

# RUDG Project Update

FORA Board

April 10, 2015

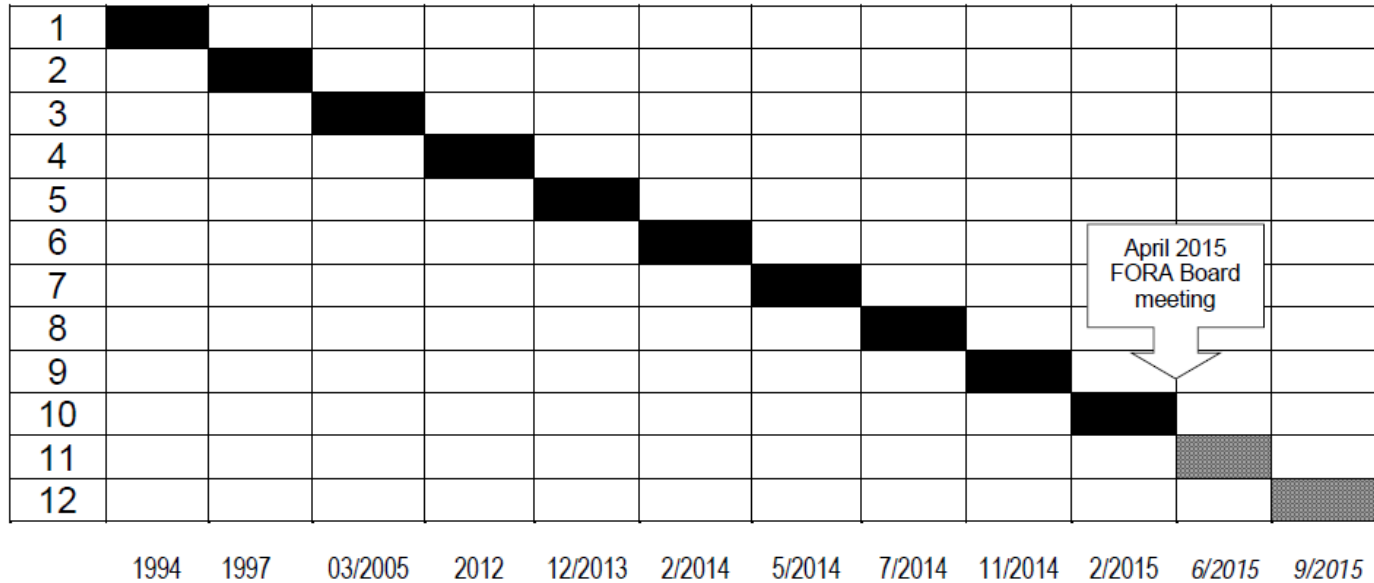
*Josh Metz, Senior Planner*

# Overview



- **Project History**
- **Legal Clarification**
  - FORA Act
  - Authority Counsel Memorandum
- **Reuse Plan Context**
  - Design Principles
  - Design Guidelines
- **Key Terms**
- **Consultant Update**

## Milestone Sequence Diagram – Regional Urban Design Guidelines (RUDG)



1. FORA Act – Board has Reuse Plan consistency determination authority. Zoning authority sits with land use jurisdictions.
2. Base Reuse Plan Design Principle 6: Adopt regional design guidelines (Vol 1, p. 61)
3. FORA Board approves Highway 1 Design Corridor Design Guidelines
4. Reassessment Report highlights outstanding RUDG
5. Colloquium speakers emphasize RUDG value
6. Board approves 2014 work plan including RUDG completion
7. RUDG Task Force manages competitive consultant selection process
8. Board approves Dover, Kohl & Partners (DKP) contract
9. DKP Site Visit
10. RUDG Charrette
11. DRAFT RUDG for Board Review
12. RUDG Approval – Implementation Training & Integration

## 1994 FORA Act:

- Empowers FORA Board with responsibility of making **consistency determinations** between **local plans/entitlements and Reuse Plan**
- **Zoning authority** remains purview of **local jurisdictions**

Ref: **Authority Counsel Memo April 2, 2015**  
(included in packet)

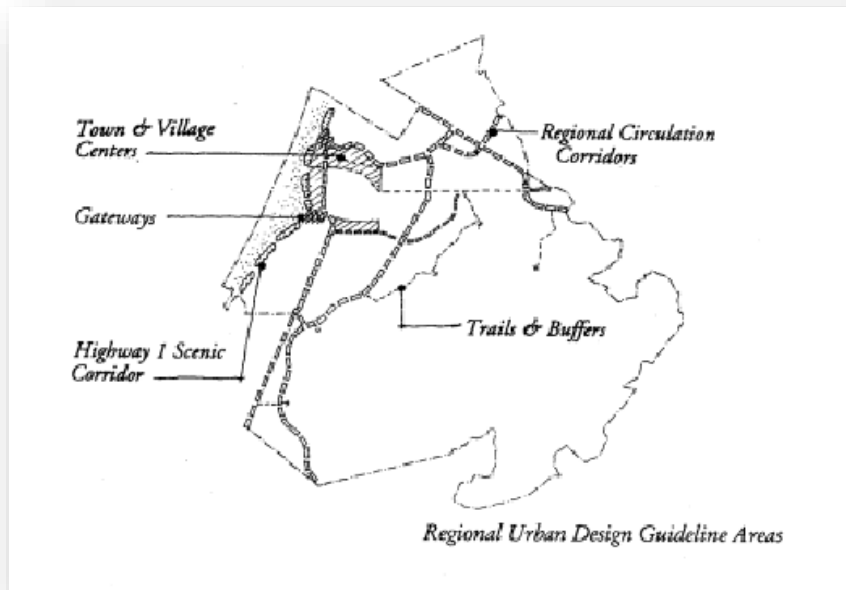
## April 2, 2015, Authority Counsel Memo:

- Development of RUDG for the Highway 1 Corridor (approved 2005), Town & Village Centers, Gateways, Regional Circulation Corridors, and Trails are **required as distinct implementation actions** under the Reuse Plan;
- RUDG are to focus on issues of **visual quality and character**;
- RUDG will establish **standards for future consistency determinations**; and
- RUDG **do not override prior/current consistency determinations, redefine land use designations, or local zoning and General Plans.**

# Design Principles

1. Create a ***unique identity*** for the community around the ***educational institutions***
2. Reinforce the **natural landscape** setting consistent with **Peninsula character**
3. Establish a ***mixed-use development*** pattern with ***villages*** as focal points
4. Establish **diverse neighborhoods** as the building blocks of the **community**
5. Encourage ***sustainable practices*** and environmental conservation
- 6. Adopt regional design guidelines**

# Design Guidelines



“Urban design guidelines will establish standards for **road design, setbacks, building height, landscaping, signage, and other matters of visual importance**”

# Key Terms

## • **Guideline:**

- not a legal term of art with no particular legal meaning
- **“a rule or instruction that shows or tells how something should be done.”** – Merriam-Webster
- Alt. **“The (pirate) code is more what you’d call ‘guidelines’ than actual rules”** - Captain Barbossa, *Pirates of the Caribbean, Curse of the Black Pearl*

Source: **Authority Counsel Memo April 2, 2015**  
(included in packet)



# Key Terms

- **General Plan:**

- **A statement of policies**, including text and diagrams setting forth objectives, principles, standards, and plan proposals, for **the future physical development** of the city or county (see Government Code Sections 65300 et seq.).

- **Zoning:**

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

[A Citizen's Guide to Planning, Governor's Office of Planning & Research, CA](#)

# Key Terms

## • Specific Plans

- A plan addressing land use distribution, open space availability, infrastructure, and infrastructure financing **for a portion of the community**. Specific plans put the provisions of the local general plan into action (see Government Code Sections 65450 et seq.).

## • Illustrative Exhibits

- **Non-binding Illustration(s)** serving to explain a design concept

# Design Fort Ord

Regional Urban Design Guidelines (RUDG)

## Project Update

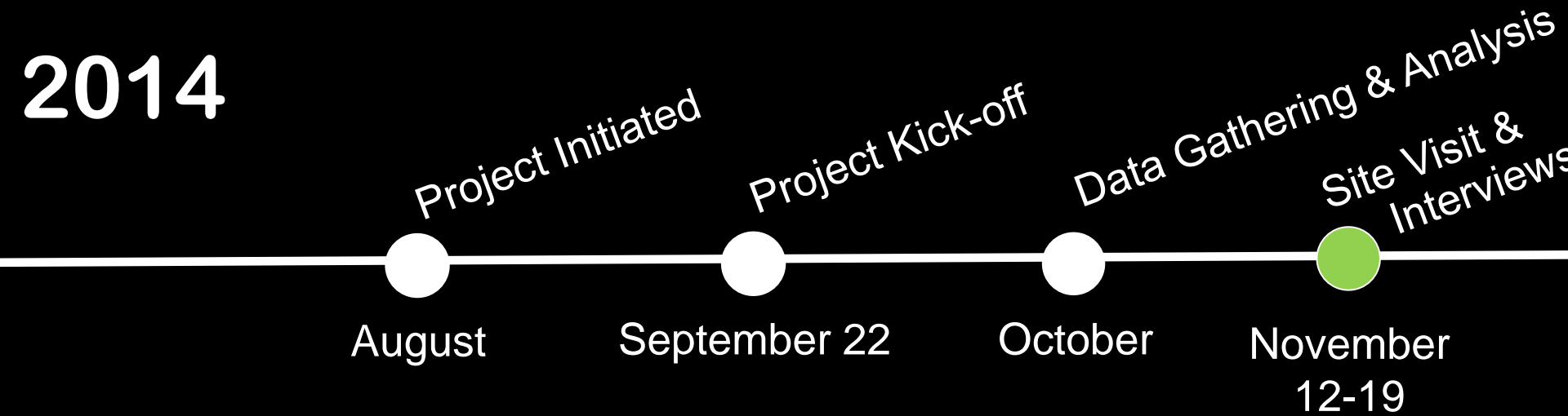


DOVER, KOHL & PARTNERS  
t o w n   p l a n n i n g

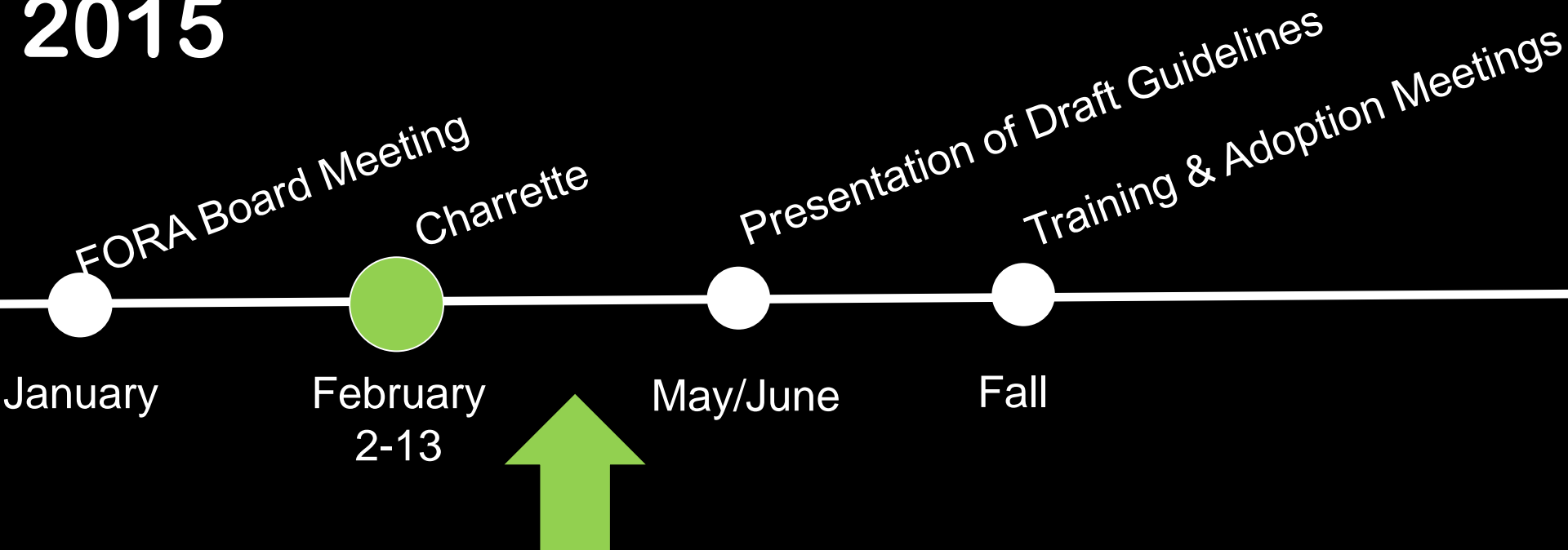
Strategic Economics  
Alta Planning + Design  
National Charrette Institute  
Helix Environmental Planning  
Jeff Speck & Peter Katz  
Civitas & Pinnacle Advisors Real Estate  
UrbanAdvantage

# project timeline

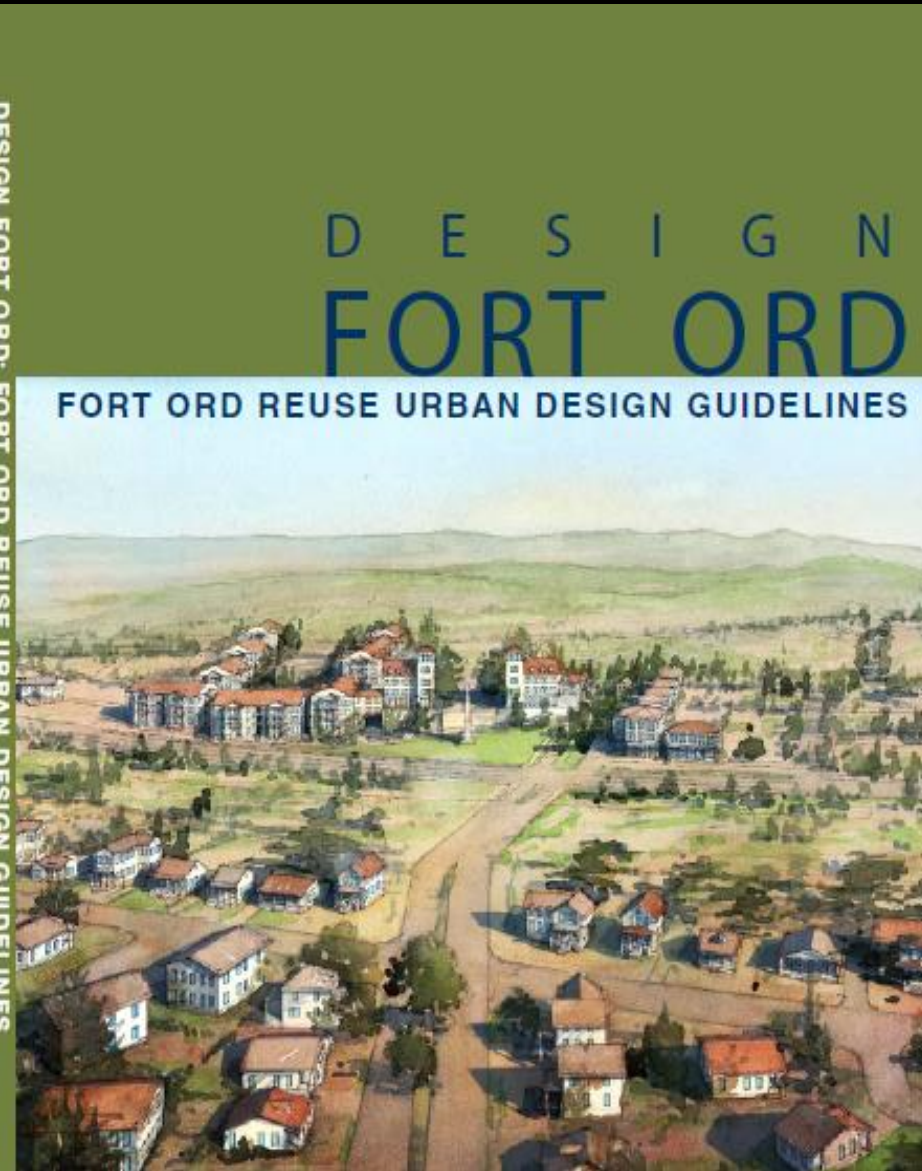
## 2014



## 2015



# Design Guidelines



## Table of Contents

1. Introduction & How to Use These Guidelines
2. Regional Guidelines
3. Corridor Guidelines
4. Vision & Plans
5. Appendix  
(public process, economic memorandum)

**DRAFT**

# draft guidelines

- Street connectivity
- Fronts face front
- Primacy of open space & vistas
- Scale of public space
- Walkable streets
- Identifiable urban centers
- ~~Mix of uses~~
- Mix of building types
- Context-sensitive trails
- Customized gateways

**DRAFT**

More or less weight can be given to each guideline depending on context

## MEMORANDUM

Kennedy, Archer & Giffen  
A Professional Corporation

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**DATE:** April 2, 2015  
**TO:** Fort Ord Reuse Authority  
**FROM:** Authority Counsel  
**RE:** Regional Urban Design Guidelines

The “full” version of Design Principle no. 6 provides:

*Adopt [RUDGs]* **The visual character** of the Monterey Peninsula plays a major role in supporting the area’s attractiveness as a destination for many visitors every year. ... **Maintaining the visual quality of this gateway to the Peninsula and where necessary enhancing it is of regional importance to ensure the economic vitality of the entire Peninsula.** [RUDGs] will be prepared and adopted by FORA as a separate implementation action to govern the visual quality of the following areas of regional importance. The guidelines will address the State Highway 1 Scenic Corridor, the freeway entrances to the former Fort Ord ... from the State Highway 1 ..., areas bordering the public [sic] accessible habitat-conservation areas, major through roadways such as Reservation Road and Blanco Road, as well as other areas to be determined. **The urban design guidelines will establish standards for road design, setbacks, building height, landscaping, signage, and other matters of visual importance.**”

**“road design”**



# road design and corridors

## street sections



**Parkway**  
A parkway is a regional facility intended to carry traffic from point to point with little interruption in the way of driveways and intersections. Parkway can occur in both urban and rural contexts, with drainage either accomplished in a closed or open system. Parkway respect the natural environment, with a more natural and informal landscape scheme in keeping with their natural setting. Parkway can have two or four travel lanes, with a target speed of between 30 and 45 mph. Bicycle and pedestrian are accommodated on parkway as a separated stand use path, but within the overall right of way.

**Boulevards**  
A boulevard is a regional travel facility that typically consists of commercial frontage, with multiple intersections and access to businesses. Boulevards have a more formal streetcape pattern, and occur in primarily developed areas. Boulevards include a closed drainage system and accommodations for pedestrians and bicycles in a facility such as a shared use path that is separated from moving traffic. Boulevards can include an access lane to afford local trips an alternate to reentering the through lanes, and to create more frontage with on-street parking; bicycles are accommodated on boulevards in the access lanes due to their low speed.

**Boulevard (Dedicated Transit Lane)**  
The boulevard can also include a dedicated transit lane for buses or light rail vehicles, which can either be constructed initially or retrofit at some point in the future. Boulevards are typically four lanes in width, and occur in built-up areas with commercial uses. Target speed for a boulevard is typically between 30 and 45 mph in the through lanes, and 30-35 mph on the access lane.

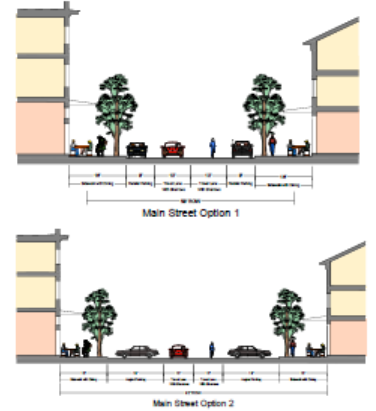
2.15  
10.0  
14.0 ft

Design Built Ford Ford Urban Design Guidelines | Corridors and Trails



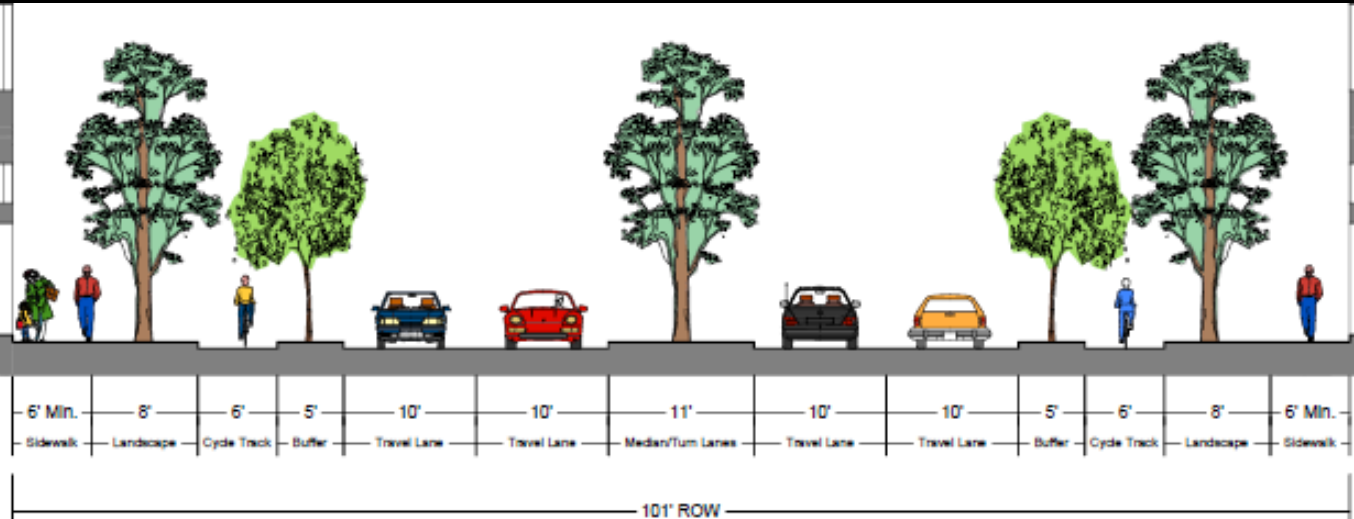
**Avenues**  
An avenue is a reliable, low-speed street that carries a mixture of through and destination traffic. Avenue provide access to abutting commercial, residential, and mixed land uses, and accommodate cars, pedestrians, and bicycles. Avenue can have between two and four travel lanes, and can have planted medians and side planting strips. They may also have on-street parking, and will have sidewalks and some form of an on-street bicycle accommodations such as bicycle lanes, cycle tracks, or a shared use path. Avenue have sidewalks on both sides of the street, and a more formal planting scheme with trees on a regular spacing in the verge. Target speeds for avenue are typically 30 mph or less.

2.16  
10.0  
14.0 ft



**Main Streets**  
Main Streets are designed to provide connections between neighborhoods and districts, as well as providing access to Avenues and Boulevards from local streets. Main Streets are highly visible at street as the primary street for commercial or mixed-use centers. On-street parking is provided in either a parallel or angled configuration. Due to high anticipated pedestrian activity, design speeds are kept low. The condition also allows bicycles to share space with automobiles in general travel lanes, negating the need for distinct bike lanes. Additional landscaping and traffic calming techniques that are ideal on Main Streets include street trees in graded wells, curb bulb-outs, and a relatively high density of street furniture and public art. Pedestrian-scale street lighting should be installed, and utilities should be located underground, in alleys or other streets to the greatest extent possible. Sidewalks are required on both sides of the street, and will be at least 15 feet from the back of curb to the building face, to provide space for activities such as outdoor cafes and strolling.

2.17  
10.0  
14.0 ft



Avenue Option 2: Cycle Track and Multi-Lane

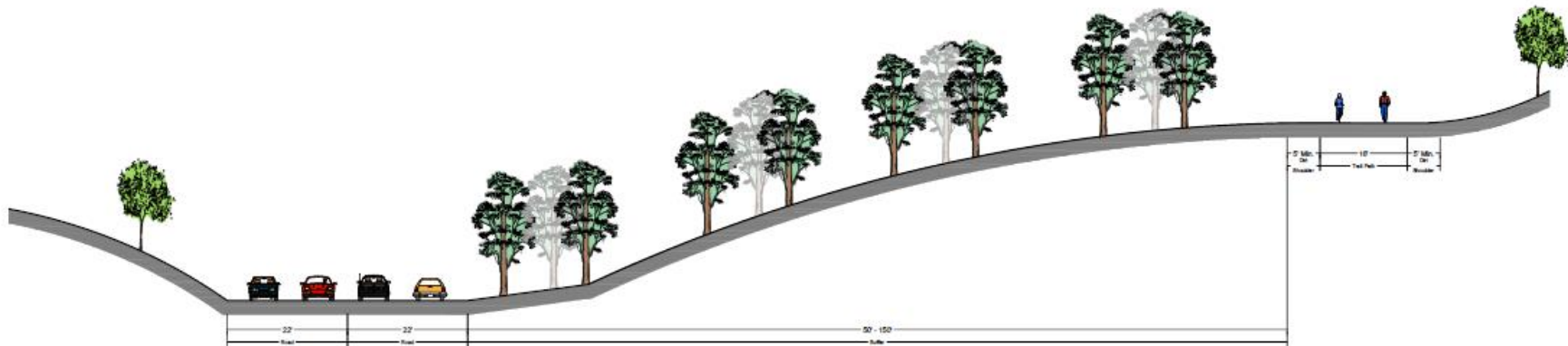
## Specific types and dimensions

**DRAFT**

# road design and corridors

## trail sections

ines | Corridors and Trails



Rural Corridor Trail

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Specific types and dimensions

**“setbacks”**

“building heights”

# setbacks & building heights

## T5 Neighborhood Center Zone Overview

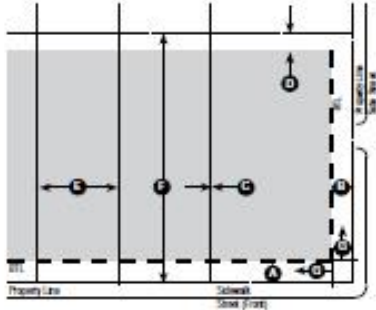
This zone forms the core of areas of FORA's gateways and centers. Priority is placed here on optimizing the physical characteristics of the built environment for increased walkability. While much of the land encompassed by this district was originally built in an automobile-dominant format, the intent is to facilitate a transition of individual parcels over time, each adding up to a vibrant, walkable town center.

To maximize vibrancy and walkability, this zone features buildings located close to the sidewalk, plentiful shade for pedestrians, and parking lots screened from view.



6.10 DRAFT 03.22.15 Illustrative example of buildings and site arrangement in the T5 Neighborhood Center Zone.

## T5 Neighborhood Center Zone Form



Building Placement	
<b>Build-to Line (Distance from Property Line)</b>	
Front	0' min., 8' max. <b>A</b>
Side Street	0' min., 8' max. <b>B</b>
Building Facade at BTL	
Front	80% min. <b>C</b>
Side Street	30% min. <b>D</b>
Sidewalk Facades must be built to the BTL for the first 30' on a corner. <b>E</b>	

Setback (Distance from Property Line)	
Side	0' min. <b>F</b>
Rear	5' min. <b>G</b>

Lot Size	
Width	100' max. <b>H</b>
Depth	150' max. <b>I</b>

Footprint	
Depth, ground floor commercial space:	Main Building 40' min., Ancillary Building 20' min. <b>J</b>

Building Form	
<b>Height</b>	
Main Building	22' min. <b>K</b>
Ancillary Building	4 Stories max. <b>L</b>
Ground Floor Elev. Above Sidewalk	Comm. 6' max., Res. 24" min. <b>M</b>
Ground Floor Commercial Ceiling	14' min. clear <b>N</b>
Ceiling Height	9' min. clear <b>O</b>
*Measured from grade to eave or parapet base	
*See definition of "Story" in Definitions	

Allowed Building Types (See Sec. X.XX)	
Commercial Block	Linear Building
Chic Building	Live-Work Unit
Courtyard Apartment	Maroon Apartment
Duplex/Triplex/Fourplex	Townhouse/Rowhouse
Gas Station / Drive Thru	Ancillary Building

Allowed Frontage Types (See Sec. X.XX)	
Shopfront	Gallery
Forecourt	Sloop
Porch	

Allowed Use Types (See Sec. X.XX)	
Ground Floor	Service, Retail, or Recreation, Education and Public Assembly <b>P</b>
Upper Floor(s)	Residential or Office <b>Q</b>

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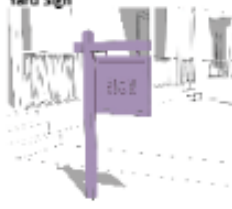
“landscaping”



“signage”



# signage

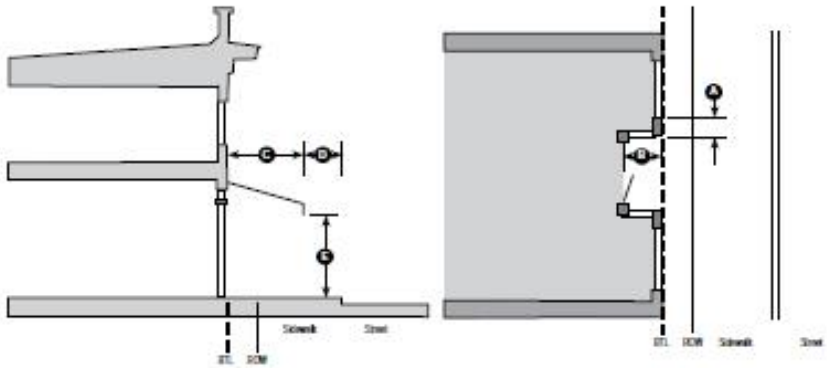
 <p>Address Sign</p>	<p>Quantity: 1 per address                  Area: 2 sf max                  Width: 24 in max                  Height: 12 in max                  Depth / Projection: 3 in max                  Clearance: 4.5 ft min                  Apex: N/A                  Letter Height: 6 in max</p>	 <p>Nameplate Sign</p>	<p>Quantity: 1                  Area: 3 sf max                  Width: 18 in max                  Height: 2 ft max                  Depth / Projection: 3 in max                  Clearance: 4 ft max                  Apex: 7 ft max                  Letter Height: N/A</p>
 <p>Awning and Sign</p>	<p>Quantity: 1 per window                  Area: N/A                  Width: width of Awning                  Height: N/A                  Depth / Projection: 4 ft min                  Clearance: 8 ft max                  Apex: N/A                  Letter Height: 5 in min, 10 in max</p>	 <p>Outdoor Display Case</p>	<p>Quantity: 1                  Area: 6 sf max                  Width: 3.5 ft max                  Height: 3.5 ft max                  Depth / Projection: 5 in max                  Clearance: 4 ft max                  Apex: N/A                  Letter Height: N/A</p>
 <p>Band Sign</p>	<p>Quantity: 1, 2 for corner building                  Area: 1.5 sq ft per linear ft of Facade                  Width: 90% of width of Facade max                  Height: 3 ft max                  Depth / Projection: 7 in max                  Clearance: 7 ft max                  Apex: N/A                  Letter Height: 18 in max</p>	 <p>Sidewalk Sign</p>	<p>Quantity: 1 per business                  Area: 8 sf max                  Width: 28 in max                  Height: 42 in max                  Depth / Projection: N/A                  Clearance: N/A                  Apex: 42 in max                  Letter Height: N/A</p>
 <p>Blade Sign</p>	<p>Quantity: 1 per Facade, 2 max                  Area: 6 sq ft max                  Width: 4 ft max                  Height: 4 ft max                  Depth / Projection: 4 ft max                  Clearance: 8 ft min                  Apex: N/A                  Letter Height: 8 in max</p>	 <p>Window Sign</p>	<p>Quantity: 1 per window                  Area: 25% of glass max                  Width: varies                  Height: varies                  Depth / Projection: N/A                  Clearance: 4 ft                  Apex: N/A                  Letter Height: 8 in max</p>
 <p>Marquee and Sign</p>	<p>Quantity: 1 per business                  Area: N/A                  Width: width of entrance plus 4' o.c.                  Height: 50% Story height max                  Depth / Projection: 4 ft min, 10 ft max                  Clearance: N/A                  Apex: N/A                  Letter Height: 3 ft min</p>	 <p>Yard Sign</p>	<p>Quantity: 1 per lot max                  Area: 6 sf max                  Width: 3 ft max (not counting post)                  Height: 2 ft max (not counting post)                  Depth / Projection: N/A                  Clearance: 5 ft to sign edge min                  Apex: 6 ft to top of post max                  Letter Height: 8 in max</p>

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**“other matters of visual  
importance”**

# pedestrian experience

## Frontage Types: Shopfront



**Key**  
 - - - - - Built-to-Line (BTL)  
 - - - - - ROW/Property Line

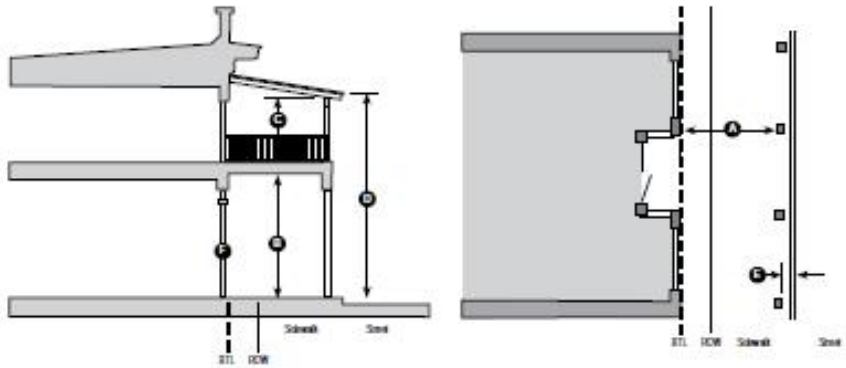
- A. Description**  
 The main facade of the building is at or near the frontage line and shall include a canopy or awning element that overlaps the sidewalk along the majority of the frontage. The canopy is a structural cantilevered shed roof and the awning is canvas or similar material and is often retractable.
- B. Size**

Distance between Glazing	2' max.	A
Ground Floor Transparency	75% min.	B
Door Recess	5' max.	C
- C. Canopy or Awning**

Depth	4' min.	D
Width, Cumulative	70% of facade width min.	E
Setback from Curb	2' min.	F
Height, Clear	8' min.	G
- D. Miscellaneous**  
 Doors may be recessed as long as main facade is at BTL.  
 Open ended awnings are encouraged.  
 Rounded and hooped awnings are discouraged.



## Frontage Types: Gallery



**Key**  
 - - - - - Built-to-Line (BTL)  
 - - - - - ROW/Property Line

- A. Description**  
 The main facade of the building is at the Built-to-Line and the Gallery element overlaps the sidewalk, eliminating the need for an awning. This Frontage Type is intended for buildings with ground-floor commercial or retail uses and may be one or two stories in height.
- B. Size**

Depth, Clear	8' min.	A
Ground Floor Height, Clear	11' min.	B
Upper Floor Height, Clear	9' min.	C
Height	2 stories max.	D
Setback from Curb	2' min.; 3' max.	E
- D. Miscellaneous**  
 Galleries must also follow all the rules of the Shopfront Frontage Type.



Design Fort Ord: Fort Ord Reuse Urban Design Outlines | Form-Based Code

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# pedestrian experience

Design Fort Ord: Fort Ord Reuse Urban Design Guidelines | Form-Based Code

## Building Types: Courtyard Apartment

*General Note:*  
The drawings and photos on this page are illustrative, not regulatory.

### Description

The Courtyard Apartment Building Type is a multi-family residential type that is configured around a central semi-public space that is open to the sky. The courtyard can be completely surrounded by the apartment building or can be open on one or two sides. A courtyard apartment building can be detached from or attached to adjacent buildings, depending upon the context.



### Examples



*Courtyard apartments can either be attached or detached from adjacent buildings.*



*Usable open space in the center of the courtyard apartment building is open air and can be shared by residents for a number of uses.*



### Typical Building Size and Massing

Width	100' - 150'
Depth	60' - 150'
Height	by Context Zone

### Typical Private Open Space Configuration

Courtyard	20' x 20' min.
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### Typical Frontage Types

Shopfront	Gallery
Forecourt	Sloop
Porch	

## Building Types: Duplex / Triplex / Fourplex

*General Note:*  
The drawings and photos on this page are illustrative, not regulatory.

### Description

This is a small multifamily residential type. Units may have individual entrances from the sidewalk, or may be accessed through a common building entry.



### Examples



*This fourplex building type has individual unit entrances, marked by stoops, that are accessible from the sidewalk.*



*A duplex contains two separate housing units.*

### Typical Building Size and Massing

Width	18' - 60'
Depth	30' - 60'
Height	by Context Zone

### Typical Private Open Space Configuration

Yard	10' x 15' min.
------	----------------

### Typical Frontage Types

Shopfront	Gallery
Forecourt	Sloop
Porch	



*A duplex with a shared entrance.*

6.24  
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03.18.16

6.25  
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03.18.16

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questions?