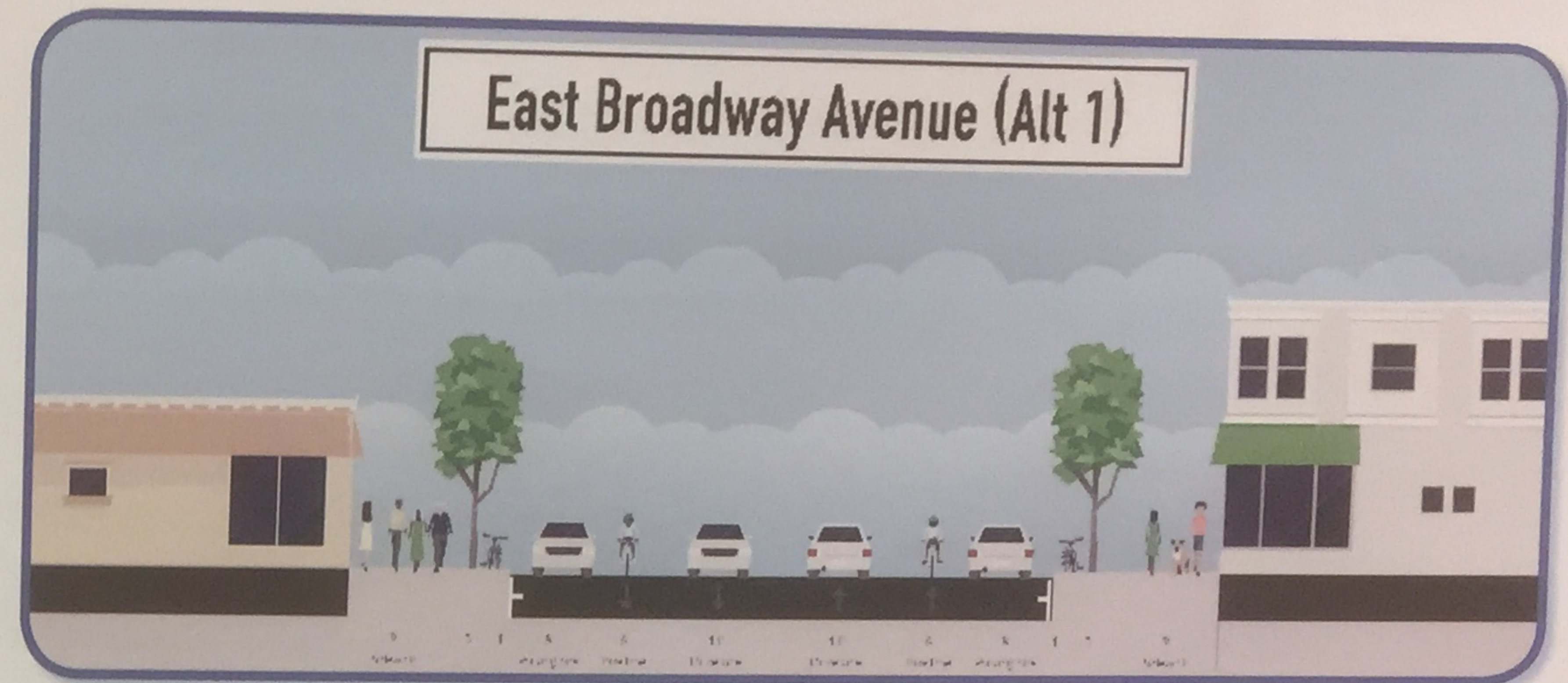


• Existing street configuration between Fremont Boulevard and Noche Buena Avenue allocates 78 percent of the 80-foot right-of-way to motor vehicle travel, with four motor vehicle lanes and two motor vehicle parking lanes within a curb-to-curb width of 62 feet, and nine-foot sidewalks on both sides. No bicycle lanes are provided.

Existente

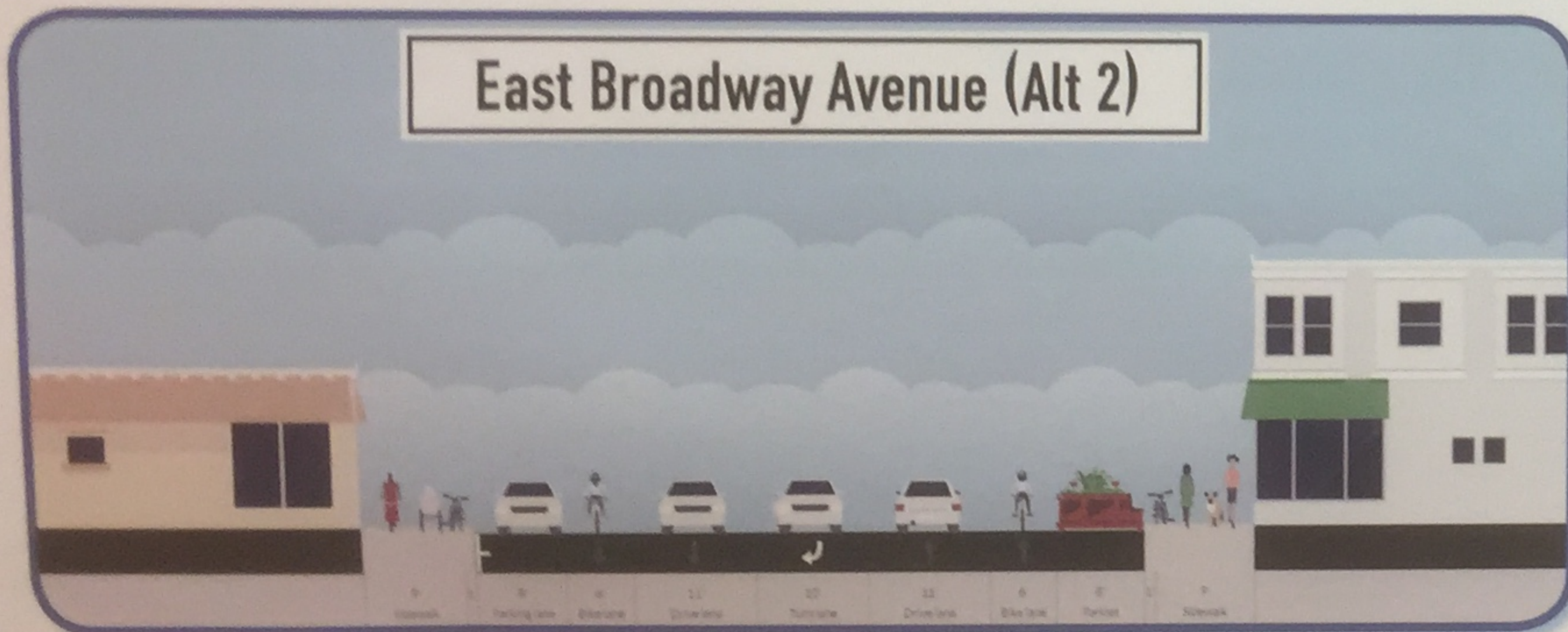
• La configuración actual de la calle entre el bulevar Fremont y la avenida Noche Buena asigna el 78 por ciento, del derecho de paso de 80 pies, a los automóviles, con cuatro carriles para vehículos y dos carriles de estacionamiento dentro de una anchura de 62 Pies y banquetas de nueve pies en ambos lados. No existen carriles para bicicletas.



• Alternative 1 is consistent with planned improvements to West Broadway that will replace one motor vehicle lane in each direction with bicycle lanes, and expand the sidewalk width to allow for tree planters. The relatively low traffic volume on East Broadway can easily be accommodated with just one motor vehicle lane in each direction.

Primera alternativa

• La primera alternativa es consistente con las mejoras planeadas para West Broadway que reemplazarán un carril de automóvil en cada dirección con carriles para bicicletas. Ampliarán la anchura de la banqueta para permitir plantadores de árboles. El bajo volumen de tráfico en East Broadway acomoda fácilmente para sólo tener un carril de automóvil en cada dirección.



• Alternative 2 replaced one motor vehicle lane in each direction with bicycle lanes and a left-turn lane. This alternative would not allow for a significant widening of the sidewalk, but the provision of landscaped "parklets" in lieu of on-street parking at some locations would allow for a wider pedestrian realm in places. In addition, the center left-turn lane could be removed at mid-block locations, allowing for wider mid-block sidewalks.

Segunda alternativa

• La segunda Alternativa reemplazaría un carril de automóvil en cada dirección con carriles para bicicletas y un carril de giro a la izquierda. Esta alternativa no permitiría un ensanchamiento significativo de la banqueta, pero las secciones ajardinadas en lugar de los estacionamientos en la calle permitirían una zona más amplia para los peatones. Además, el carril central de giro a la izquierda podría ser removido en las ubicaciones del centro del bloque, permitiendo banquetas más anchas.

What alternative best meets your vision?

(Pick one)/¿Cual de estas alternativas le parece mejor? (Seleccione uno)

Existing/ Existente	<input checked="" type="radio"/>	<i>KEEP 4 LANES OF TRAFFIC AND REMOVE ON STREET PARKING</i>
Alternative/Alternativa 1	<input type="radio"/>	
Alternative/Alternativa 2	<input type="radio"/>	

continuous trolley system N-S walking trail E-W Biking Protected Bike Lane Class 4



Make Fremont Dr. 2 way
Del Monte One Way
Lead do not reduce the width
of the lanes on Fremont.

First priority
should be removing
the blighted building
now on Fremont
by incentivizing or
grants, somehow
getting existing business
to fix up their
buildings otherwise
it will still be
blighted. It's like
the young people
with the...

Alt #3 Fremont Blvd.
Substitute protected
Bike Lanes (Class IV)
- Family B. King
Monterey County
+
Families of Color
Monterey County

3 stories
Not 4 or 5

protected or
separated bike
lanes, as traffic
is heavy.

- Beachfront access
Monument - Gateway

Create a multi-
Block Depth
Town Center
Slowly Take on
The Auto Mall
around Broadway
(West)
no auto mall
main gate
This is a
year vision
Create a pro
Town

Alternative
~~Alt~~ 4 + 3
NO 5-6 stories

3 stories
max,
prefer two!

Fremont / slow traffic down
for business - divert to
Del Monte

Get Re

Women Owned businesses

Rail

Youth sports fields

Coordinate styles
& colors -
add more trees
& shrubs - eye appeal

The Auto
Mall
is a perfect
place for an
interactive - public
Retail/shopping
place

As the vehicle
is frozen out
The Auto Mall is
an excellent place
to USE

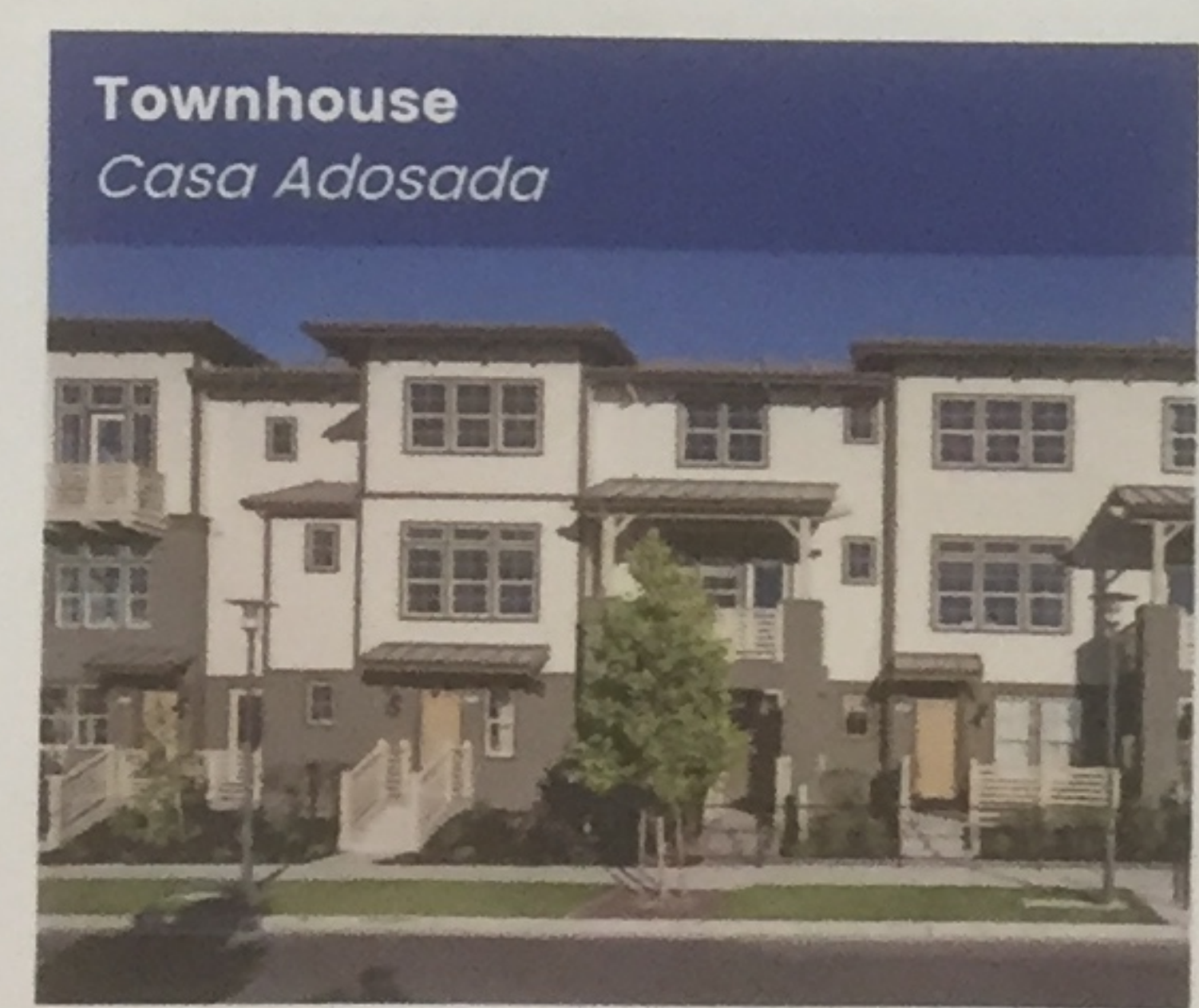
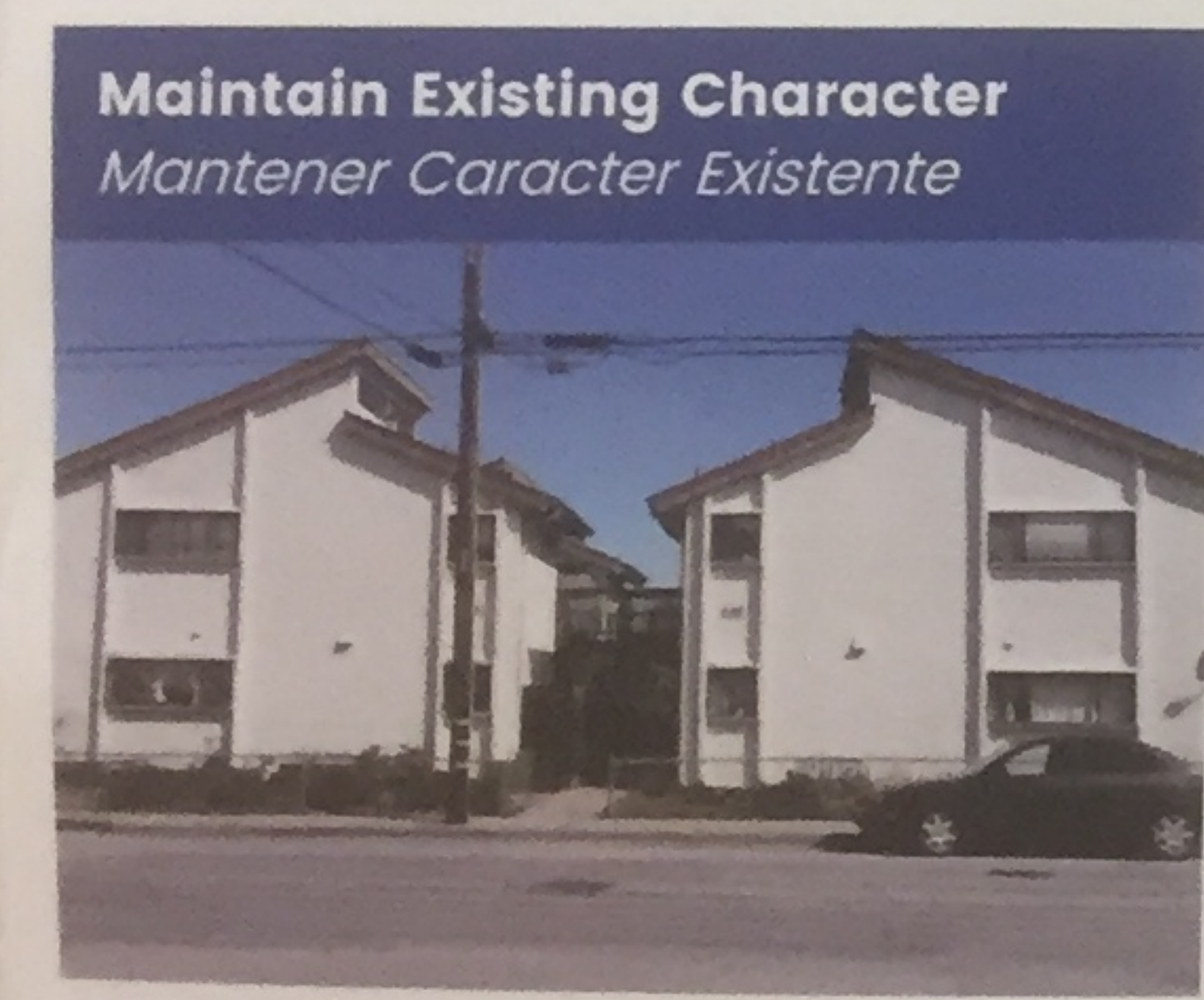
Residential Neighborhoods

What policy ideas do you support for the City's multifamily neighborhoods?
 ¿Que ideas apoya usted para políticas en vecindarios multifamiliares de la Ciudad?

	Yes/Si	Maybe/Quizas	No
<p>Allow existing apartment buildings to add some additional units if they improve their property and building's appearance.</p> <p><i>Permitir que los edificios de apartamentos existentes agreguen algunas unidades adicionales si mejoran su propiedad y la apariencia del edificio.</i></p>			
<p>Allow new, larger-scale multi-family buildings in targeted areas in exchange for community benefits.</p> <p><i>Permitir nuevos edificios multifamiliares en áreas específicas a cambio de beneficios comunitarios.</i></p>			
<p>Improve lighting, sidewalks, and other public amenities.</p> <p><i>Mejorar la iluminación, las aceras y otros servicios públicos.</i></p>			
<p>Increase the number of parks and improve access to parks in these neighborhoods.</p> <p><i>Aumentar el número de parques y mejorar el acceso a parques en estos barrios.</i></p>			
<p>Other Ideas</p> <p><i>Otras Ideas</i></p>	<p>Enforce parking on streets</p> <p>LARGER PARKS & NOT MAKE SMALL PARKS</p> <p>BUT ROLLBACKS</p> <p>HIGHER DENSITY BUILDINGS w/ more PARKS & COMMUNITY AMENITIES!!!</p> <p>ENC</p>	<p>Encourage development w/ residential of street parking</p>	



What residential type and character do you support in the City's multifamily neighborhoods? (Place a dot on the arrow below)
 ¿Qué caracter y tipo residencial apoya usted en los vecindarios multifamiliares de la Ciudad? (Coloque un punto en la flecha abajo)



Skate Parks

Pump Track

Protected Bike Lanes

Traffic Garden

Bike Park

Basketball Courts

— DENSITY BONUS

— PARKING WAIVERS

— CAR LIFTS

— HIGHER DENSITY

— SUSTAINABLE BLDG (I.E. SOLAR PANELS, CISTERNS)

Auto Center

Trends Affecting Vehicle Ownership and Driving

Tendencias que Afectan la Propiedad de Vehículos y la Conducción



1 Fewer drivers among younger generations
Menos conductores entre las generaciones más jóvenes



2 Lower car ownership rates among younger generations
Menos propietarios de automóviles entre las generaciones más jóvenes



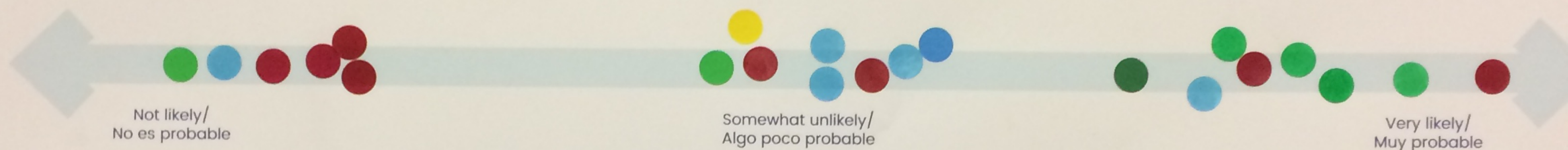
3 More on demand car services, e.g. Lyft and Uber
Más servicios de carros a pedido, ej. Lyft y Uber



4 Increase in self-driving vehicles
Aumento en vehículos autodirigidos

How likely do you think it is that the auto center area will change in the next 20 years? (Place a dot on the arrow below)

¿Que tan probable piensa usted que el área del auto center va cambiar en los próximos 20 años? (Coloque un punto en la flecha abajo)



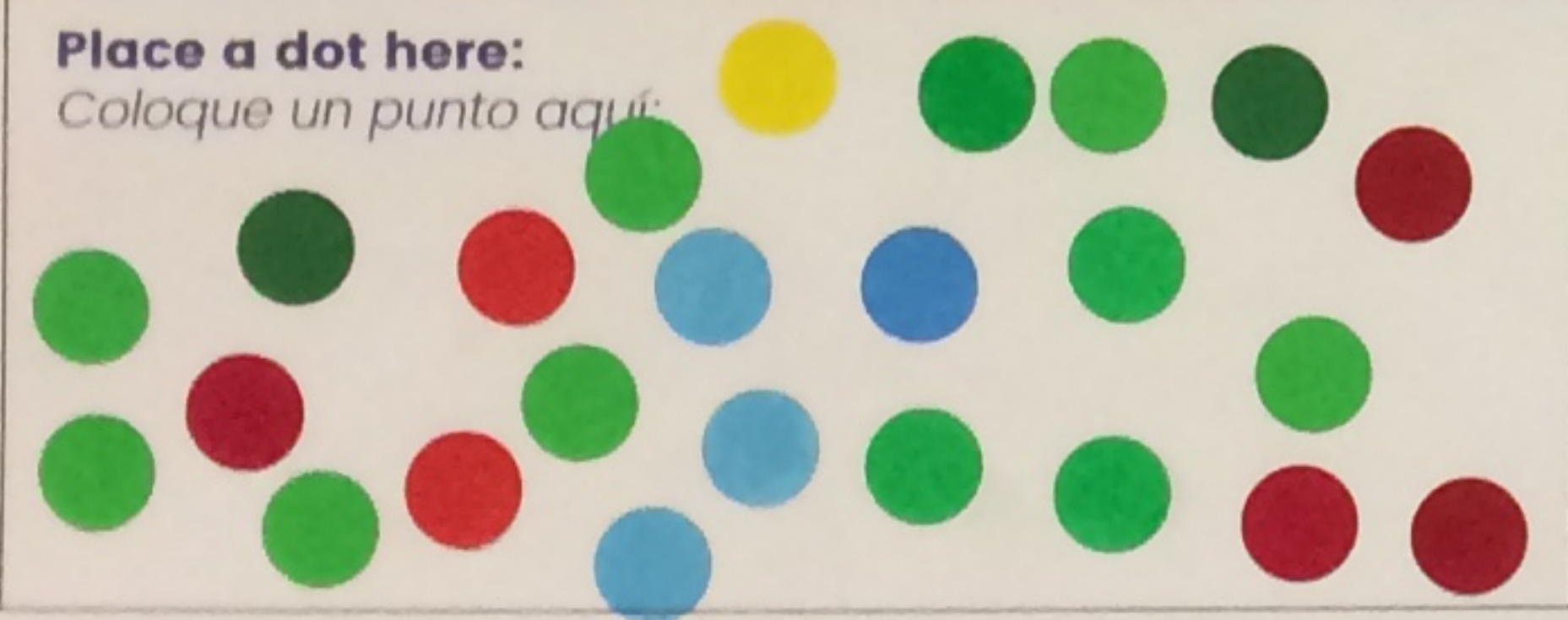
If the auto center changes, what would you like to see in this area in the future? (Place a dot on the preferred option)

Si cambia el auto center, ¿qué le gustaría ver en esta área en el futuro? (Coloque un punto en la opción preferida)

Walkable blocks to improve pedestrian safety and access
Cuadras caminables para mejorar la seguridad y el acceso de los peatones



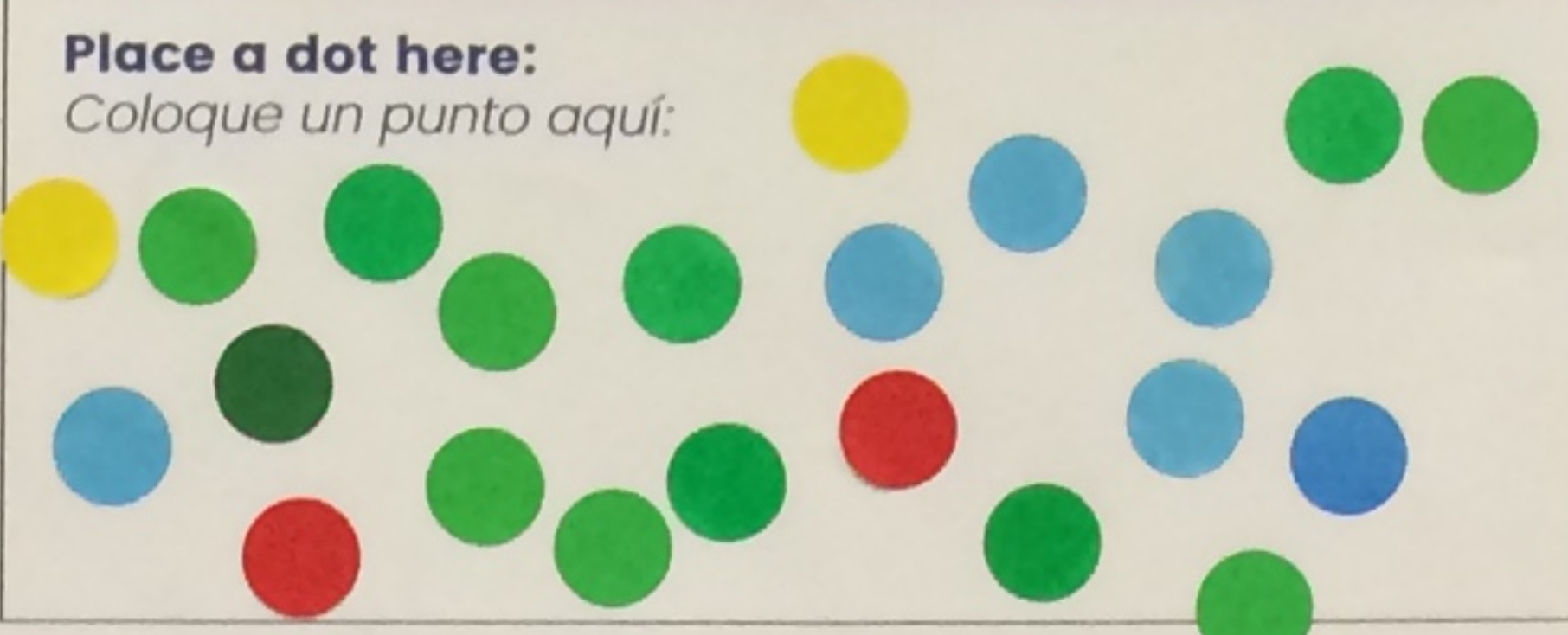
Place a dot here:
Coloque un punto aquí:



New Innovative Companies and Makerspaces
Nuevas empresas innovadoras y espacio fabricante



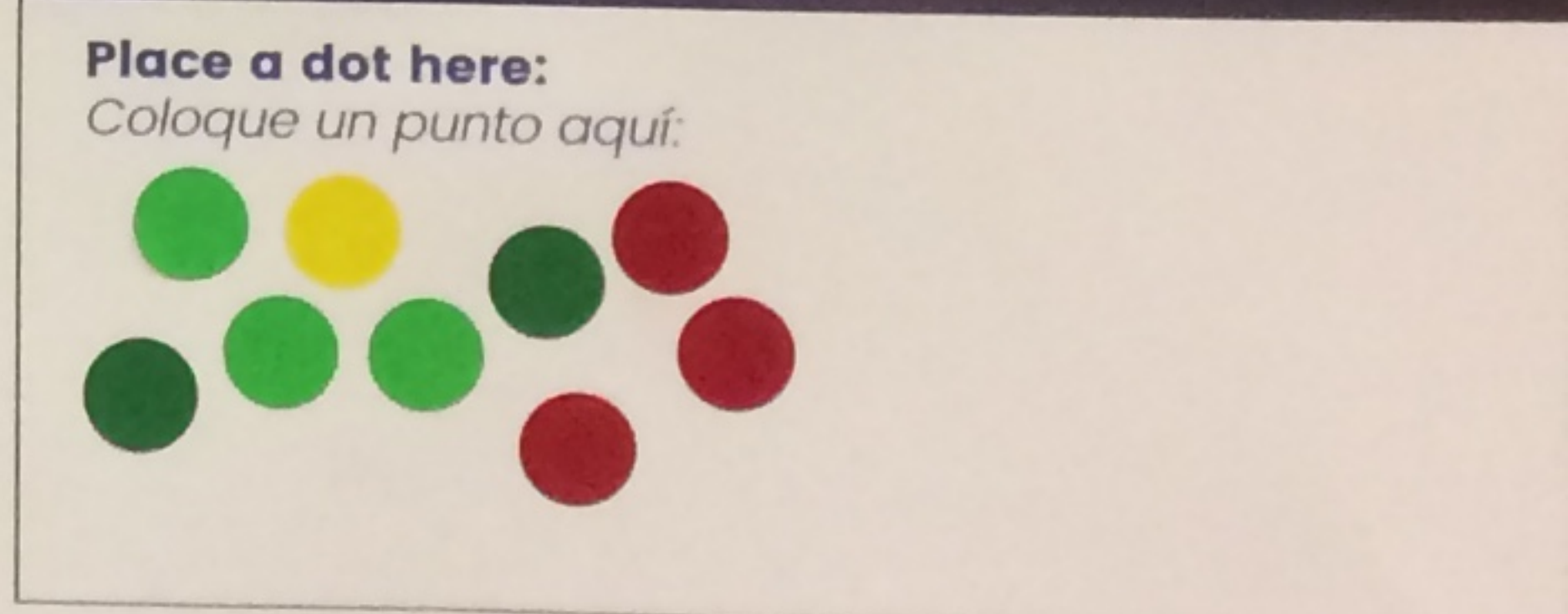
Place a dot here:
Coloque un punto aquí:



New Housing
Nueva vivienda



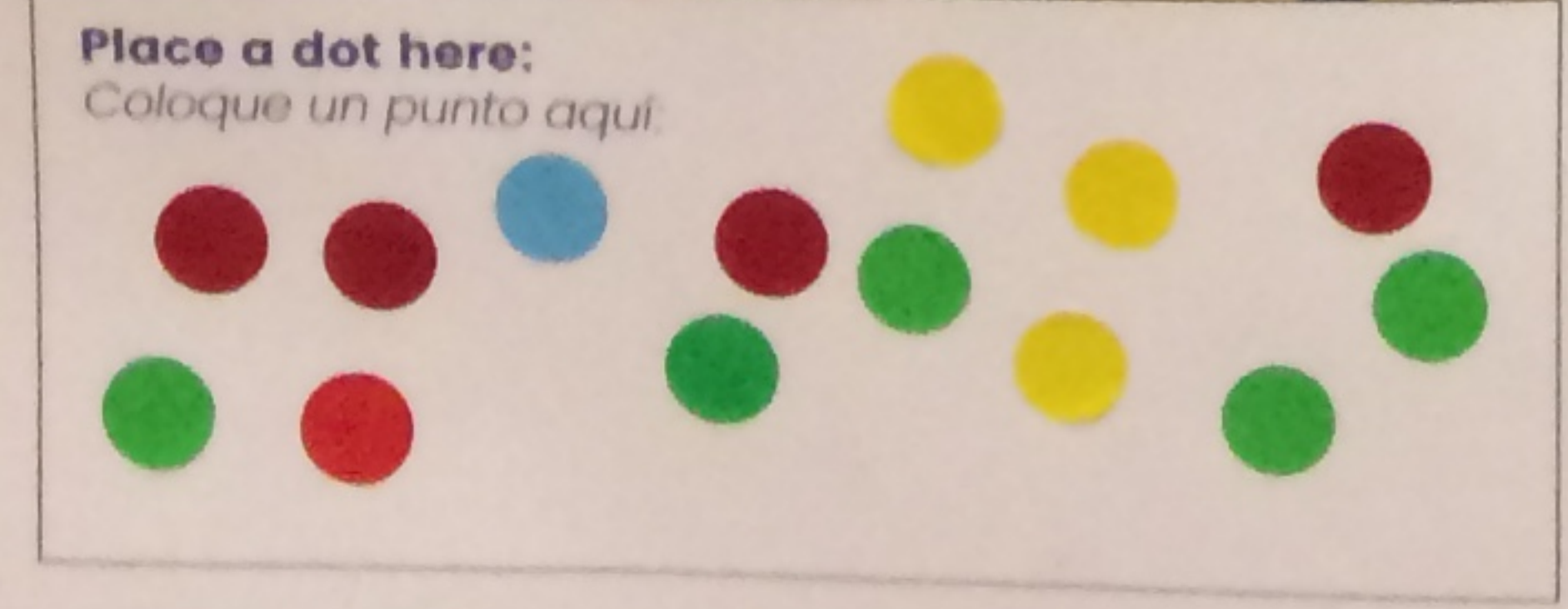
Place a dot here:
Coloque un punto aquí:



Parks for recreation and gathering
Parques para la recreación y reunión



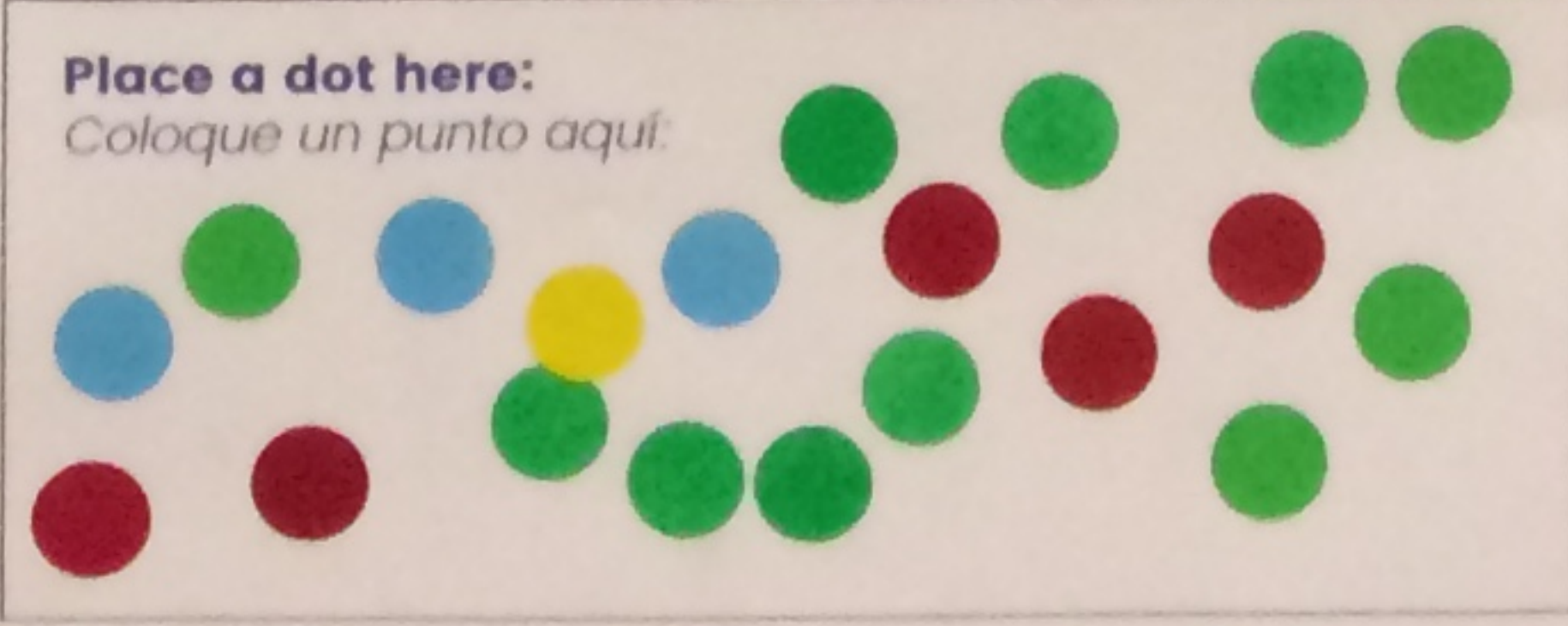
Place a dot here:
Coloque un punto aquí:



A mixed use district (jobs, housing, retail, and public spaces)
Un distrito de usos mixtos (trabajos, vivienda, negocios, y espacios públicos)



Place a dot here:
Coloque un punto aquí:



Other Ideas
Otro Ideas

Blank area for writing other ideas.

Bike Parks

Pump Tracks

Skate Parks

Traffic Gardens

Protected Bike Lanes

Trees and Landscape to emulate natural spaces

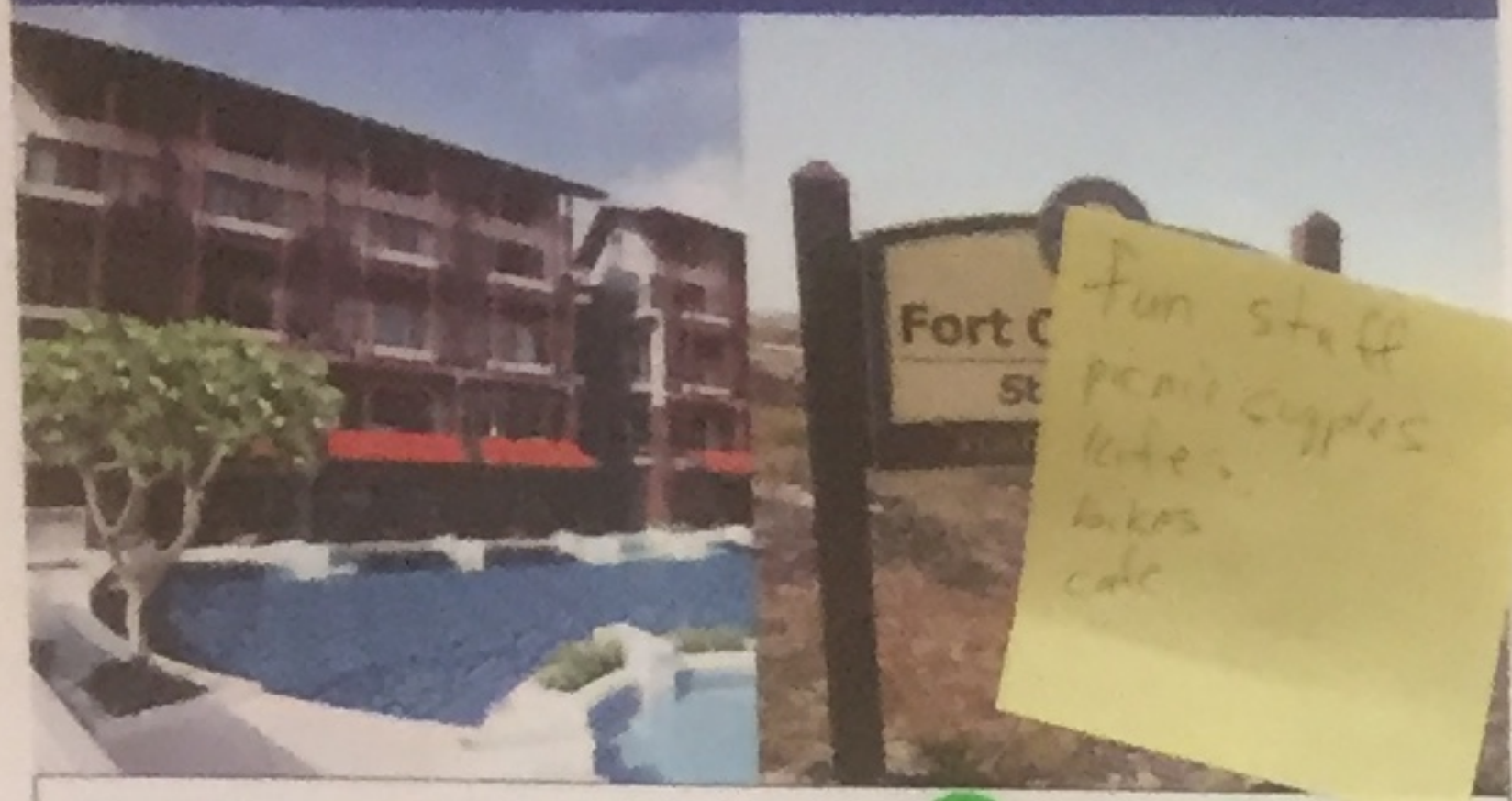
Interactive area - where CARS are NOT the focal point -
Walking / Biking / small TRAM - Mono-rail -
entertainment -

Ensure
new job
opportunities
w/ changes
maybe fresh
energy

Campus Town (Seaside North)

Entrance to Fort Ord National Monument and Fort Ord Dunes State Park

Entrada al Monumento Nacional Fort Ord y el Parque Estatal Fort Ord



*Fun stuff
Pepsi Cycles
Kiosk
Bikes
Cafe*

Place a dot here:
Coloque un punto aquí:



*Eco Tourism
Business /
Small hotels
Gateway to Fort Ord*

Regional Center

Centro Comercial



Place a dot here:
Coloque un punto aquí:



New Office/Research and Development Area

Nuevas Oficinas/Área de Investigación y Desarrollo



Place a dot here:
Coloque un punto aquí:



Fort Ord Dunes State Park

Regional Center (Retail, Office, and Residential)

Office / Research and Development

Regional Retail

Auto Center

University Residential Area (Moderate Density)

"University Village" (Higher Density Residential & Neighborhood Retail)

- Higher Intensity Mixed Use
- Higher Intensity Residential
- Residential
- Regional Retail
- Neighborhood Retail
- Auto Retail
- Office/R&D/Light Industrial
- Civic Use
- Ground-Floor Retail
- Entrance Feature
- Public Space
- Activity Center

*Not a good place
NO AUTO CENTER*

*Check pedestrian
+ bike through
with connection
to Seaside*

*Lower Intensity
& MIXED
USE BUSINESS
TO BENEFIT
PREVIOUS*

*MONUMENT GATEWAY
SMALL
RETAIL
CAFE*

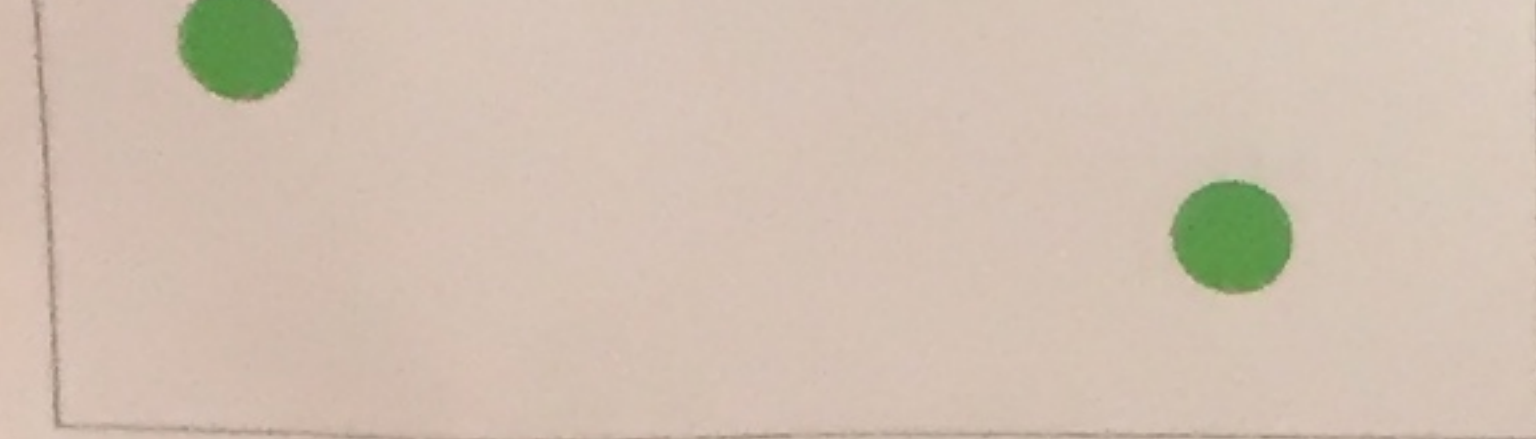
*8th
&
9th*

Auto Center

Centro de Autos



Place a dot here:
Coloque un punto aquí:

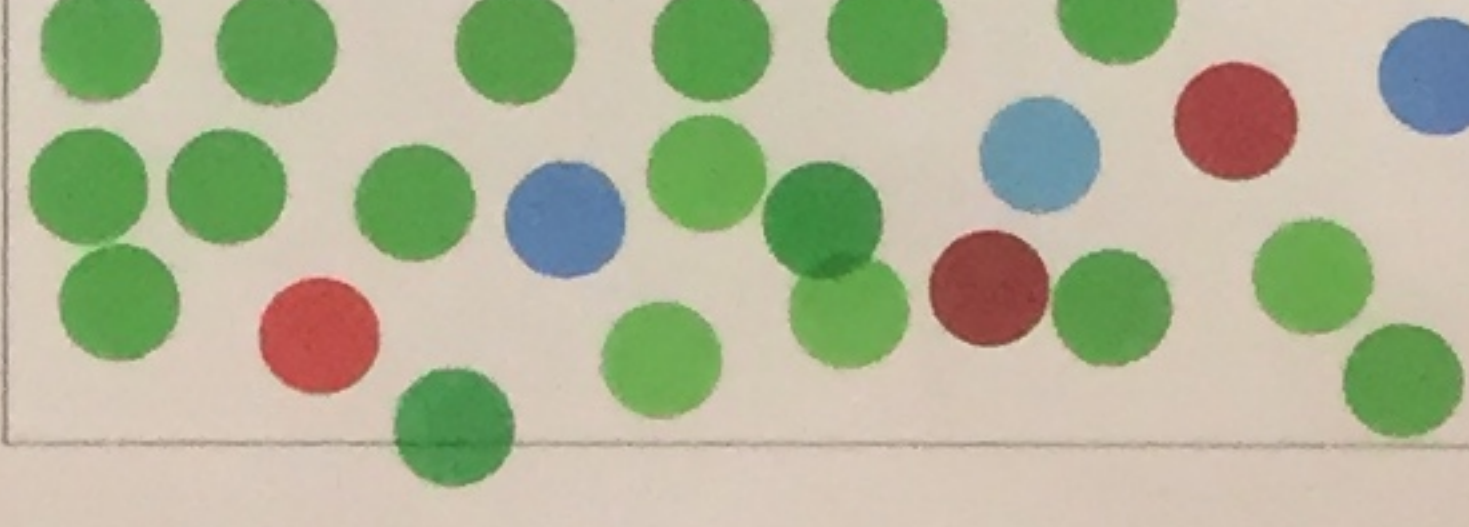


"University Village" with higher-density housing, retail, jobs, & open space

"Aldea universitaria" mayor densidad de viviendas, comercio, empleos & espacios abiertos



Place a dot here:
Coloque un punto aquí:



University Residential Area

Área Residencial Universitaria



Place a dot here:
Coloque un punto aquí:



Entrance to Fort Ord Mon. - NO hotel with pool!

Univ. Village is on a ridge. Don't build too high.
Blend into landscape like Monterey College of Law

CONVERT TO PARK LANDS

Yes to tech opportunities research & jobs!
maybe a co-operative w/ the University

Bike Paths & TRAILS

FUN ACTIVITIES for students!

AUTO center DOES NOT MAKE sense
Keep that traffic more by Broadway.

SKATE PARKS

PUMP TRACKS

BIKE PARKS

TRAFFIC GARDENS

- NO ROOF Lines higher than existing old Fort Ord Bldgs.
- At 8th & Gigling preserve parking lots for wildlands/monument
- Preserve former Monterey Downs Land as wildlands.
- ~~8th & Gigling~~ Put business which support monument/wildland at end of Gigling

Monument Village (Seaside East)

Entrance to Fort Ord National Monument Entrada al Monumento Fort Ord



Place a dot here:
Coloque un punto aquí:

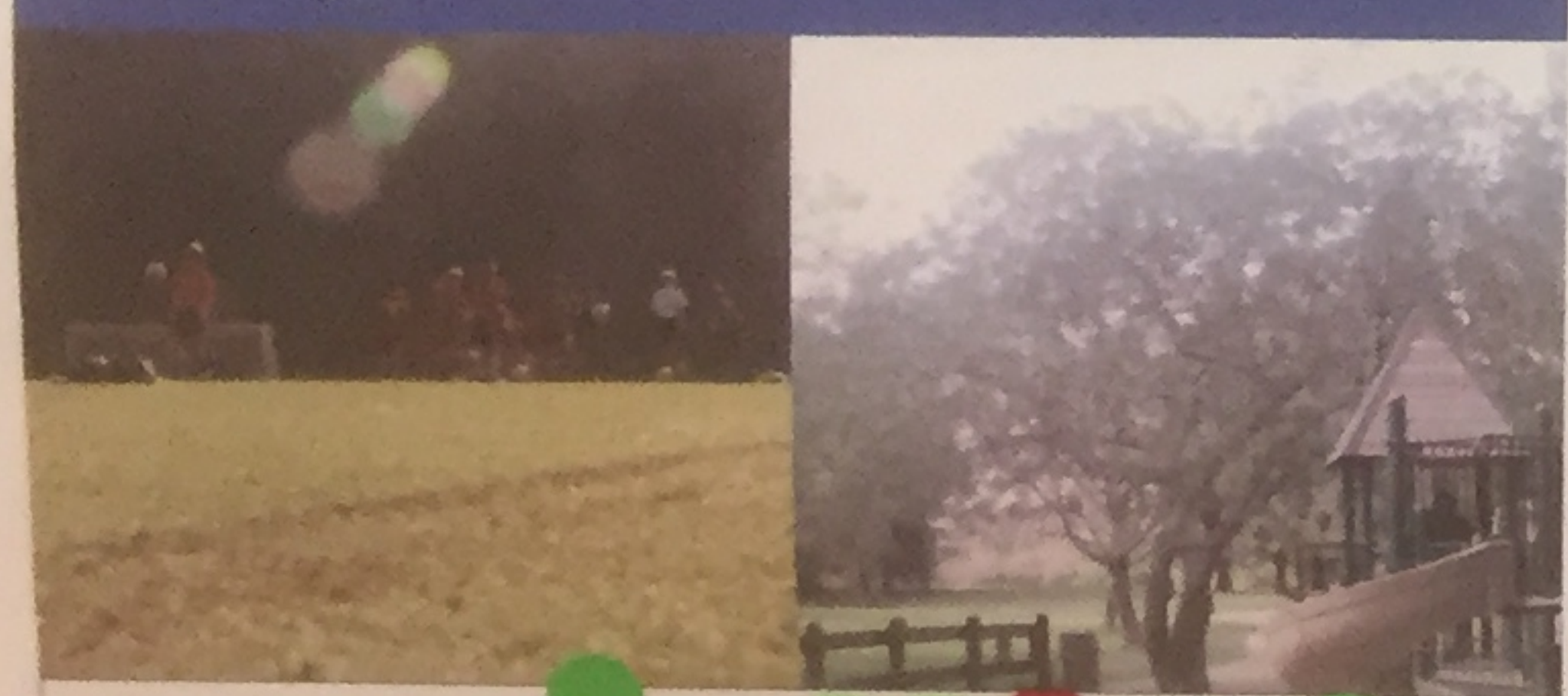
Handwritten note: Seaside Biggest asset

New office/Research & Development area Nuevas oficinas/Área de Investigación & Desarrollo



Place a dot here:
Coloque un punto aquí:

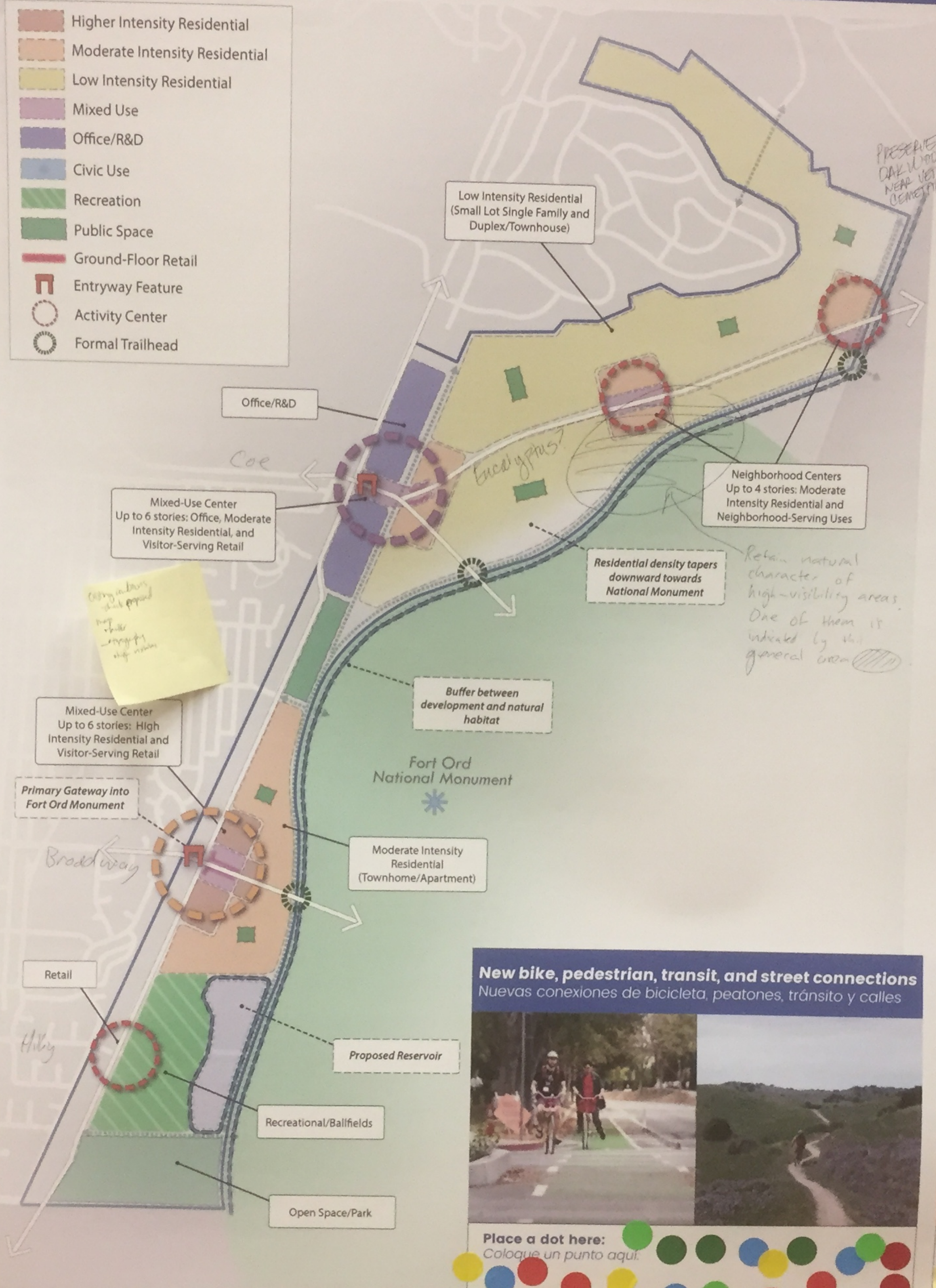
Regional Recreation Destination Destino Regional Recreacional



Place a dot here:
Coloque un punto aquí:

Handwritten note: Pump track, bike park, skate park, + picnic garden. Please add these.

- Higher Intensity Residential
- Moderate Intensity Residential
- Low Intensity Residential
- Mixed Use
- Office/R&D
- Civic Use
- Recreation
- Public Space
- Ground-Floor Retail
- Entryway Feature
- Activity Center
- Formal Trailhead



Residential neighborhoods with "centers" Vecindarios residenciales con "centros"



Place a dot here:
Coloque un punto aquí:

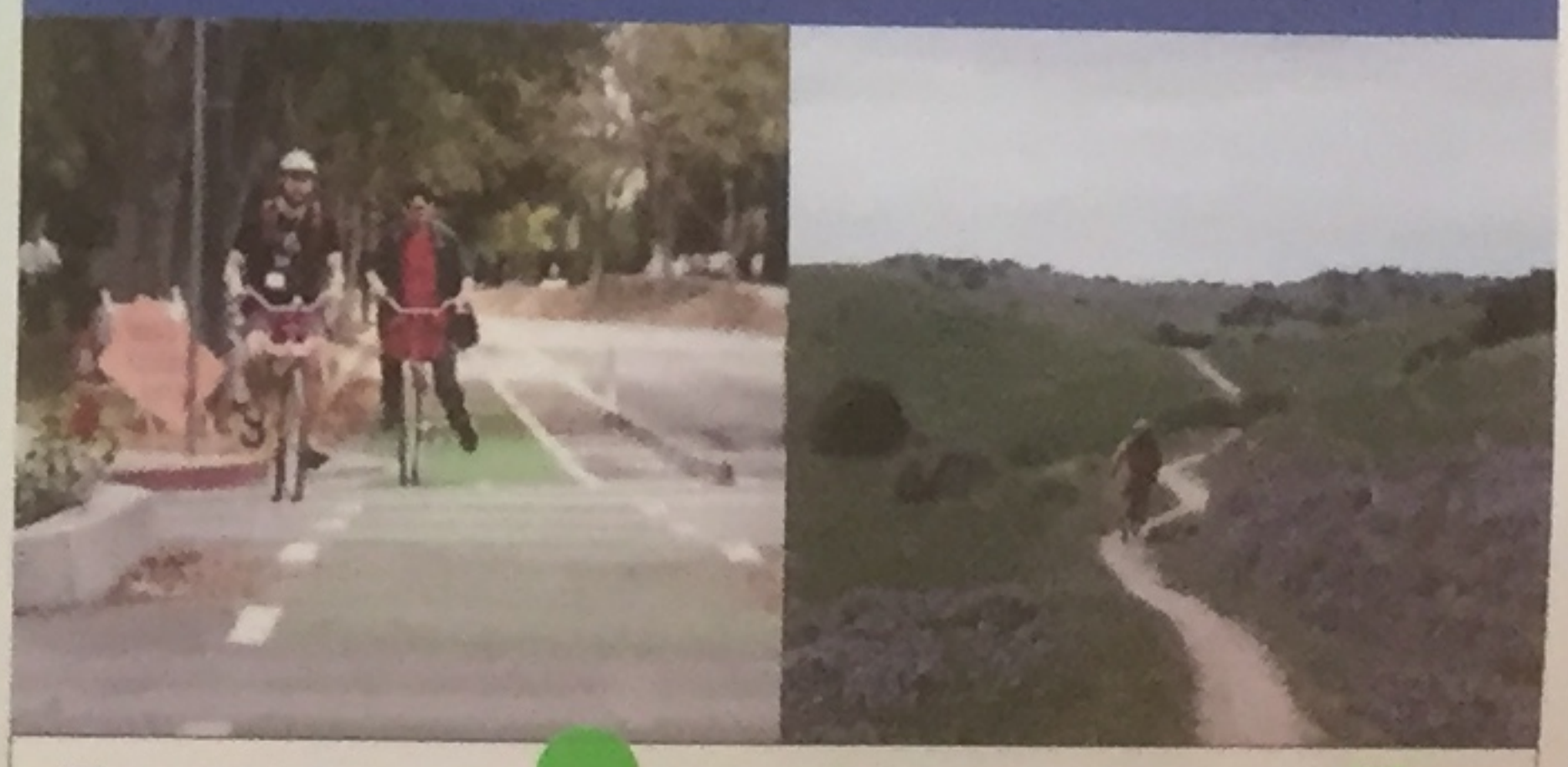
Diverse housing Vivienda diversa



Place a dot here:
Coloque un punto aquí:

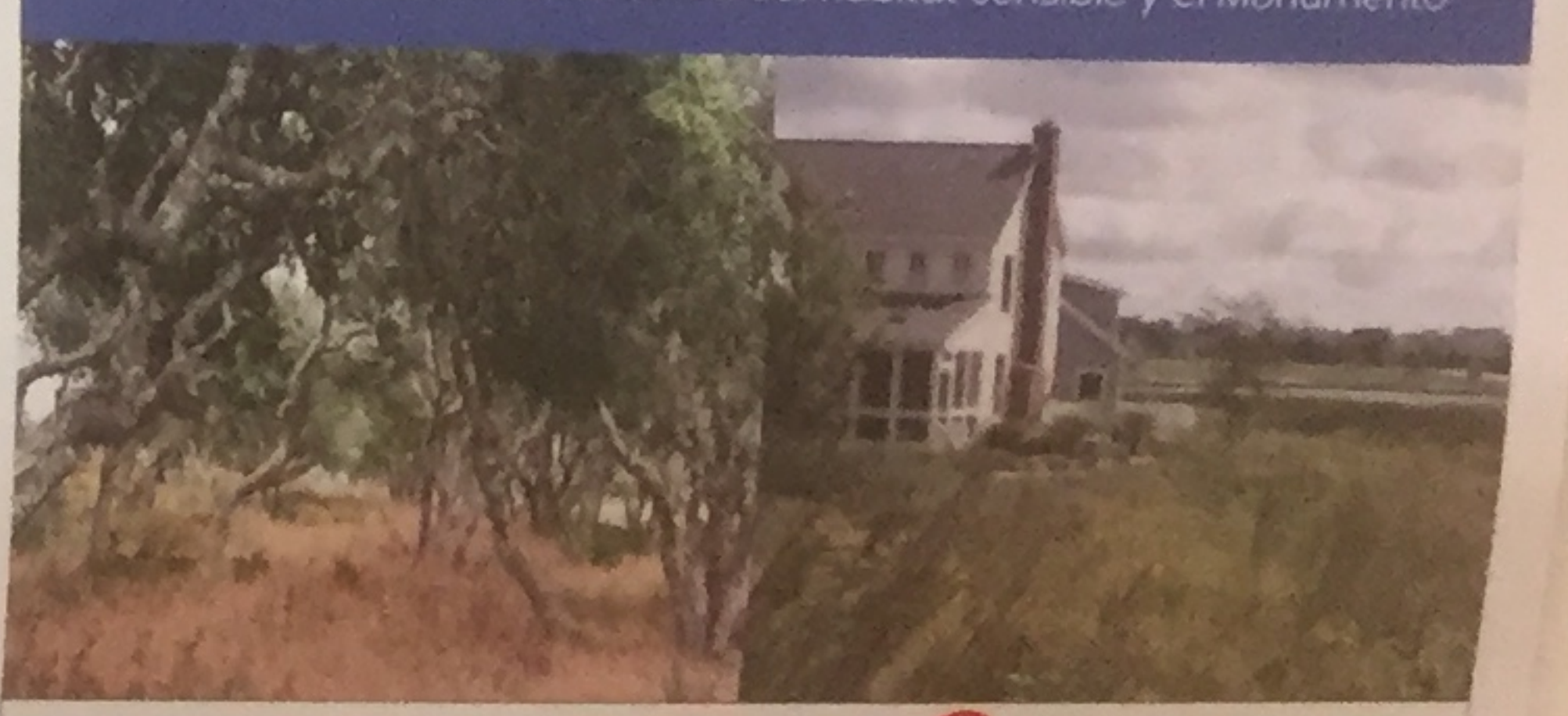
Handwritten note: Transition from RRM to city - low density housing

New bike, pedestrian, transit, and street connections Nuevas conexiones de bicicleta, peatones, tránsito y calles



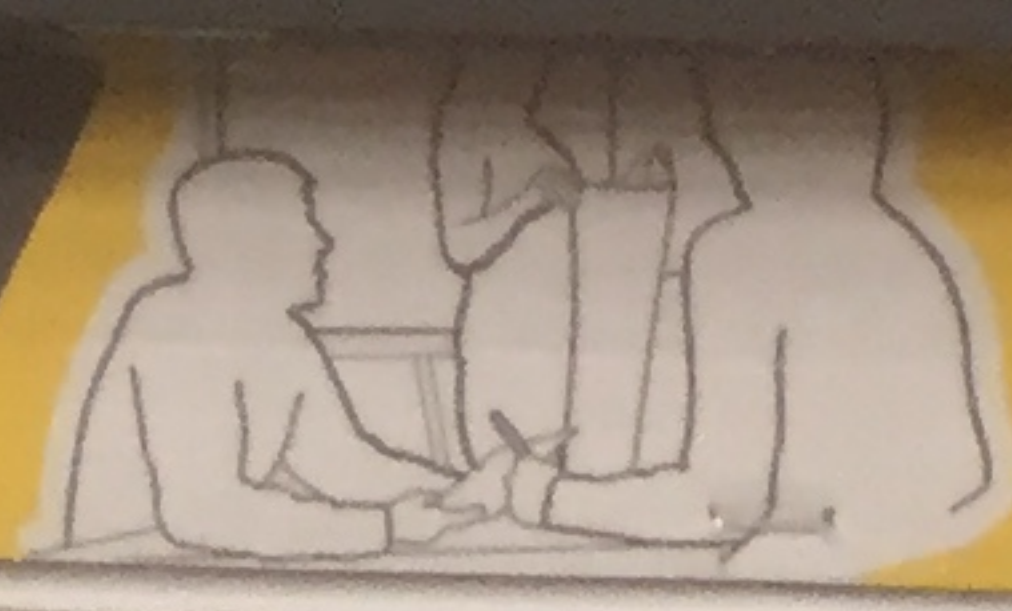
Place a dot here:
Coloque un punto aquí:

Lower residential intensity near sensitive habitat and the Monument Menor intensidad residencial cerca del hábitat sensible y el Monumento



Place a dot here:
Coloque un punto aquí:

Handwritten note: No residential near Sensitive Area. Suggest moderate increases use at a distance and a pump track. No development on the existing oak-woodland preserve and wetlands.



~~Lower~~
Less housing
Yes on R+D
More recreation & open space

Making sure that
this area is somewhat
& transition from city
to open space. Give consideration
to what the land is now
Work with terrain of
rolling hills -

- mid-size performance center

Access from Hilby to Fort Ord

~200-foot buffer along
~~edge of~~ edge of Monument,
required under
Habitat Management plan
- Should show buffer on maps
- Trail & Geonway should
buffer.

Proposed ~~greenway~~ ~~Trail~~ Ford Ord Rec Trail & Greenway
FORTAG

- Emphasize non-motorized access/trails
(with car parking at entrance)
- De-emphasize housing & all other development
- More ^{dense} housing & neighborhood centers
(see dot with reference to neighborhood center & mixed
• mixed use office with housing above)

Notes on
access
city link to car trails

- Protect sensitive habitat that exists - investigate "coastal chaparral environment"
Build less & leave more - this is important for fog environment!
- * Approach Planning from Regenerative/Ecological Design
- * See Seaside report (task force -> 3 recommendations)

- Trail along high ridge line for view: Eastern border

- Monument village should be dedicated to international cycling tourism with outdoor space
& biking opportunities to the Natl monument & rec-trail w/ connectors to east & Broadway for
cultural eating & entertainment - east Broadway should have inclusionary housing so restaurant workers
don't need a car - with everyone outside for cultural events - everyone together - the community thrives
→ The above. Do NOT DEVELOP ON SENSITIVE LAND. Have people create businesses that compliment the
monument, bicycle rental, tours, horse backriding, a place to eat after having a blast on the trails in the
OAK & MARSHY chaparral areas. Have the high density ^{housing} along Broadway above businesses

→ PRESERVE OAK WOODLAND NEXT TO CEMETARY, USE IT AS A DRAW FOR SEASIDE
NATURE TOURISM ~~AREA~~ VERY LOW DENSITY DEVELOPMENT NEXT TO THIS WOODLAND.

→ Areas for youth fields, courts, etc.