

Draft RUDG v0.2 Review

RUDG Task Force

June 25, 2015

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Economic Development Coordinator*

- **Thursday June 25:** Review DRAFT RUDG v0.2
- **Friday July 10:** DKP Presents DRAFT RUDG v1.0 at FORA Board meeting
 - *Begins 30-day comment period*
- **Wednesday Aug 12:** FORA Staff returns compiled comments to DKP
- **Friday Sept 11:** Draft RUDG v2.0 presented at FORA Board meeting
 - *Begins 2nd 30-day comment period*
- **Wednesday Oct 14:** FORA Staff returns v2.0 compiled comments to DKP
- **Friday Nov 13:** Final RUDG presented

**D E S I G N
FORT ORD**

FORT ORD REGIONAL URBAN DESIGN GUIDELINES



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| chapter 4 | Market & Economics |
| chapter 5 | Public Process |

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Introduction & How to Use These Guidelines

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These guidelines set standards for the following types of focus areas:

- ***Centers***
- ***Gateways***
- ***Corridors***
- ***Trails***

Nine development guidelines make up the RUDG:

- ***Street Connectivity***
- ***Fronts Face Fronts***
- ***Primacy of Open Space***
- ***Scale of Public Space***
- ***Walkable Streets***
- ***Legible Centers***
- ***Mix of Building Types***
- ***Context Sensitive Trails***
- ***Customized Gateways***

How to Use the Design Guidelines

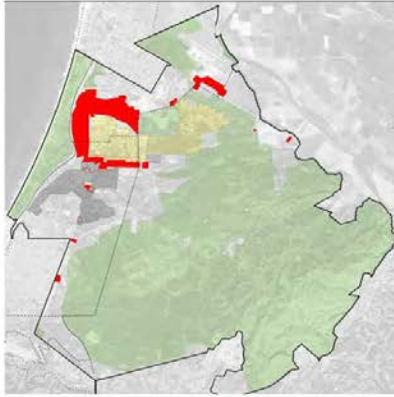
1. Locate your development site in the “Where Guidelines Apply” portion of Chapter 1 and determine if your site includes a center, gateway, corridor, or trail.
2. Use the Applicability Matrix in Chapter 3, Regional Guidelines, to determine the guidelines which apply to your site.
3. Review the applicable guidelines in Chapter 3. This section describes in detail the purpose, applicability, and requirements of each type of guideline.
4. Consult Chapter 2, Vision, for suggested, but non-binding approaches to complying with the guidelines. The guidelines recognize that every design problem has many possible solutions.
5. For more about the economic basis of the guidelines see Chapter 4, Market & Economics. For more on the public process that generated the guidelines see Chapter 5, Public Process.

Where Guidelines Apply

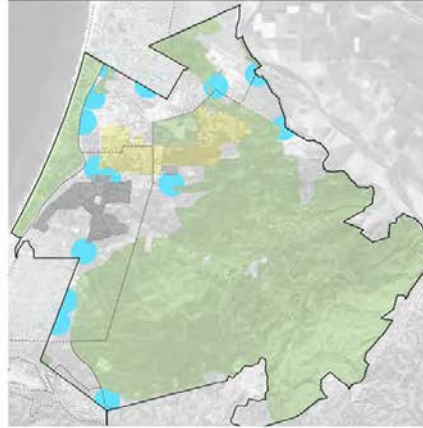
The RUDG are intended to guide physical improvements within the former Fort Ord. The centers, gateways, corridors, and trails overview maps below show pertinent areas. The different types of focus areas are described on the following pages.

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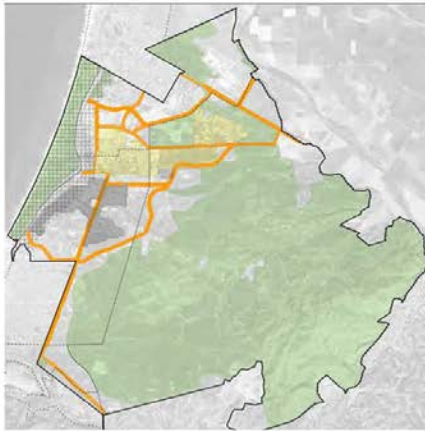
centers overview map



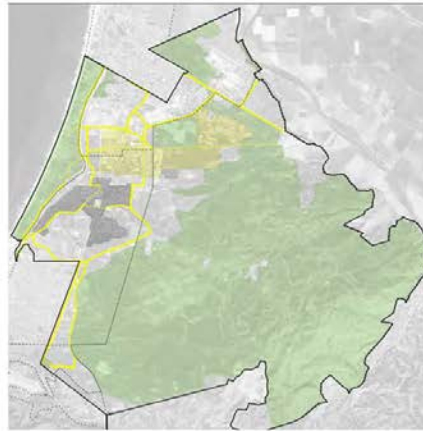
gateways overview map

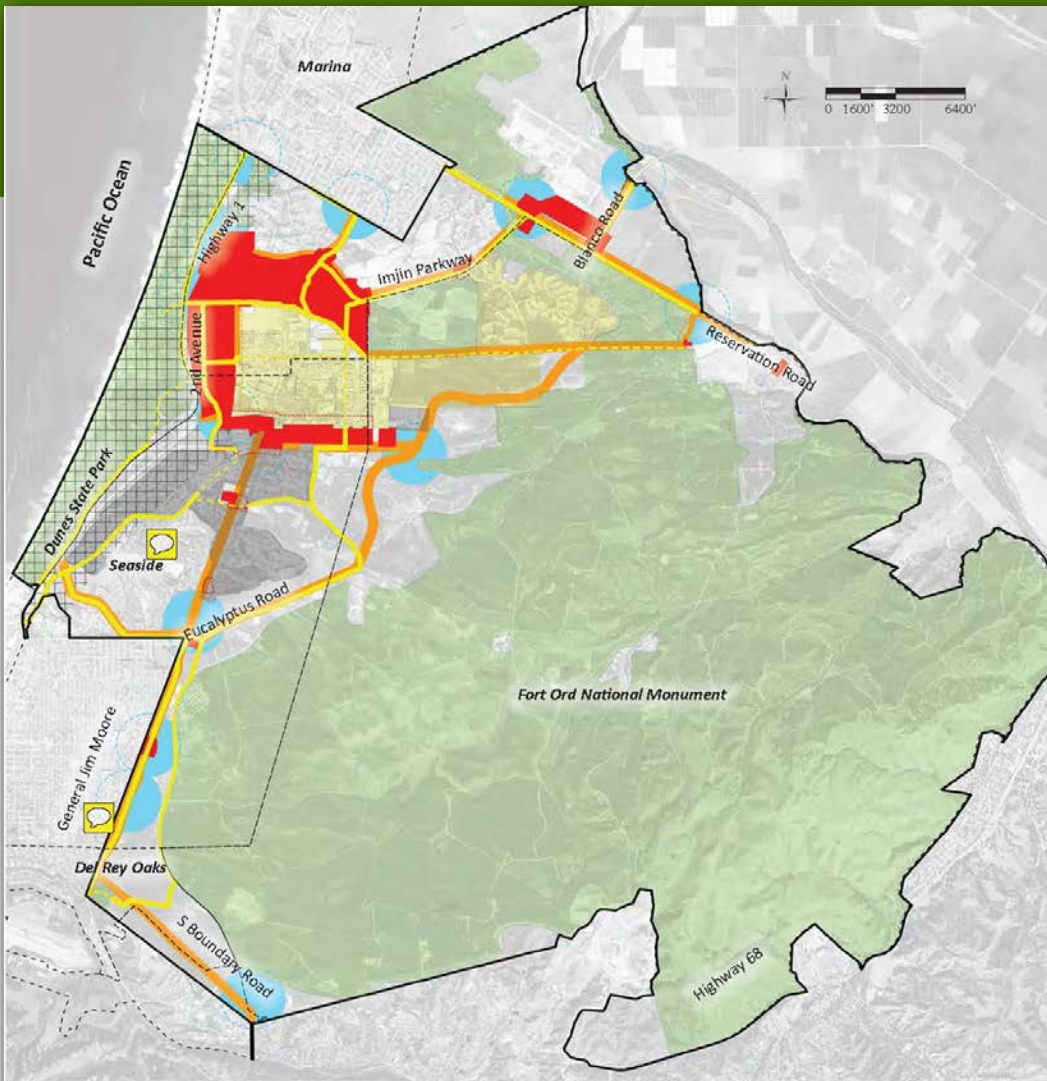


corridors overview map



trails overview map





combined center, gateway, corridor & trail overview map

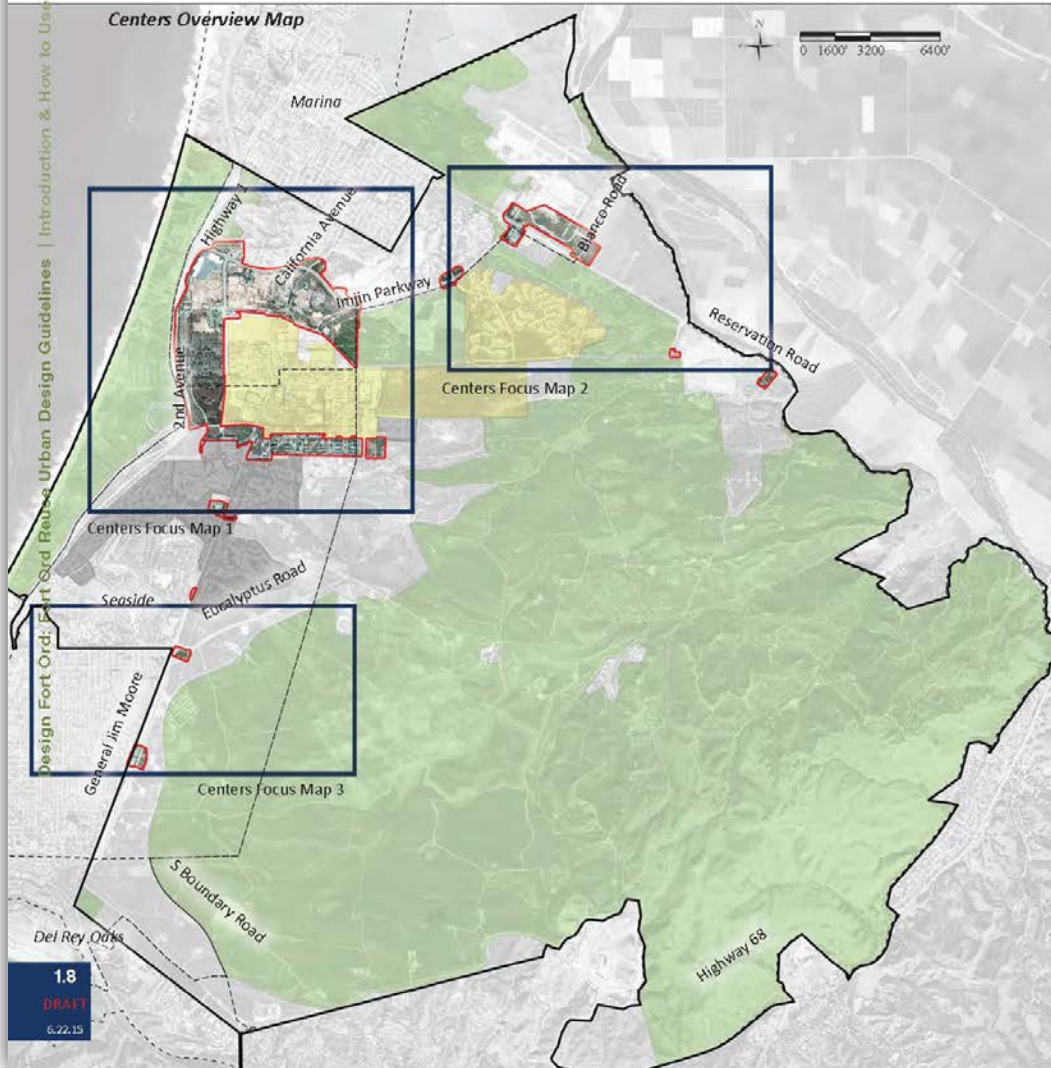
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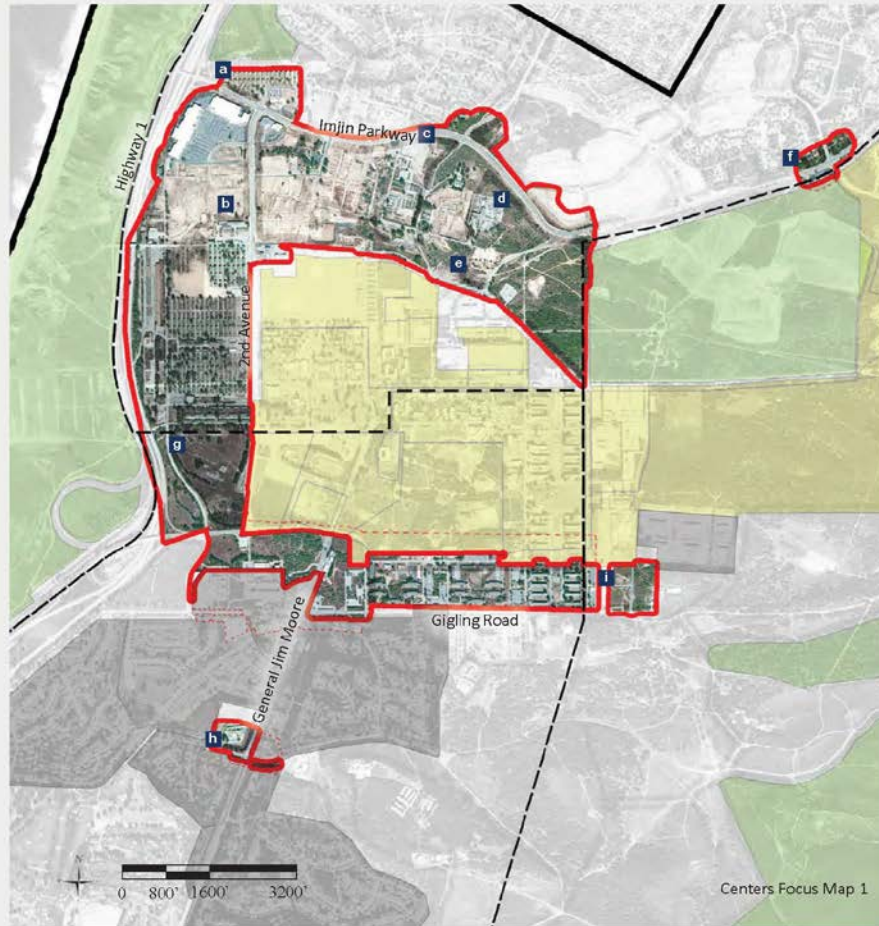
- | | |
|--|---|
|  Centers |  Trails |
|  Gateways |  National Monument |
|  Corridors/Regional Streets |  Highway 1 Guidelines Area |

Centers

Well-defined centers are crucial to defining a complete community character. Centers are the main points of interest in neighborhoods and communities, and act as gathering spaces for residents, while also attracting visitors. Centers should include a variety of uses, including commercial, retail, and residential, along with clearly defined public spaces. The Centers Overview and Focus Area Maps below suggest a number of sites that should be developed as Centers.

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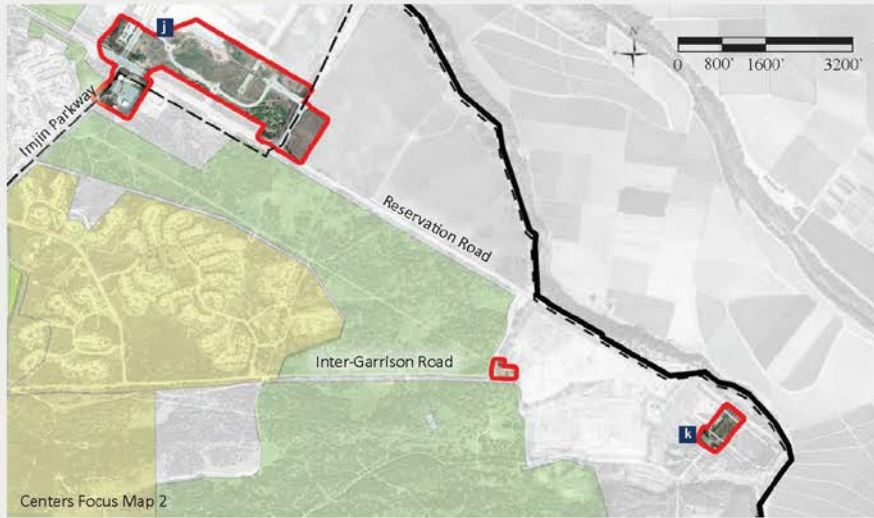




Legend

- a** The Dunes Center
- b** Water City Center
- c** California Center
- d** Imjin Center
- e** Imjin Road/8th Street Center
- f** Imjin Parkway/Abrams Drive Center
- g** Lightfighter Drive Center
- h** General Jim Moore/Normandy Road Center
- i** Gigling Road/8th Avenue Center

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Centers Focus Map 2



Centers Focus Map 3

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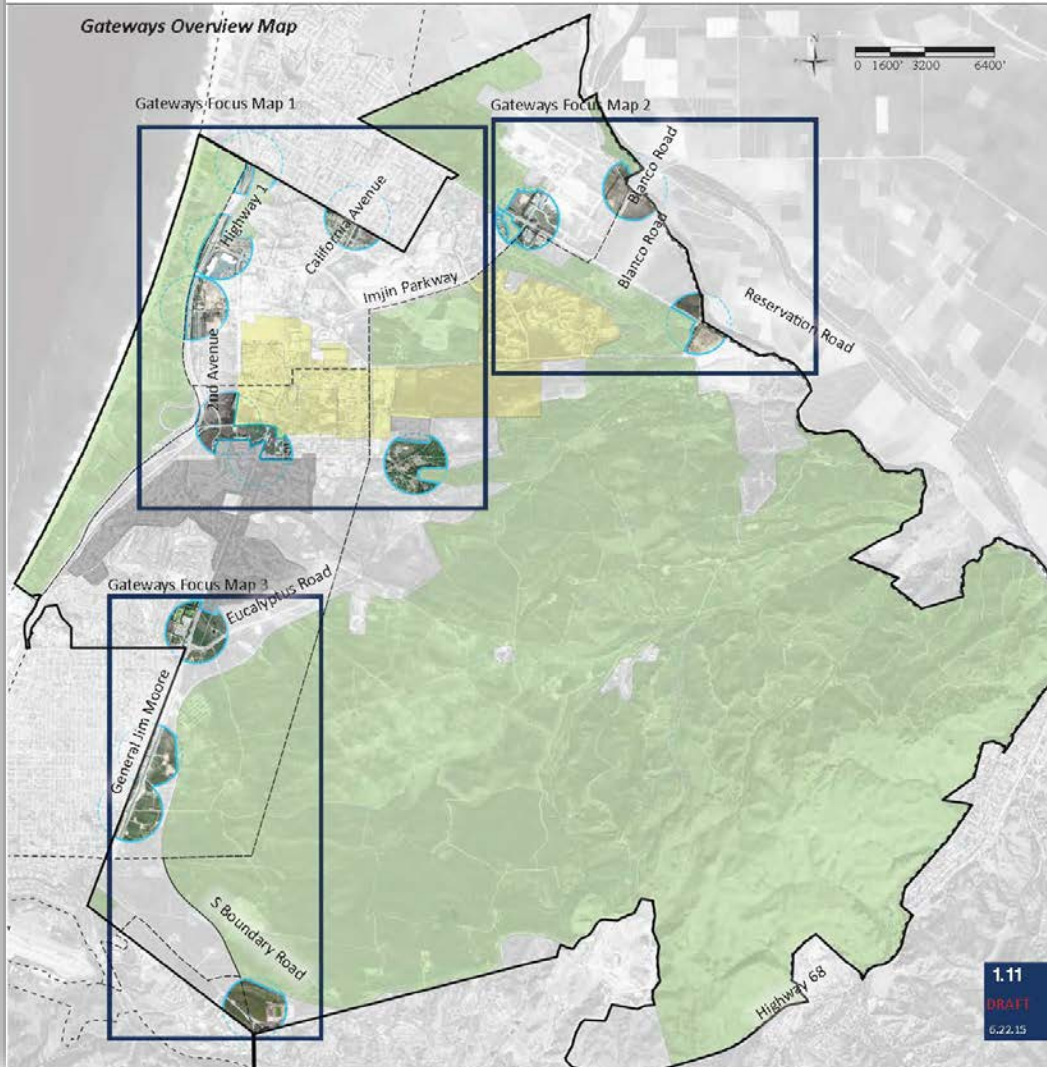
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- j** Marina Airport Center
- k** East Garrison Center

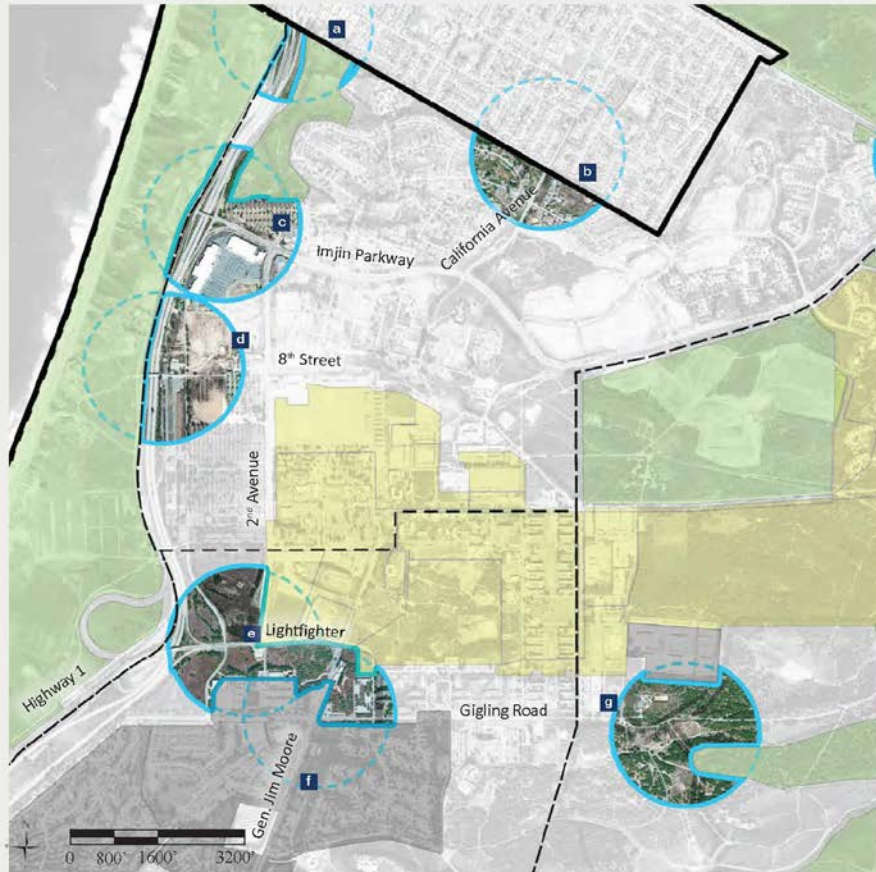
- l** General Jim Moore/Eucalyptus Road Center
- m** Broadway Avenue/General Jim Moore Center

Gateways

Gateways provide a sense of arrival and signal that one is entering or leaving a defined location. Gateways should be located around points of significance, such as entries into the National Monument, or transitions between Centers. Gateways steer the first impression of a location, and should therefore be designed to establish the character of the surrounding area. The Gateways Overview Map suggests a number of sites that may be developed as Gateways.



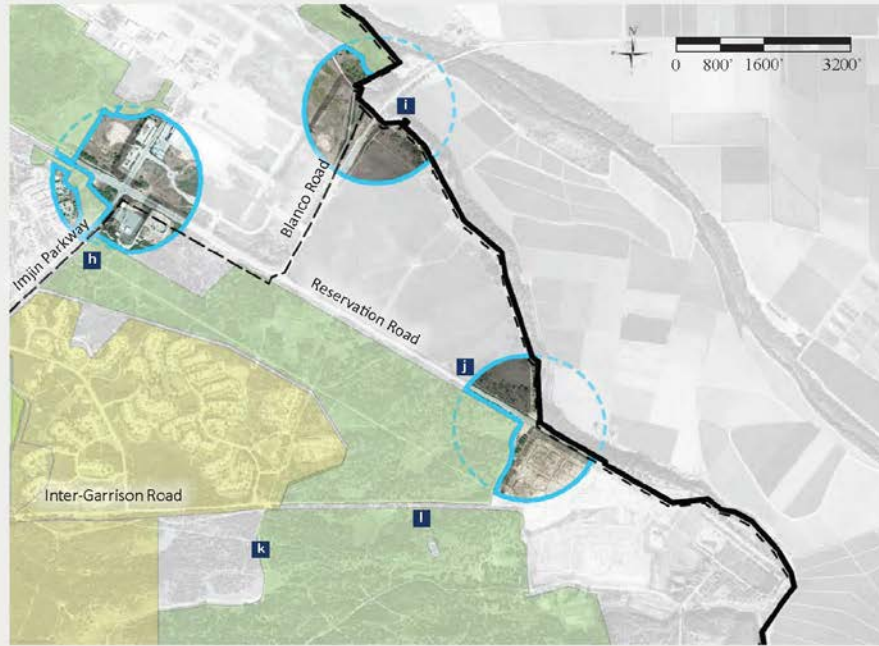
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Gateways Focus Map 1

Legend

- | | | | |
|----------|-------------------------|----------|---------------------------|
| a | North Highway 1 Gateway | e | Lightfighter Gateway |
| b | California Gateway | f | General Jim Moore Gateway |
| c | Imjin Gateway | d | Gigling Road Gateway |
| d | 8th Street Gateway | | |



Gateways Focus Map 2

Legend

- | | | | |
|----------|---------------------------|----------|-----------------------------|
| h | Imjin/Reservation Gateway | k | Inter-Garrison Road Gateway |
| i | Salinas River Gateway | j | East Garrison Gateway |
| j | Reservation Road Gateway | | |

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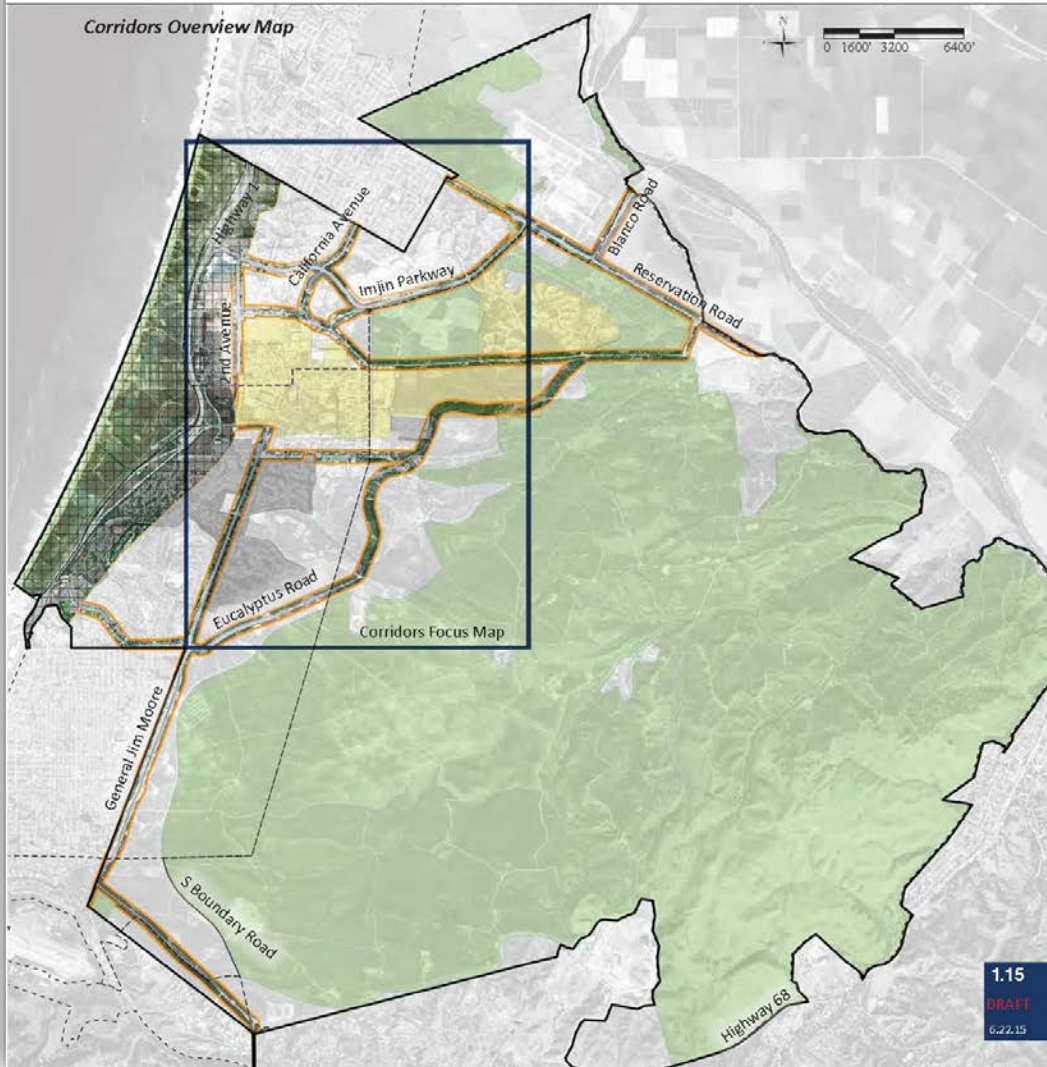


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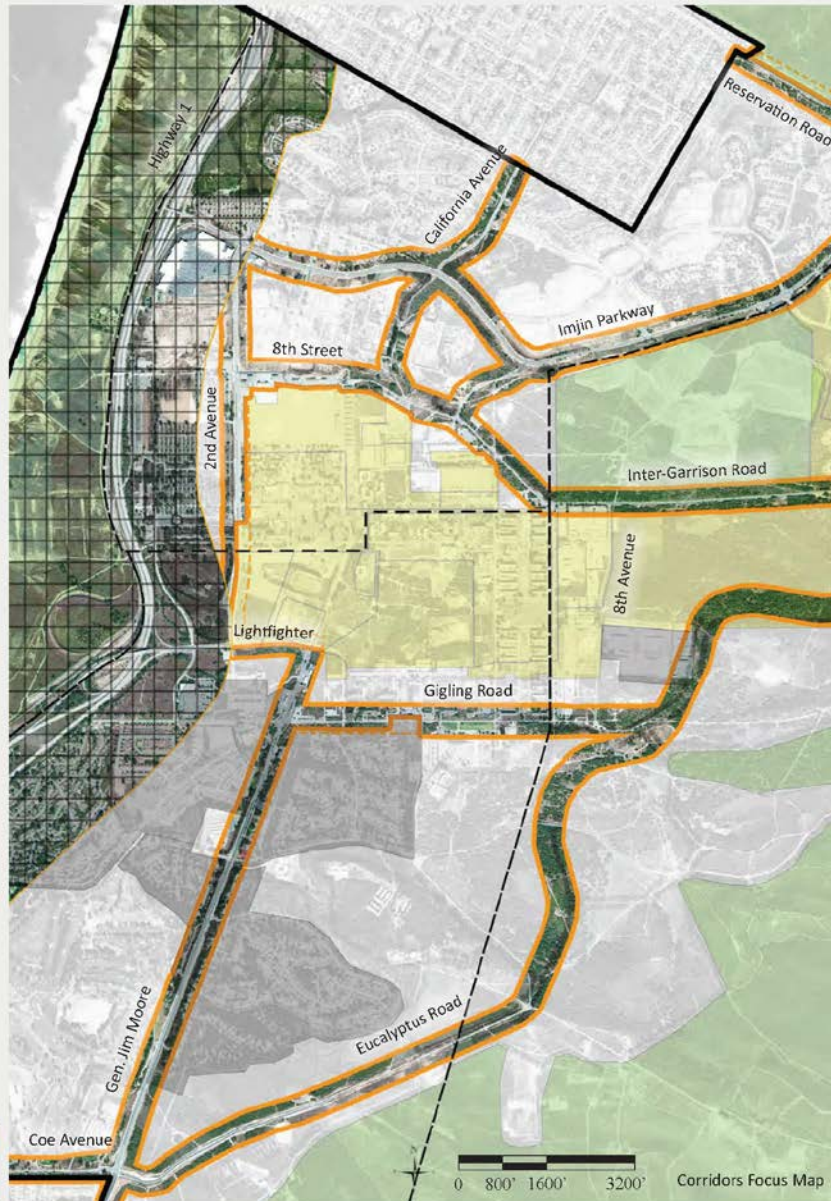
- m Eucalyptus Gateway
- n Broadway Gateway
- o Hilby Avenue Gateway
- p South Boundary Gateway

Corridors

Thoroughfares that play an essential role in enabling mobility from one area to another may also be called a corridor. Successful corridors will include a variety of transportation methods catering to motorists, pedestrians, and transit users. A corridor network is the basis for a complete transportation framework. The scale of corridors will vary and their intensity should be determined by level of usage and location. The Corridors Overview Map provides an overview of corridors within the former Fort Ord, followed by the Corridors Focus Map, which shows a closer look at potential corridor connections.



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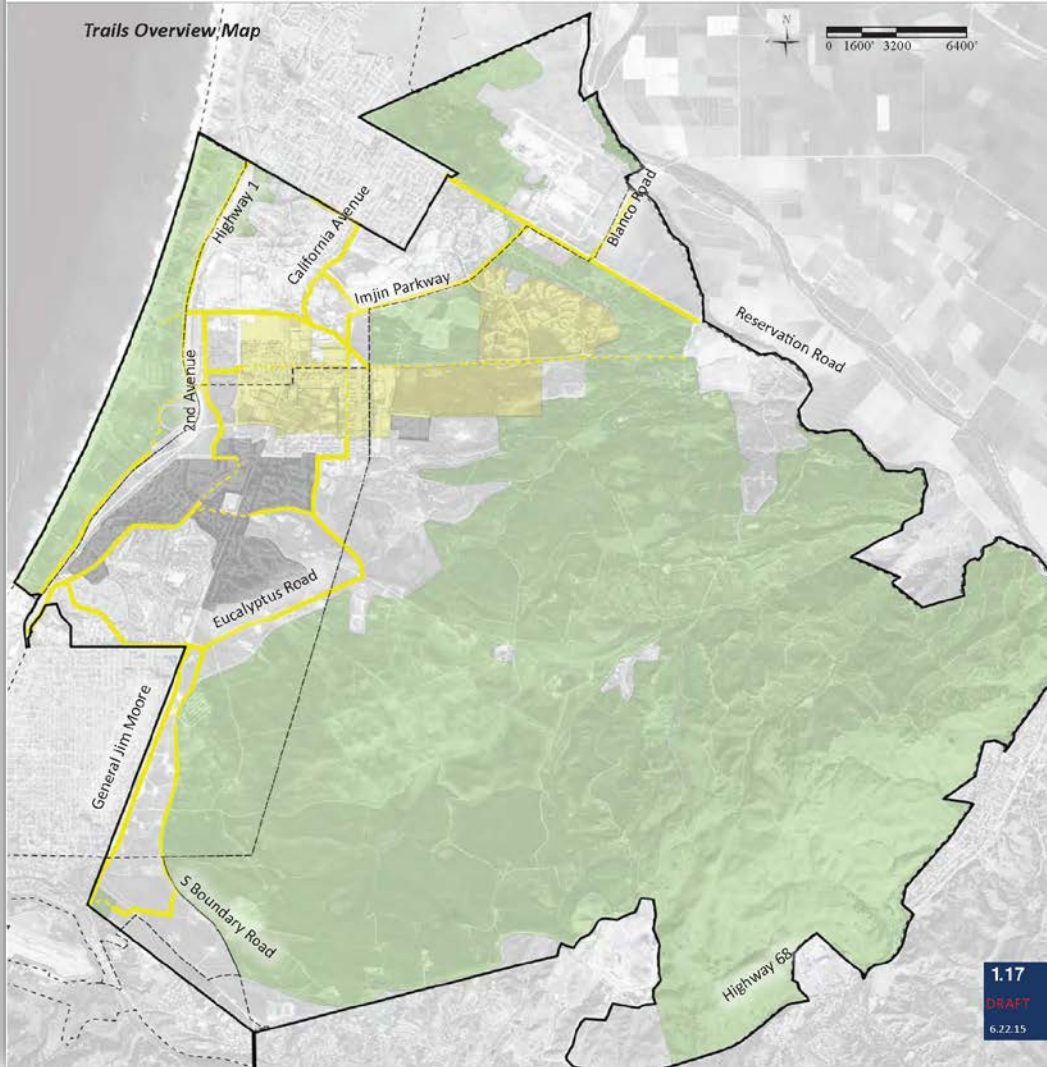
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Corridors Focus Map

Trails

The 1997 Base Reuse Plan provides general guidance on the creation of an interconnected set of bike/pedestrian trails to link the new communities, campuses, and recreation amenities on the former Fort Ord. The plan calls for three major trails (12' wide - paved) and four minor trails (10' wide - paved). Specific alignments from the general guidance are currently part of ongoing regional trail planning. Trails and trailheads should take into account their surroundings, from trails along major thoroughfares to natural trails entirely within the natural preserve. The trails overview map suggests locations where the existing trail system can be expanded to connect to Centers, Gateways, Corridors, and other natural areas.



Building the Vision

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Decades of suburban development throughout the Monterey Bay region have led to the gradual erosion of the natural landscape. Reestablishing the traditional development pattern of the region means using the Regional Urban Design Guidelines to create urban-style streets, parks and building types.

New development could capitalize on this unique location situated between the Monterey Bay and the natural landscape of the Fort Ord National Monument and seek to establish or take advantage of connections between the two.

During the charrette, the design team demonstrated the principles of the urban design guidelines by focusing on three main areas that are illustrated in the following pages: Del Monte/2nd Ave in Marina; Reservation and Imjin area; and Seaside East along the General Jim Moore corridor.

Grow, but Protect & Enhance Character

Even as new growth comes to the region, a sustained effort is needed to protect the existing character that has long attracted people to the region. There is not a lot of urbanistic value in preserving or restoring buildings in places throughout former Fort Ord. In some cases the buildings were grouped within a street grid designed to maximize pedestrian mobility. However, the age of the structures and their intended use justifies demolition and reconstruction to more adequately reflect and meet the region's needs.

Maximize Connectivity

An interconnected network of walkable streets is vital to the health of towns and neighborhoods. Existing connections to the Dunes State Park, the National Monument or CSUMB could be improved by clearly demarcating areas where pedestrians and cyclists could share the streets with automobiles. The connection to the Dunes State Park across Highway 1 at 8th Street, for instance, could benefit significantly from streetscape and signage improvements. In other locations, such as at Del Monte Boulevard in Marina, connections should be established that keep traffic on local streets and serve to bridge the gap within the same community.

Build Truly Great Streets

Building great streets goes beyond a simple "complete streets" approach. Great streets means creating places where people want to be, places that are safe, comfortable, interesting and beautiful. Existing streets can be retrofitted with wider sidewalks, world-class bike infrastructure, shade trees, better lighting and buried or relocated overhead utilities.



top: A new connection could be created to link the current commercial heart of Marina on Del Monte Boulevard to the newly developing areas along Imjin Parkway.

middle: A major gateway to the City of Marina could be created at the intersection of Reservation Road and Imjin Parkway/Road.

bottom: New development along General Jim Moore Boulevard could open framed views of the National Monument.

Connections: Marina

Del Monte / 2nd Avenue Connection

The City of Marina has an opportunity to create a direct connection between its current commercial heart on Del Monte Boulevard to the newly developing areas south along Imjin Parkway and 2nd Avenue. With careful planning, a new street can connect the southern end of Del Monte Boulevard to the north end of 2nd Avenue. This new north-south route would run parallel to Highway 1, and give the option to travelers currently forced to use the highway for local trips.

Ideally, this major new connection could be supplemented with a web of additional secondary connections to further distribute car trips and to increase walkability.

New development could be in the form of complete neighborhoods, composed of interconnected networks of blocks and streets, and populated with a diverse range of street-oriented buildings. Each new neighborhood could have a clearly defined center, which could feature a mix of uses catering to local needs.

A well-appointed trail system could connect important destinations. Trail systems could be located in a combination of broad green belts forming the edges of neighborhoods, and integrated into neighborhood streets on more formal greenways.



Marina Illustrative Plan



Design Fort Ord: Fort Ord Reuse Urban Design Guidelines | Vision & Illustrations

Key Recommendations

- a** A new street connects from the southern end of Del Monte Boulevard to the North end of 2nd Avenue.
- b** A trail system connects important destinations. They combine broad green belts and formal greenways.

- c** New development takes the form of complete, compact, connected neighborhoods with identifiable centers and edges.
- d** Public parks and greens are integrated into neighborhoods.

Legend

-  New Blocks
-  Open Space
-  Buildings

Marina Sample Regulating Plan



Legend

	Civic Space		Natural		Edge		General		Center
--	-------------	--	---------	--	------	--	---------	--	--------

The sample regulating plan shows potential character districts, transects, or zones. This graphic can be used as a foundation for a more complete plan of the Cypress Knolls new community .

This graphic is itself not a regulation, but more a demonstration of how a walkable mixed use diverse community could be created in future phases.

Corridor: General Jim Moore Boulevard

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Gateway to the Monument

The town of Seaside will acquire a developable swath of land between its current eastern boundary at General Jim Moore Boulevard and the edge of the scenic Fort Ord National Monument. The National Monument boasts spectacular recreational biking and hiking trails that serve as an amenity for the region. If carefully planned, new development forming the connection between the Town of Seaside and the Monument can accentuate the lasting benefit of this proximity.

Conditions exist for new development to form visual gateways to the Monument in a number of locations at streets intersecting General Jim Moore Boulevard. Possibilities for compelling new gateways exist at: Ord Grove Avenue, San Pablo Avenue, Broadway Avenue, Hilby Avenue, Kimball Avenue, and Plumas Avenue, among possible others.

Broadway Avenue forms one of Seaside's grandest ascending vistas to the Monument. Special attention could be paid to crafting an architectural arrangement at the east end of the street to both terminate the grand vista down the street and to frame the longer view to the Monument. This could be accomplished dramatically with a building that has substantial mass such as a hotel with focal towers. The view looking back down Broadway Avenue to the ocean from the new gateway terrace would encapsulate a spectacular vista across the Town, all the way to Monterey Bay.



Design Fort Ord: Fort Ord Reuse Urban Design Guidelines | Vision & Illustrations

Seaside East Illustrative Plan

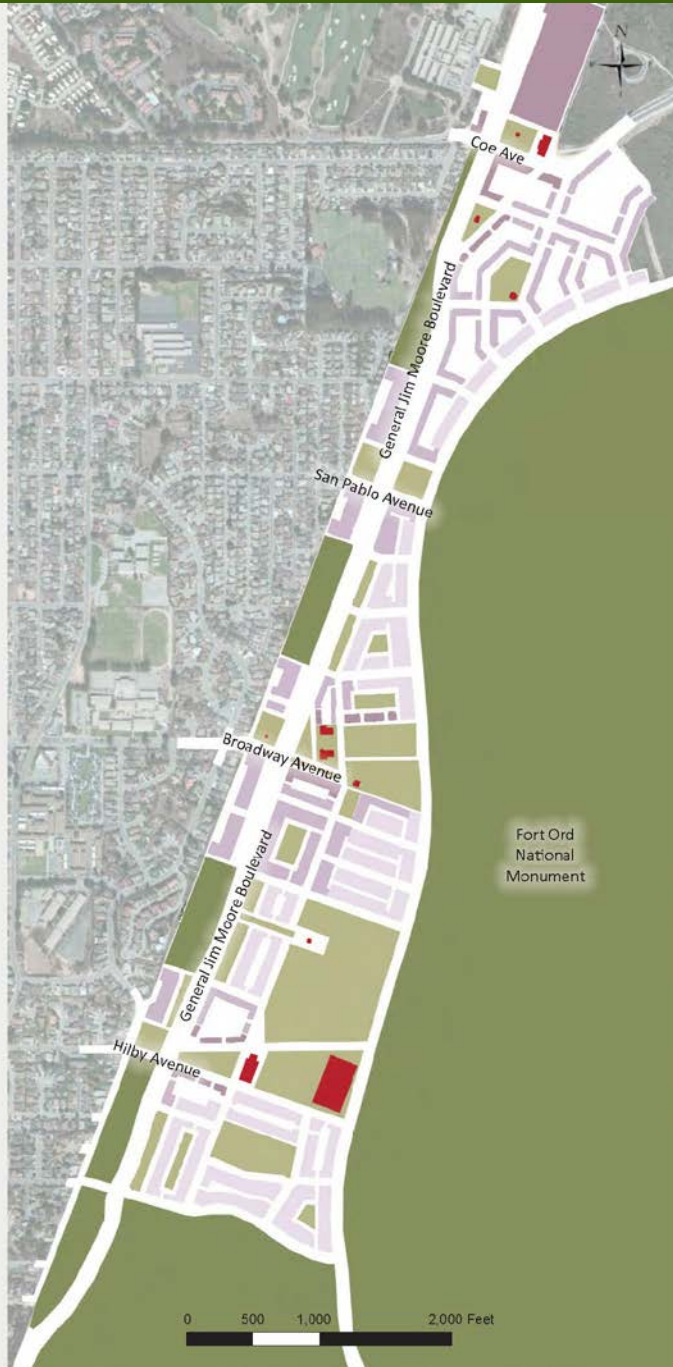
Key Recommendations

- a** A focal termination of Broadway Avenue with framed views to the National Monument
- b** New gateway to the National Monument.
- c** A slow, scenic street forms the edge of the neighborhood, and creates a buffer between development and the Monument.
- d** New public parks and recreational facilities are designed to fit in with neighborhood, and add value to adjacent development.
- e** A new center is created at the intersection of Eucalyptus Road and General Jim Moore Boulevard with enough room for a possible convention center.
- f** Neighborhood greens are distributed throughout the neighborhoods.

Legend

-  New Blocks
-  Open Space
-  Buildings
-  Civic Buildings





**Seaside East Sample
 Regulating Plan**

The sample regulating plan shows potential character districts, transects, or zones. This graphic can be used as a foundation for a more complete plan of new development in Seaside east of General Jim Moore boulevard.

This graphic is itself not a regulation, but more a demonstration of how a walkable mixed use diverse community could be created in future phases.

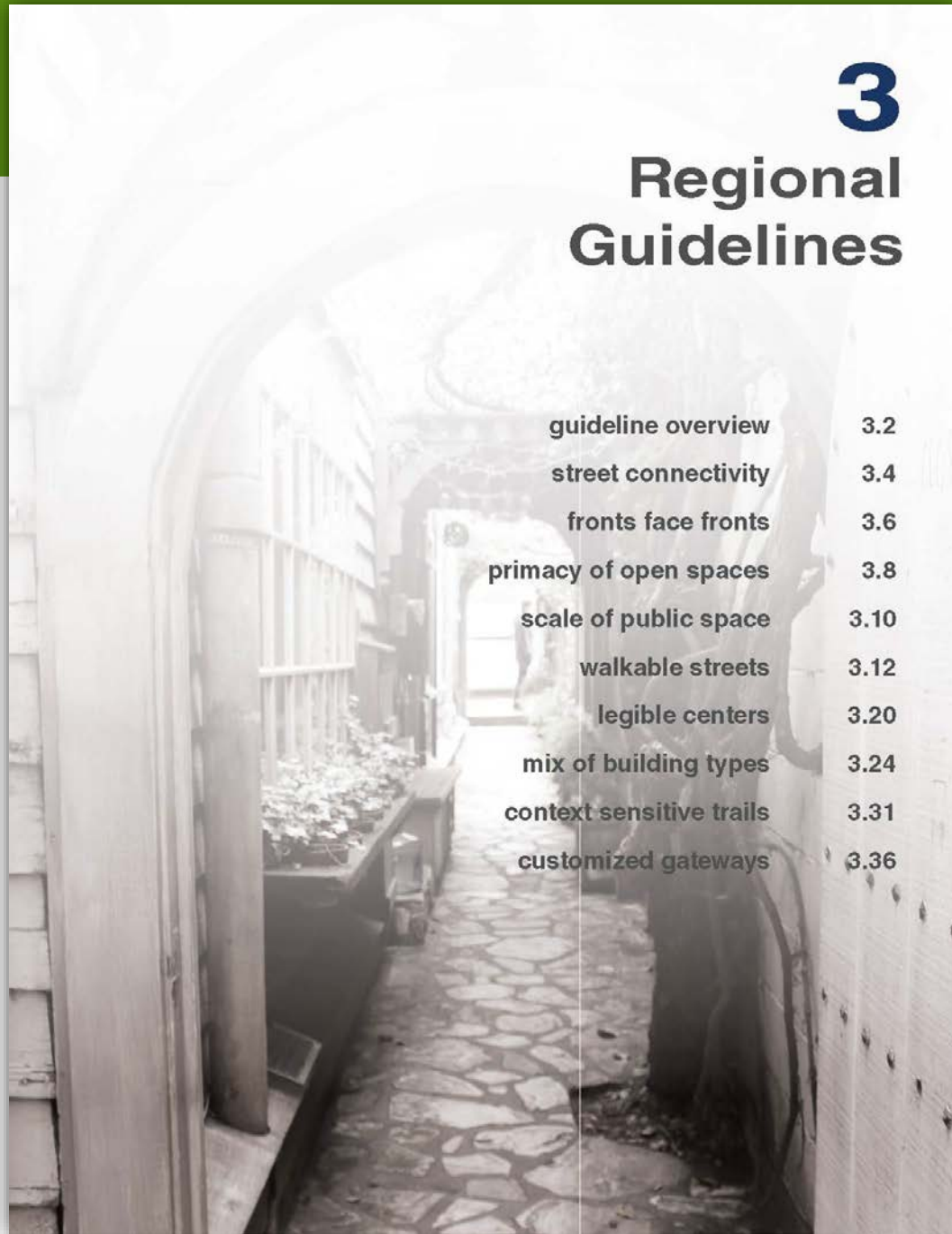
Legend

-  Civic Space
-  Natural
-  Edge
-  General
-  Center

3

Regional Guidelines

guideline overview	3.2
street connectivity	3.4
fronts face fronts	3.6
primacy of open spaces	3.8
scale of public space	3.10
walkable streets	3.12
legible centers	3.20
mix of building types	3.24
context sensitive trails	3.31
customized gateways	3.36



Guideline Overview

Out of a regional conversation about the kinds of places residents, property owners and stakeholders want to see came the design guidelines. Here's a summary of those guidelines:

- **Street Connectivity**

A complete and connected street network enables a sense of cohesive community, rather than multiple disjointed pods of development. The street network should include a variety of thoroughfare types, from large-scale transit corridors to small, low-traffic neighborhood streets. A well-connected road system disperses traffic and enables more mobility.

- **Fronts Face Front**

Building fronts facing fronts create a welcoming aesthetic to a neighborhood or street. By ensuring that the fronts of buildings face one another, a complete streetscape is defined, with visual interest for passers-by, while also activating the public space of the street. At the same time, eyes-on-the-street, from residents and business owners provide a safer environment.

- **Primacy of Open Spaces**

Public open spaces act as the heart of communities. They provide gathering spaces for residents and visitors. Open spaces can be designed in many forms. Civic spaces are generally located in the most desirable location within a city center to encourage maximum usage.

- **Scale of Public Space**

Properly scaled public spaces maximize investment. Examples of public spaces that were built too large or too small for the purposes they were to serve can be found in communities all around the country. Public space should be commensurate with their surroundings and intended use.

- **Walkable Streets**

Streets are first and foremost public spaces. Until recently, streets were designed primarily around the automobile, creating thoroughfares that discourage all others modes of transportation such as pedestrians and cyclists. The public is now pushing for more mobility options and the tide is turning towards complete streets that meet the needs of multiple types of commuters.

- **Legible Centers**

Centers should be obvious. A well-designed community will lead directly to a center using roads, building types, and overall design intensity as guidance that leads one to the core of the community. Centers generally contain the greatest range of uses, and are defined by the public spaces included within them.

- **Mix of Building Types**

While consistency is essential in defining community character, using a range of building types avoids "sterile" and unwelcoming development. Buildings should be designed to serve a variety of uses such as residential, commercial, mixed-use, live-work, and so on. Buildings should also be designed to be able to be reutilized and evolve over time.

- **Context Sensitive Trails**

The Fort Ord National Monument is home to miles of trails, all of which play a part in preserving the natural beauty of the region. Trails are not a one-size-fits all concept, however. Trails that see traffic and high usage rates should be formalized through the creation of trailheads and provision of amenities. Trails centrally located within the Monument should remain as close to their natural state as possible, maintaining the ecological health of the preserve.

- **Customized Gateways**

Gateways provide the visual signal that one has arrived at a destination. The lands of former Fort Ord include many kinds of places. The destination itself should guide the design of the Gateway. Contextual design celebrates the range of attractions within the region.

Applicability Matrix:

The nine principles apply differently to Centers, Gateways, Corridors and Trails. The list below provides a summary. The guidelines in Chapter 2, Regional Guidelines, contain much more detail.

Guidelines	Focus Area			
	Centers	Gateways	Corridors	Trails
Street Connectivity	X	X	X	
Fronts Face Front	X	X	X	
Primacy of Open Spaces	X	X		
Scale of Public Space	X	X		
Walkable Streets	X	X	X	
Legible Centers	X	X		
Mix of Building Types	X	X		
Context Sensitive Trails				X
Customized Gateways		X		

Street Connectivity

Purpose

The Network

Streets should be continued through developments and allow connections to future development in order to allow all of former Fort Ord to be accessed by new investment. An interconnected network of streets offers high capacity without an overreliance on expensive, wide, disruptive arterials. Dead-ends and cul-de-sac should only be permitted when unavoidable due to environmental constraints.

Block Size

In the Monterey Bay region the walkable parts of towns and cities are found where the blocks are the smallest. The neighborhoods of Seaside have blocks that are less than 1,800 feet in perimeter, in Downtown Monterey the blocks are typically less than 1,200 feet, and in Carmel-By-The-Sea they are 900 feet (counting breaks from pedestrian passages). People who live in areas with finely grained street networks walk more and drive less than people in large-block downtowns or suburban cul-de-sac suburbs.



Seaside

A network of connected streets with relatively small lot sizes makes Seaside a walkable community.



Application

This guideline applies to:

- Centers
- Gateways
- Corridors

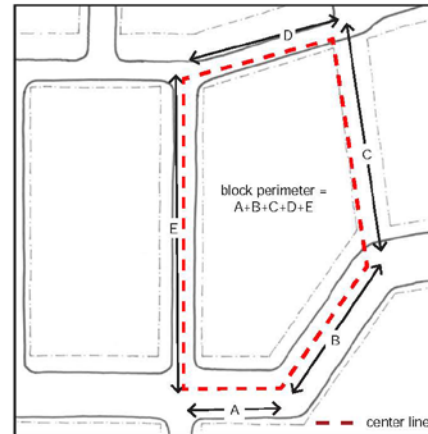
Intent

To create walkable block sizes and an interconnected network of streets to increase the aesthetics, walkability, livability, sociability, and sustainability of neighborhoods while maximizing the public infrastructure investment of regional corridors on former Fort Ord lands.

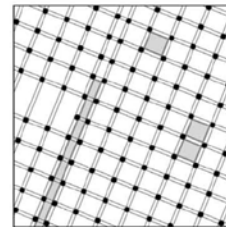
Requirements

1. Only allow dead-ends and cul-de-sacs when unavoidable due to physical obstacles like slopes steeper than 15%, utility rights-of-way, existing limited-access motor vehicles rights-of-way, and parks and dedicated open space.
2. All new neighborhood streets must connect to adjacent streets where connecting street stubs are available.
3. A minimum of 25% of new roadways must end in street stubs to allow for future connections when there is not existing adjacent development.
4. Require a maximum average block perimeter size of no more than 2,400 linear feet.
5. Design projects such that the internal connectivity of streets is at least 140 intersections per square mile. Do not count streets that lead to cul-de-sacs. Count only those streets that are not gated and open for use by the general public.
6. Bend streets with restraint. Exaggerated curves are disorienting and difficult to connect to networks adjacent to the site.

Measurement



Block perimeter measurements are taken along the center lines between right-of-ways regardless of roadway pavement locations.

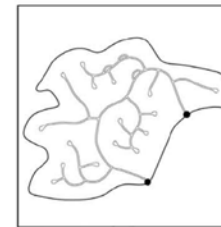


Portland, Oregon

Total # of Street Intersections: 102

Area of Sample Site: 0.23 sq. mi.

Connectivity (inters./sq. mi.) = 443.5



Irvine, California

Total # of Street Intersections: 2

Area of Sample Site: 0.23 sq. mi.

Connectivity (inters./sq. mi.) = 8.7

Intersection density measurements are taken by identifying the center of a proposed new development, creating a one mile square block around that center and counting every intersection with the exception of those that lead to cul-de-sacs. Alleys and pedestrian passages are counted.

Fronts Face Fronts

Purpose

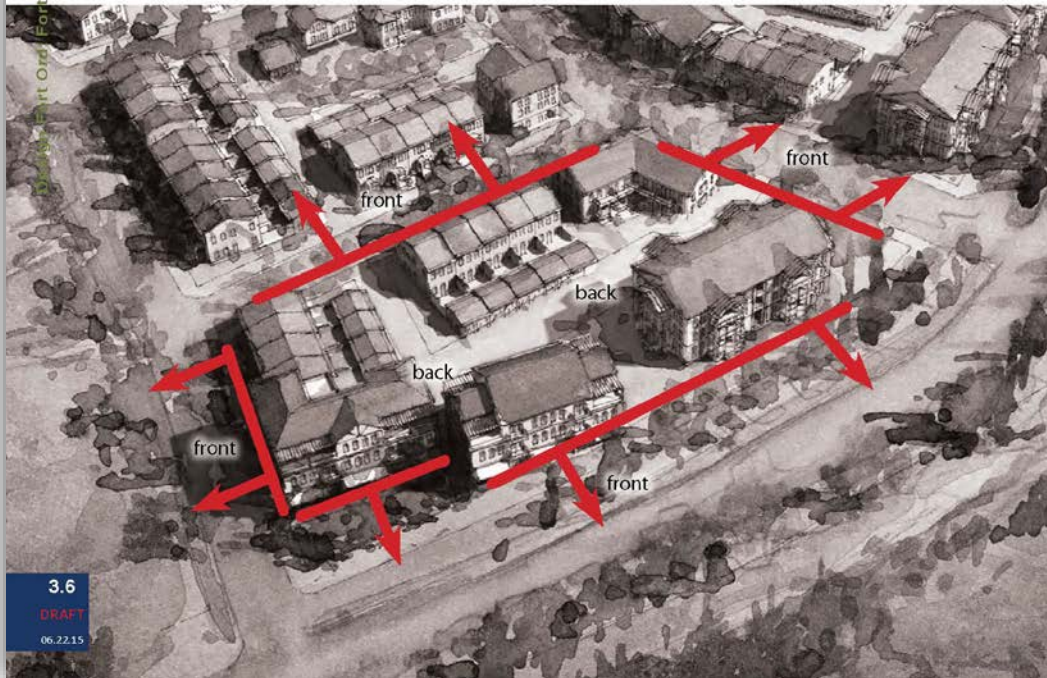
Building orientation is the first step in making great streets and public spaces. Buildings have fronts, sides, and backs; the appropriate and most carefully designed fronts of buildings should face streets and public spaces. The rear and sides of buildings, which often incorporate a building's service functions and typically have less doors and windows, should not face the public realm. The front façade of all buildings shall be built parallel to a front lot line or to the tangent of a curved front lot line.

Reestablish the relationship between the fronts and backs of buildings to ensure that public spaces have natural surveillance from buildings and to avoid the blighting influence of the backs of buildings facing public spaces. Fronts of buildings shall face fronts of other buildings; fronts may face sides where necessary; but fronts may never face the back of buildings.

Buildings with frontage on two thoroughfares, shall have their building front onto the thoroughfare most likely to accommodate pedestrian traffic.



Ocean Avenue in Pacific Grove
 The discipline of fronts-facing-fronts, as found without exception in historic Pacific Grove, creates streetscapes in which pedestrians are always looking at interesting front facades.



Application

This guideline applies to:

- Centers
- Gateways
- Corridors

Intent

To Reestablish the relationship between the fronts and backs of buildings to insure that public spaces have natural surveillance from buildings and to avoid the blighting influence of the backs of buildings facing public spaces.

To improve aesthetics and avoid the creation of places where garage doors, service entrances, blank walls, or parking lots are the dominant visual image on the streetscape.

To improve public health by providing safe, appealing, and comfortable street environments that encourage daily activity and avoid pedestrian injuries.

To promote walking that reduces vehicle miles travelled.

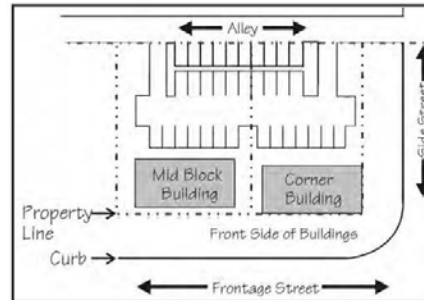
Requirements

1. The façade of the principal building shall be built parallel to a front lot line or to the tangent of a curved front lot line.
2. Building fronts display a building's principal façade and must face either streets or public spaces.
3. Fronts of buildings should face fronts of other buildings; fronts can face sides where necessary; fronts may never face backs.
4. Secondary entrances shall be permitted on side and/or rear façades.
5. Buildings with frontage on two thoroughfares, shall have their building front on the thoroughfare most likely to accommodate pedestrian traffic
6. Site all buildings on streets, not within parking lots. All parking lots shall be located behind buildings.

Measurement

Fronts facing Fronts	Acceptable (Preferred)
Backs facing Backs	Acceptable (Preferred)
Fronts facing Sides	Acceptable
Sides facing Backs	Acceptable
Fronts facing Backs	Discouraged

Building Orientation Configurations



Parking should be located behind structures, ideally along an alley and shared among businesses.

Primacy of Open Spaces

Purpose

Open Space

Public open space plays an important role in providing light, air, landscaping, and an experience of nature. Public parks, plazas, and streetscapes serve as the “living room” for community life — the places where the public can meet, interact, and gather. Open space also contributes to higher real estate value while sustaining the environment.

A range of parks from tot-lots and ballfields to community gardens and dog parks should be distributed throughout new development. It is also important that public spaces are within walking distance of community life.

Civic Buildings

The City of Monterey’s City Hall is located on Del Ray Park, Seaside’s City Hall is within a park, and the Marina Library is located atop Locke Paddon Park. New public buildings should be given honorific locations facing public open space wherever possible. The space becomes a destination and invites people to engage with the space and one another.



Cotton Hall in Monterey, CA
 Cotton Hall in Monterey faces Friendly Plaza. This placement communicates a message that the building is accessible by the public.



Application

This guideline applies to:

- Centers
- Gateways

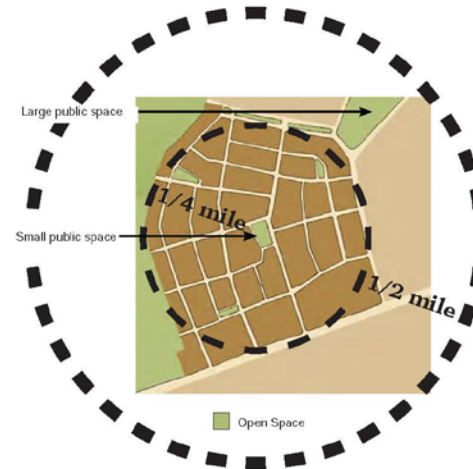
Intent

To improve aesthetics and overall property values while providing for an ample number of functional public spaces.

Requirements

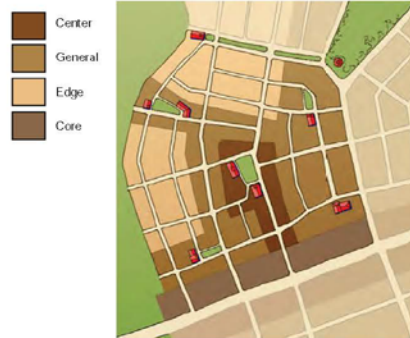
1. Design new subdivisions and new development projects so that a civic or passive-use space, a small public space such as a square, park or plaza of at least 1/6 acre in area lies within a 1/4 mile walk distance of 90% of new and existing dwelling units and non-residential entrances.
2. Design new subdivisions and new development projects so that a publicly accessible outdoor recreation facility at least 1 acre in area, or a publicly accessible indoor recreation facility of at least 25,000 square feet, lies within a 1/2 mile distance of 90% of new and existing dwelling units and non-residential building entrances.
3. Prominent locations, like the end of a street, the top of a hill, or adjacent to a park, should be set aside for civic buildings. Civic buildings should include churches, schools, shared pool facilities, community halls, or simple pavilions.

Measurement



Placement of Open Spaces

Open spaces can vary in size, shape and use, but should be a minimum of a five-minute-walk (1,320 feet) from most dwellings. Larger outdoor recreation areas should be accessible with a ten-minute-walk (2,650 feet). Where possible open space should be located at the physical center of development.



Placement of Civic Buildings

Civic buildings provide a community's social infrastructure. Where possible new civic buildings should be located on open spaces or at the intersection of important streets. Where possible civic buildings should be located at the physical center of development.

Scale of Public Space

Ordnance Reuse Urban Design Guidelines | Regional Guidelines

Purpose

Public spaces are defined by their size, relationship to buildings, relationship to the streets that surround them, and location on a natural-to-center character district spectrum.

The scale of public space is a reference to the impact that an open space will have within a given context. A small park within a residential community can become a neighborhood center where children play and friends and family get together. A large plaza within an urban municipal center can serve to define the civic center or heart of a village, town or city.

If they are to succeed in their function, open spaces should be based on their context. Too many public spaces go unused because their type is incompatible with their surroundings. Public spaces also go unused when they feel large for their intended use. Lastly, a diversity of open space types should be used to create options and variety.



Bird's Eye View of Cotton Hall in Friendly Plaza, Monterey, CA
 The relationship of the civic buildings to the park and plaza, where the facades face the park, create a sense of accessibility. The smaller open space ties the plaza to the street and serves to define the area as a civic center. This relationship is best understood at the pedestrian scale.



Application & Measurement

This guideline applies to:

- Centers
- Gateways

Intent

Open spaces shall be consistent with context.

Requirements

Urban open space types (plazas and squares) shall be located closer to centers and rural types (greens and parks) shall be located closer to the edge of development.

Park

A *Park* is natural preserve available for unstructured recreation. Its landscape shall consist of paths, trails, meadows, water bodies, woodland, and open shelters, all naturalistically disposed. Parks often have a minimum of 8 acres. Parks should be located at the edges of development.

Green

A *Green* is available for unstructured recreation. A *Green* may be spatially defined by landscaping rather than building frontages. Its landscape should consist of lawn and trees, naturalistically disposed. The minimum size is often 1/4 acre with a maximum of 8 acres.

Square

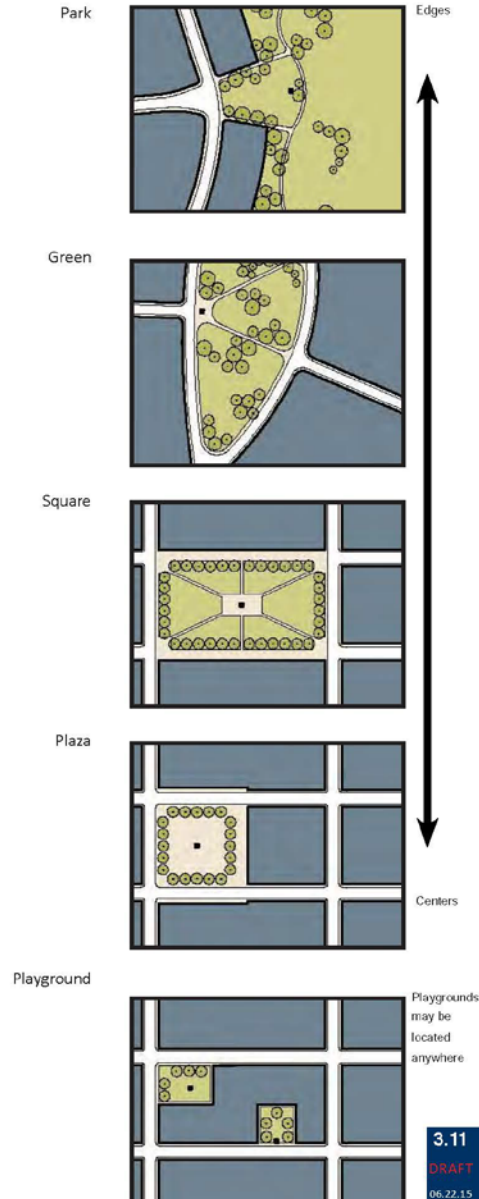
A *Square* is available for unstructured recreation and civic purposes. A square is spatially defined by building frontages. A square does not have to be a square shaped; they come in all kinds of shapes. Squares shall be located at gateways and the intersection of important thoroughfares where possible. An ideal size is 1/4 acre with a maximum of around 3 acres.

Plaza

A *Plaza* is available for civic purposes and commercial activities. A plaza shall be spatially defined by building frontages. Trees are optional. Plazas tend to be hardscaped with brick, stone or even concrete. Plazas should be located at gateways, the intersection of important streets, or in front of civic buildings. The minimum size should be around 1/6 acre with a maximum of around 2 acres.

Playground

A *Playground* is an open space designed and equipped for the recreation of children. A playground should be fenced and may include an open shelter. Playgrounds should be interspersed within residential areas and may be placed within a block. Playgrounds should be included within parks and greens. Playgrounds come in all shapes and sizes. Playground equipment should be shaded.



3.11

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Walkable Streets

Purpose

A street is often referred to as walkable if pedestrians can walk around safely in an environment that they are likely to walk. A network of streets allows pedestrians, cyclists, and motorists to move safely and comfortably through an area. The maximum average block perimeter to achieve an integrated network is 2,400 feet with a maximum uninterrupted block face of ideally 450 feet with streets at intervals of no more than 600 feet apart along any one single stretch.

When designing streets, we should strive to make them walkable first, accommodate bicycles second, and then add provisions for cars, trucks, and emergency vehicles.

“Design Speed” is the crucial number engineers officially use to configure streets for orderly traffic movement. The chosen design speed must be a low figure, usually less than 25 mph, for a walkable environment.

The slow design speed that characterizes walkable streets results in the conscious choice of features such as narrow curb-to-curb dimensions, street trees, architecture close to the street edge, on-street parking, and relatively tight turning radii.



Lighthouse Avenue, Pacific Grove CA

The west side of Pacific Grove near 16th Street is a great example of a sidewalk that is wide enough to share seating, bike storage and space for people to walk. There is a healthy amount of trees as well, which provide some shade as well as an overall welcoming character to the street.

- a** narrow streets
- b** shade
- c** sidewalks
- d** crosswalks



Application

This guideline applies to:

- Centers
- Gateways
- Corridors

Intent

To build safe, comfortable, and interesting street environments to encourage daily physical activity.

Requirements

For all projects:

- Continuous sidewalks for walking shall be provided along both sides of regional corridors. New sidewalks must be at least 10 feet wide on retail or mixed-use blocks and at least 5 feet wide on all other blocks.
- Regional corridors may not be faced by parking lots, garages, or service bay openings.
- Street trees must be provided at intervals of no more than 50 feet along regional corridors.
- Street trees shall be noninvasive and drought-tolerant while still providing shade within 10 years of landscape installation.
- On-street parking shall be provided within 1/4 mile of all centers along both sides of the street.
- Within 1/4 mile of Centers all streets shall be designed for a target speed of no more than 25 miles-per-hour. On a multi-way boulevard with through travel lanes separated from access lanes by medians, apply this requirement to its outer access lanes only (through-lanes are exempted), provided pedestrian crosswalks are installed across the boulevard at intervals no greater than 800 feet.
- At-grade crossings with driveways shall account for less than 10 percent of the corridor within 1/4 mile of Centers.

Measurement

There is no one formula for walkable streets. Building great streets goes beyond a simple “complete streets” approach. Great streets means creating places where people want to be, places that are safe, comfortable, interesting, and beautiful. Existing streets can be retrofitted with wider sidewalks, world-class bike infrastructure, shade trees for sidewalks, better lighting, and buried or relocated overhead utilities.

On the following pages designs for sample local streets, main streets, avenues, boulevards and parkways are provided that meet the requirements.

Legible Centers

Purpose

One should be able to tell when one has arrived to a new destination on the former Fort Ord and when one has reached its center. A proper center has places where the public feels welcome and are encouraged to congregate. Typically, at least one outdoor public environment exists at the center that spatially acts as a well-defined outdoor room.

While an outdoor public environment most often takes the form of a square or plaza, it is also possible to give shape to the center with one great street of continuous shopfronts or a special “four corners” intersection of important streets that include shade and other protection from the elements.



Shopping streets of Carmel-by-the-Sea
 It is the storefronts of Carmel-by-the-Sea that let visitors know they have arrived. While the city offers several plazas and small parks, the streets themselves are the most sought-after public space.



Application

This guideline applies to:

- Centers
- Gateways

Intent

To build areas that can be clearly identified as a center and have the characteristics of a destination that people want to go to and can identify as central to the general area.

Requirements

Shopfronts in Centers

- Build retail frontage storefronts (shopfronts) to be functional and attractive.
- Design projects to have 80% of the total linear feet of building facades with ground floor retail or office uses to be no more than 5 feet from the front property line.
- Buildings with ground floor retail or office uses shall have un-tinted transparent storefront windows and/or doors covering no less than 60% of the wall area between 3 and 8 feet above grade.
- Storefront windows shall extend to at least 8 feet above the adjacent sidewalk.
- Entrances shall be placed at a minimum of every 50 feet along the length of a shopfront or series of shopfronts.
- All shopfronts shall be protected from above by either an awning, arcade or marquee.
- The sidewalk adjacent to all shopfronts shall maintain a minimum clear path of five feet.

Public Spaces and Civic Buildings in Centers

- Designate civic sites in each center and site them memorably.
- Schools, recreational facilities, and places of worship should be embedded within communities or on the edges of communities within walking distance.
- Locate civic buildings on high ground, adjacent to public spaces, within public spaces, or at the terminal axis of a street or long view to increase their visibility.

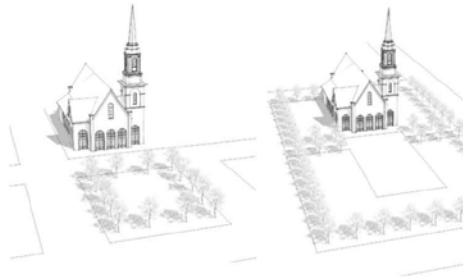
Measurement



Clear glass is required of 60% of wall area between 3 and 8 feet above the ground.



All shopfronts shall be protected from above by either an awning, arcade or marquee.



Civic building adjacent to a green or within a green tell new arrivals they have reached the center of the community.

Mix of Building Types

Regional Guidelines | Fort Ord Reuse Urban Design Guidelines

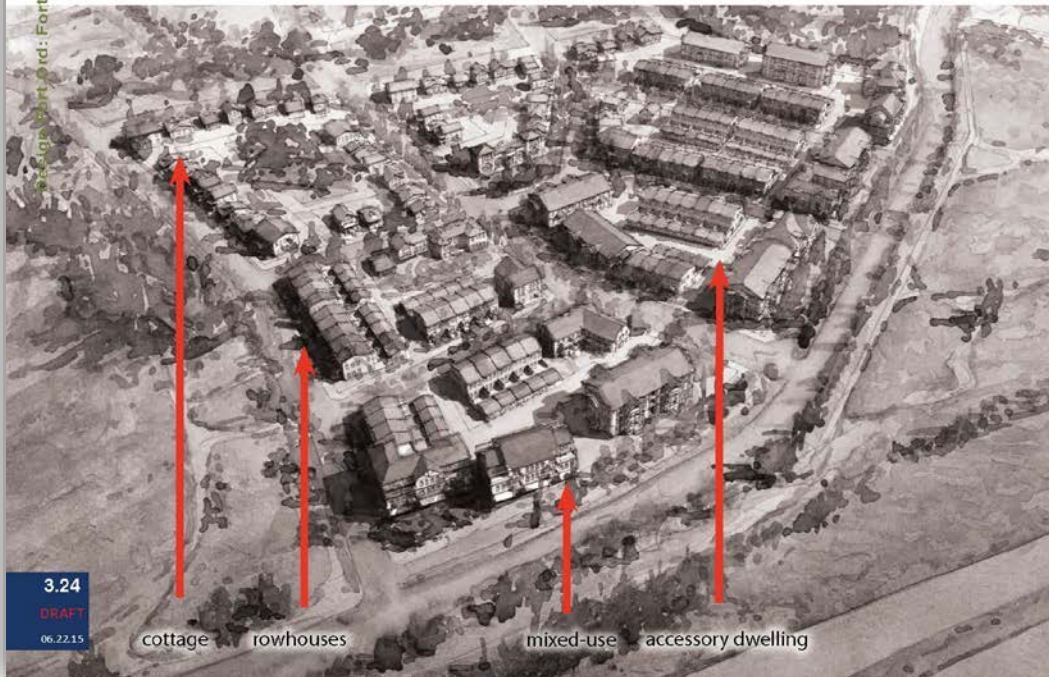
Purpose

New development on former Fort Ord land should mix building types to create centers and neighborhoods which allow a diversity of ages and incomes, and permit residents to trade up or downsize their homes without having to move away. Multi-generational neighborhoods and life-cycle neighborhoods create strong social networks, avoid concentrations of poverty or wealth, and lead to safer communities.

In centers and gateways many activities of daily living should occur within walking distance, allowing independence to those who do not drive, encouraging walking, reducing the number and length of automobile trips, and conserving energy.



Alvarado Street, Downtown Monterey, CA
 Almost every kind of building type can be found on Alvarado Street from mixed-use shopfronts to courtyard apartment buildings. On the perpendicular residential streets cottages, apartment houses, duplexes, and single-family houses sit side-by-side.



3.24

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cottage

rowhouses

mixed-use

accessory dwelling

Application

This guideline applies to:

- Centers
- Gateways

Intent

New centers and gateways should be compact, pedestrian-friendly and mixed-use. Within neighborhoods near centers and gateways a broad range of building types should be available.

Requirements

- All new projects of 500 units or more and all new projects on sites of over 100 acres or more, should provide at least three of the following building types within the project: House, Accessory Dwelling Unit, Cottage, Duplex, Apartment House, Courtyard Apartment, Rowhouse, Mixed-Use Building, Corner Store, Small Market/Gas Station, Park-Under Building, or Large-Footprint Building.

Measurement

A variety of building types are illustrated in the figures that follow. They include House, Accessory Dwelling Unit, Cottage, Duplex, Apartment House, Courtyard Apartment, Rowhouse, Mixed-Use Building, Corner Store, Small Market/Gas Station, Park-Under Building, and the Large-Footprint Building.



Site plans should show lot types and/or building types and all new large projects should demonstrate at least three different kinds of types.

Context Sensitive Trails

Purpose

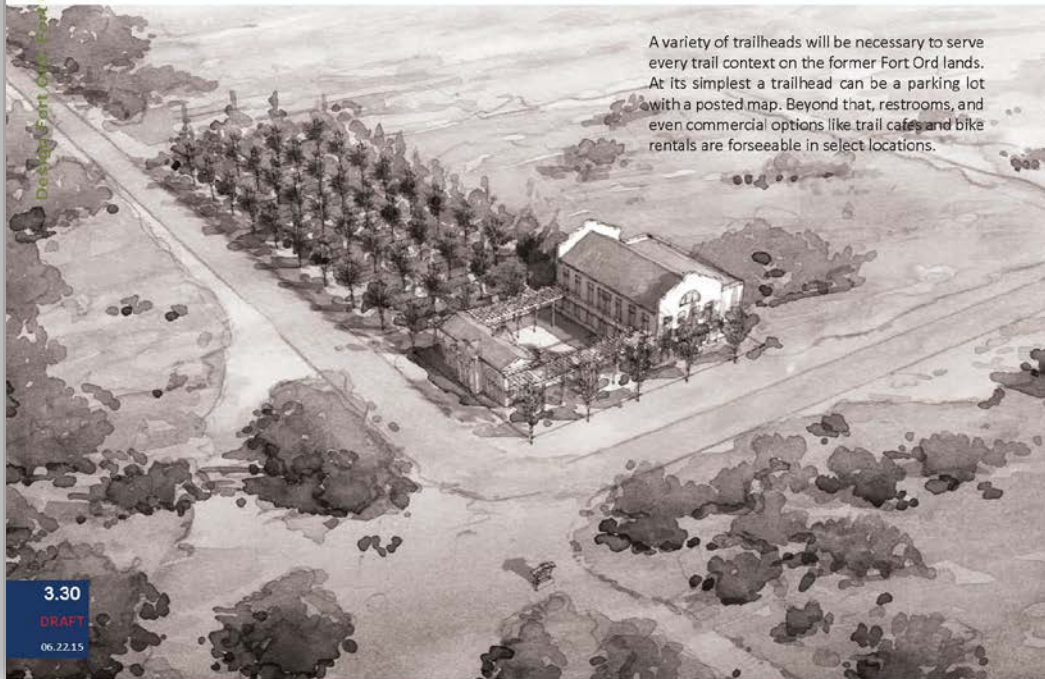
The natural environment, and connections with the environment, is part of what makes the Monterey Bay area special. Residents treasure the quality of life associated with living in a place that offers magnificent views and a variety of recreational opportunities. The guidelines seek to increase efforts to protect the natural landscape, increase parks and trails, and preserve long views across open green spaces.

In addition to quality of life, the environment distinguishes Monterey Bay from other regions in the market place. A robust trail system can be an important factor in marketing the unique quality of life to future residents and employers.

The challenge to any large-scale trail or trailhead system in the region is that outside the National Monument much of former Fort Ord is slated for development. Trails must adapt to the local context as they traverse it.



Frog Pond Wetland Preserve, Del Rey Oaks, CA
 Trails can be clearly defined and cemented pathways or dirt roads clear of debris. Within the Frog Pond Wetland Preserve, dirt paths can coexist side by side with stairs for pedestrians.



A variety of trailheads will be necessary to serve every trail context on the former Fort Ord lands. At its simplest a trailhead can be a parking lot with a posted map. Beyond that, restrooms, and even commercial options like trail cafes and bike rentals are foreseeable in select locations.

Application

This guideline applies to:

- Trails

Intent

To build safe, comfortable, and interesting trail systems.

Requirements

For all projects:

- Continue to incorporate trails and trailheads into new development in accordance with locally-adopted plans.
- Municipalities should continue to investigate diverse, new funding sources and methods for preserving open space in partnership with regional not-for-profit organizations and individual property owners.

Measurement

A variety of trail types are necessary as trails traverse through urban, suburban, emerging suburban, and rural areas. Three possible trail section approaches are illustrated on the following pages. They are a starting point for site planners as they consider connections to the larger system.



Site plans will need to show more than green lines that show trails. Detailed cross-sections of trails as they travel through sites will be helpful for reviewers and trail advocates.

Customized Gateways

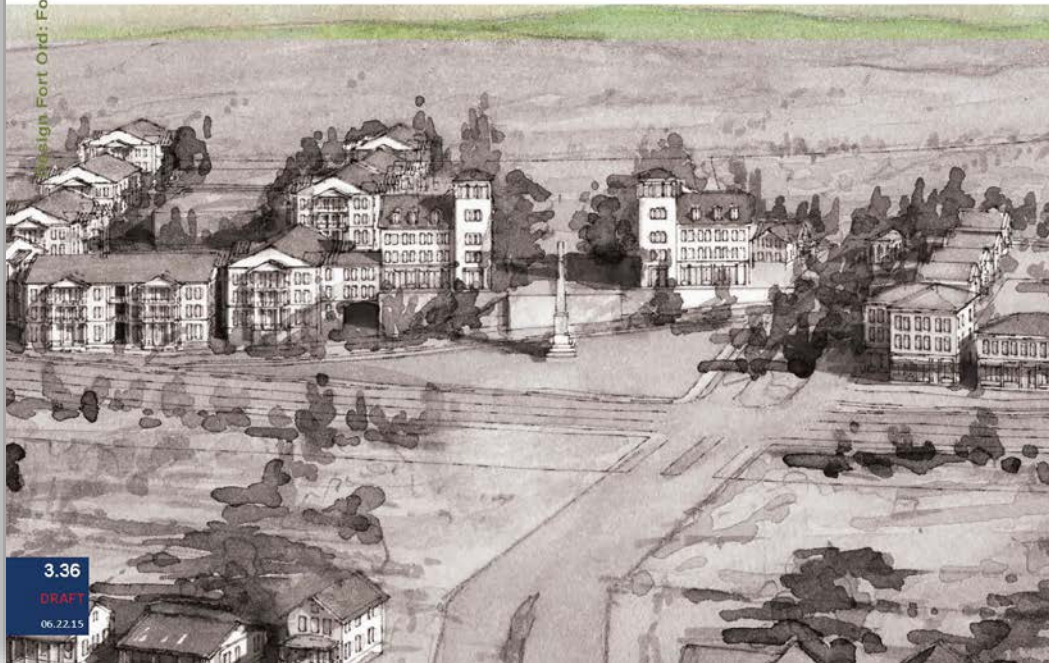
Purpose

Gateways aims to aid navigation and make a positive and lasting impression for visitors. Roundabouts, landmarks, archways, signature parks, signature streets are already used by the various municipalities throughout the Monterey Bay region.

The iconic nature of the region, and the variety of municipalities and experiences one finds on former Fort Ord lands require thoughtful, specialized approaches to gateways in order to create lasting impressions on residents and visitors.



Traffic circle on Reservation Road in Marina, CA
 A traffic circle can provide a sense of entry. Drivers slow and plantings and civic art located within the center becomes a focal point.



Application

This guideline applies to:

- Gateways

Intent

To create a sense of arrival to the various places, existing and proposed, on former Fort Ord lands.

Requirements

For all projects:

- New projects located at Gateway locations should seek to create an experience of arrival. From modest signage, to changes in roadway patterns, to grand statuary, different areas of former Fort Ord will require different approaches.

Measurement

A variety of entryways that are well-designed, welcoming, and varying in scale should be used on former Fort Ord lands. Signage, roundabouts, archways, signature parks, and even monuments are all appropriate.



Seaside Highlands, Coe Avenue Gateway, Seaside, CA

A gateway can be an elaborate composition of plazas and buildings or can be as simple as a sign. The gateway to the Seaside Highlands neighborhood includes landscaping, the name of the development with lettering affixed to a masonry wall and two portico-style arches that frame the pedestrian paths on either side of Coe Avenue. The right-of-way is lined with pavers which distinguishes it as separate from Monterey Road, the roadway that leads into the neighborhood is paved in asphalt.



Korean War Memorial, Washington, DC

During the charrette one person suggested creating statuary to commemorate the multiple military campaigns that units trained for at Fort Ord. The Korean War Memorial in Washington D.C. or the famous Vietnam War Memorial statue at Arlington National Cemetery are good examples of what should be commissioned and placed at key locations throughout the former Fort Ord. The statuary should be used as gateway or monument and serve to commemorate the history of the area.

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)*

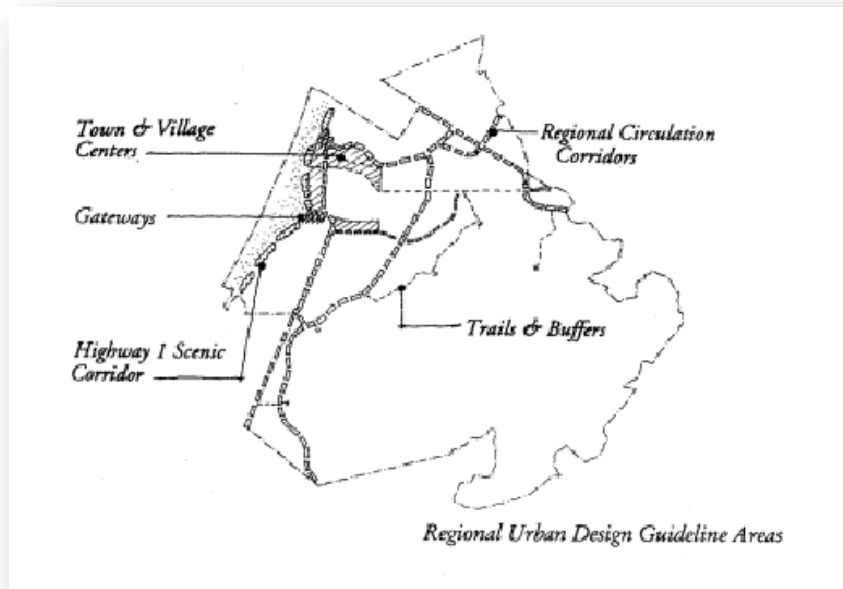
April 2, 2015, Authority Counsel Memo:

- *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

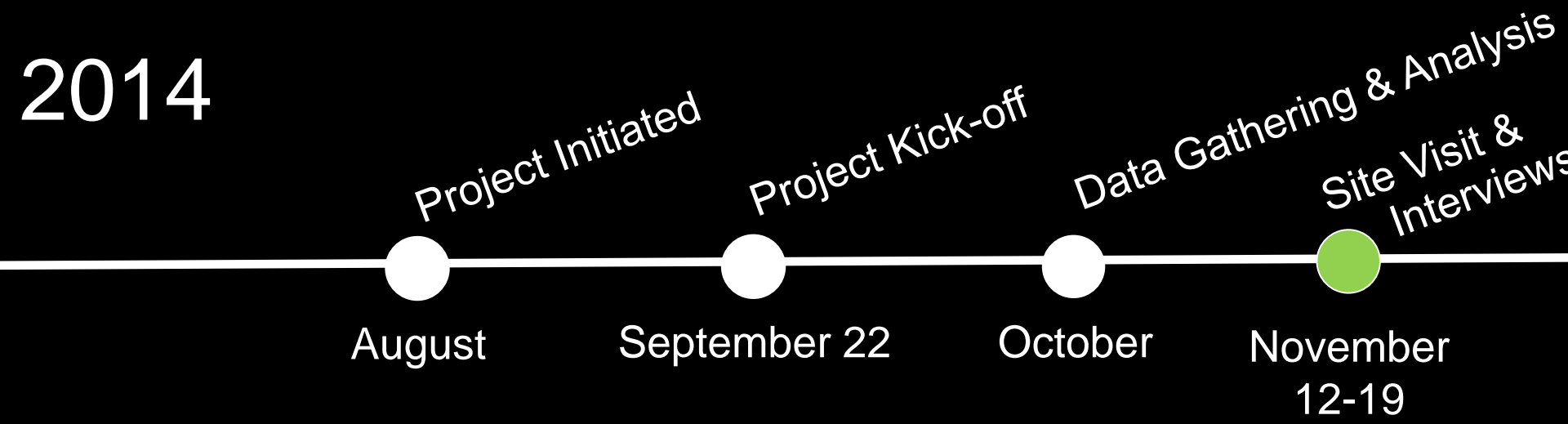


DOVER, KOHL & PARTNERS
t o w n p l a n n i n g

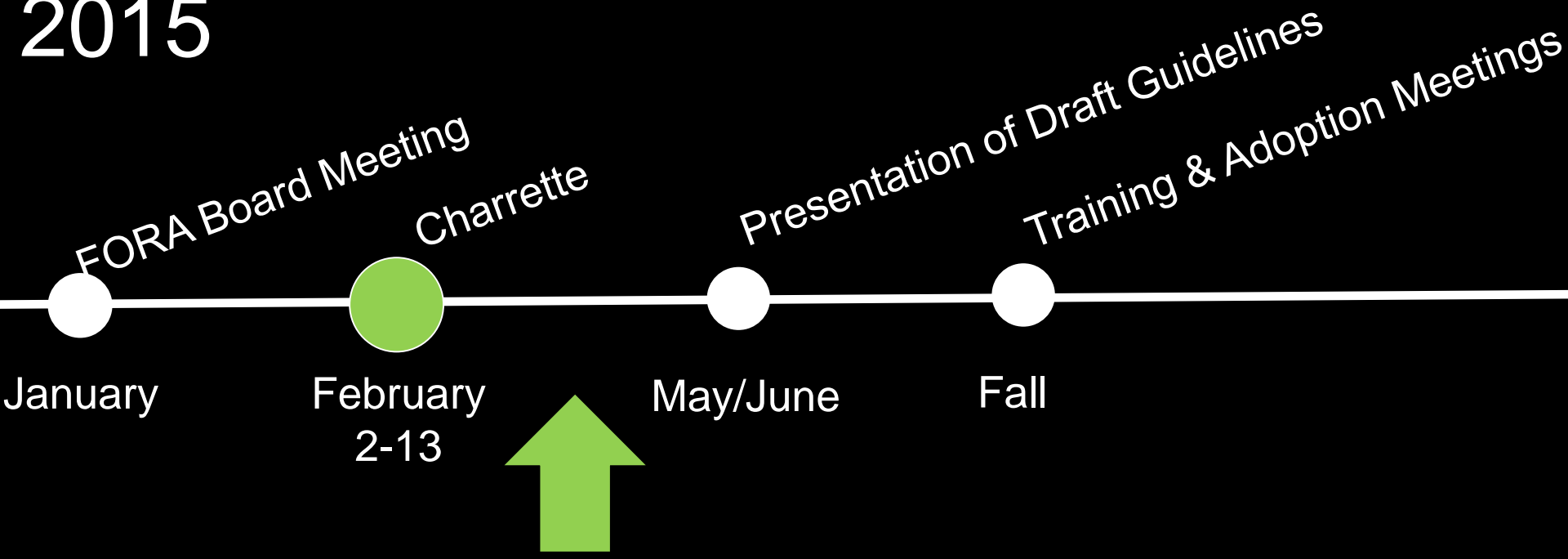
Strategic Economics
Alta Planning + Design
National Charrette Institute
Helix Environmental Planning
Jeff Speck & Peter Katz
Civitas & Pinnacle Advisors Real Estate
UrbanAdvantage

project timeline

2014



2015



Design Guidelines

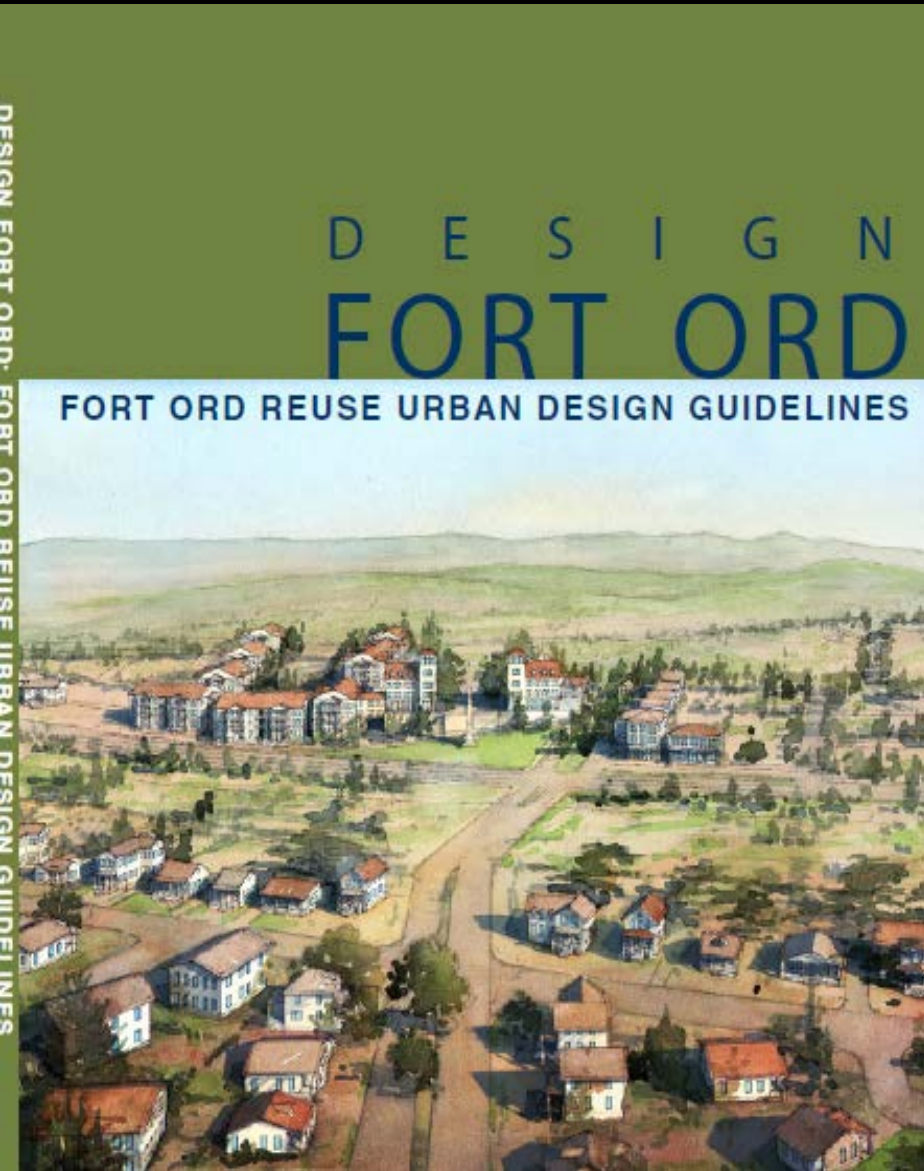


Table of Contents

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
- Legible 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

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

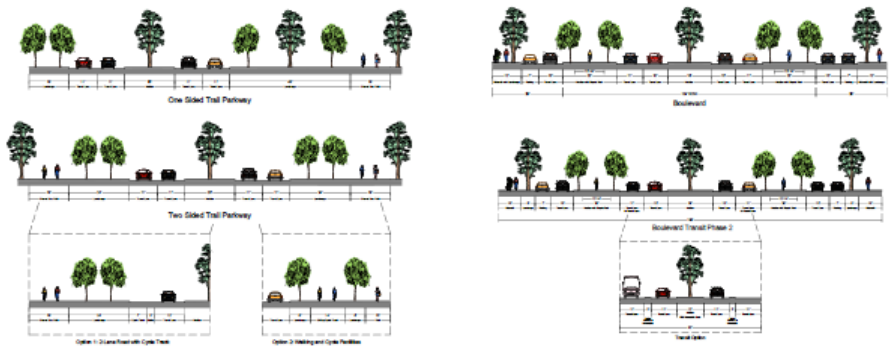
The “full” version of Design Principle no. 6 provides:

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 interchanges. 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 pedestrians are accommodated on parkways on a separated shared use path, but within the overall right of way.

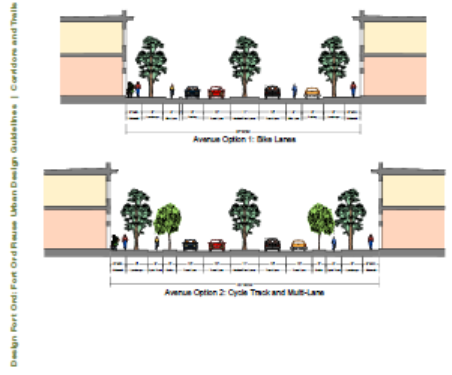
Boulevard

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 streetway 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 weaving through lanes, and to create store frontage with on-street parking; bicycle are accommodated via stormies 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 10-15 mph on the access lanes.

2.15
2.16
2.17

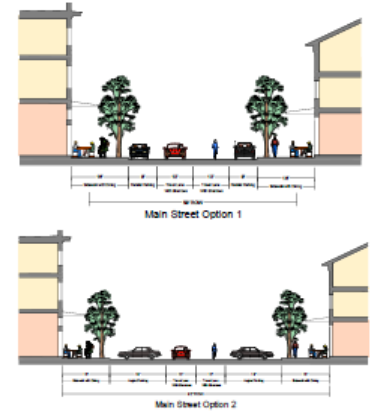


Design Point One Four Phase Urban Design Guidelines | Corridors and Thru

Avenues

An avenue is a walkable, low-speed street that carries a mixture of through and destination traffic. Avenue provide access to abutting commercial, residential, and mixed landuses, and accommodate cars, pedestrians, and cyclists. 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 on or off-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.

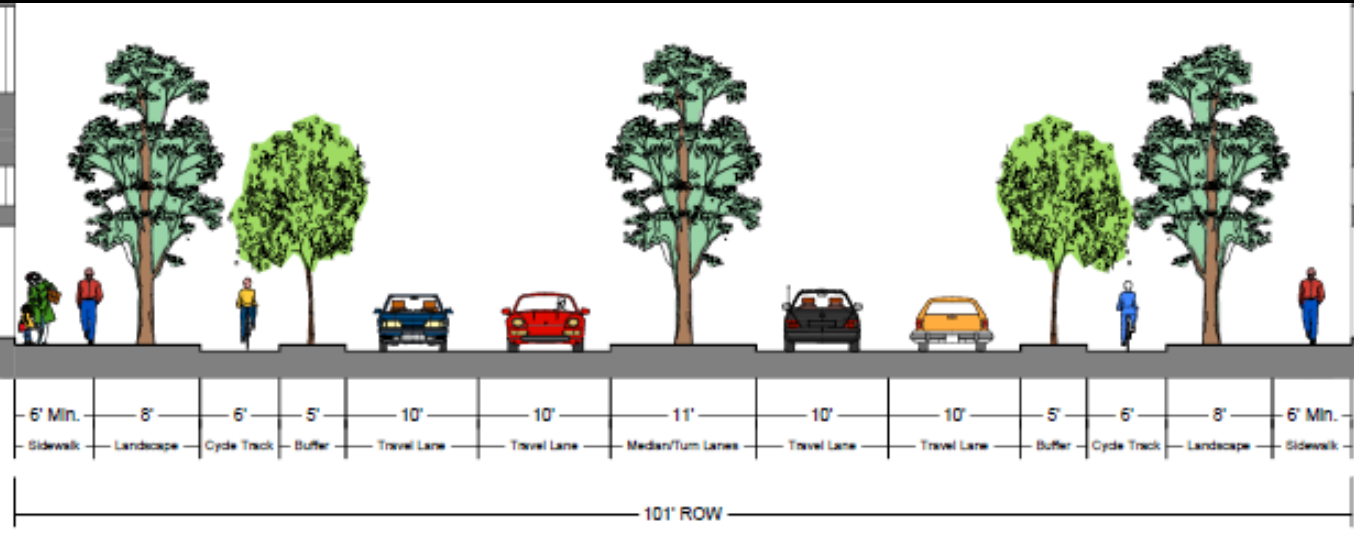
2.15
2.16
2.17



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 walkable and serve 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, requiring 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 10 feet from the face of the building front, to provide space for activities such as outdoor cafe and strolling.

2.17
2.18
2.19



Avenue Option 2: Cycle Track and Multi-Lane

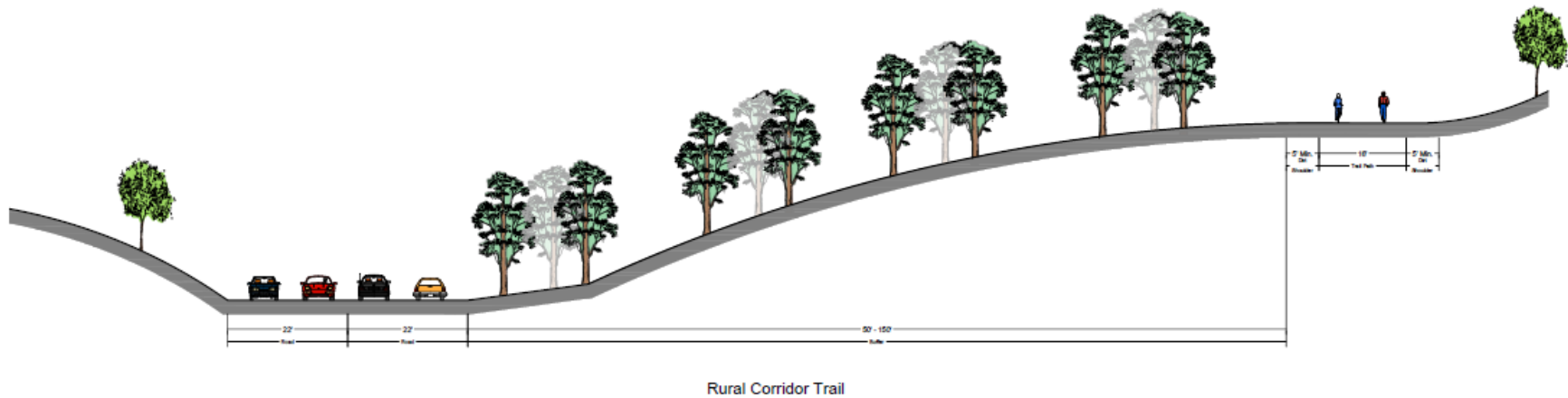
DRAFT

Specific types and dimensions

road design and corridors

trail sections

ines | Corridors and Trails



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Specific types and dimensions

“setbacks”

“building heights”

setbacks & building heights

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

T5 Neighborhood Center Zone Overview

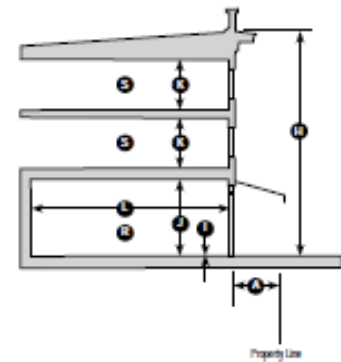
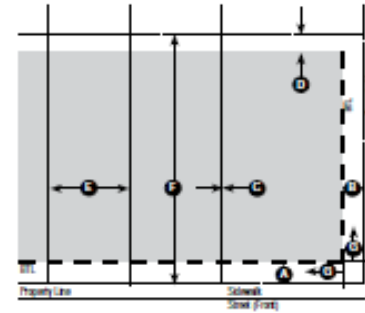
This zone forms the core of areas of FORA's gateways and centers. Priority is placed here on optimizing the physical characteristics of the built environment for increased walkability. While much of the land encompassed by this district was originally built in an automobile-dominant format, the intent 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.



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

T5 Neighborhood Center Zone Form



Building Placement

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

Setback (Distance from Property Line)

Side	0' min. G
Rear	5' min. D

Lot Size

Width	100' max. E
Depth	150' max. F

Footprint

Depth, ground floor commercial space:	Main Building 40' min. Ancillary Building 20' min.
---------------------------------------	---

Building Form

Height	
Main Building	22' min. ¹ H
Ancillary Building	4 Stories max. ² I
Ground Floor Elev. Above Sidewalk	
Commercial	6' max., Res. 24' min. L
Ground Floor Commercial Ceiling	14' min. clear J
Colling Height	9' min. clear K

¹Measured from grade to eave or parapet base
²See definition of "Story" in Definitions

Allowed Building Types (See Sec. X.00)

Commercial Block	Linear Building
Civic Building	Live-Work Unit
Courtyard Apartment	Mansion Apartment
Duplex/Triples/Fourplex	Townhouse/Rowhouse
Gas Station / Drive Thru	Ancillary Building

Allowed Frontage Types (See Sec. X.00)

Shopfront	Gallery
Forecourt	Sloop
Porch	

Allowed Use Types (See Sec. X.00)

Ground Floor	Service, Retail, or Recreation, Education and Public Assembly M
Upper Floor(s)	Residential or Service N

DRAFT

“landscaping”

“signage”

signage

Address Sign	
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

Awning and Sign	
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

Band Sign	
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

Blade Sign	
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

Marquee and Sign	
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

Nameplate Sign	
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

Outdoor Display Case	
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

Sidewalk Sign	
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

Window Sign	
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

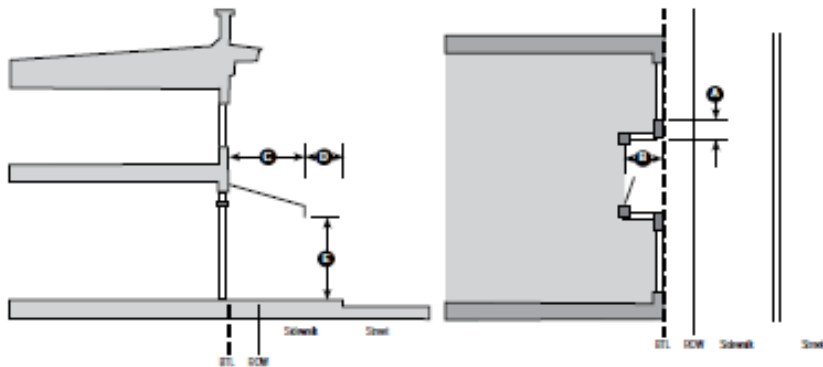
Yard Sign	
Quantity	1 per lot max
Area	6 sf max
Width	3 ft max (not counting post)
Height	2 ft max (not counting post)
Depth / Projection	N/A
Clearance	5 ft to sign edge min
Apex	6 ft to top of post max
Letter Height	8 in max

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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.	C
Width, Cumulative	70% of facade width min.	D
Setback from Curb	2' min.	D
Height, Clear	8' min.	E

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.

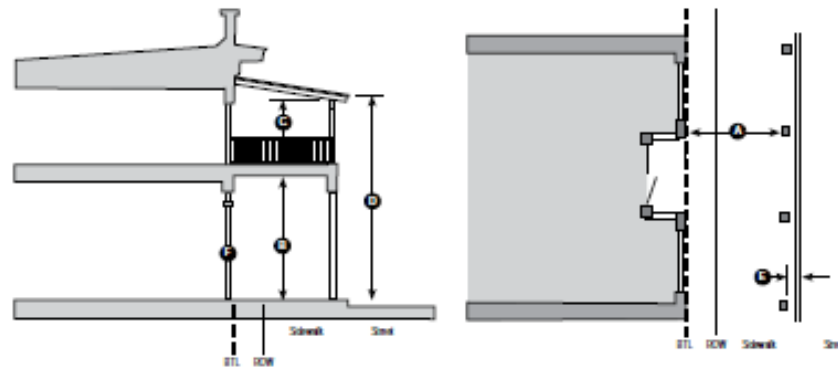


A shopfront with a recessed doorway.



A shopfront with a cantilevered corner entry.

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.



A gallery with slender metal columns.



A wood banded gallery.



A gallery with stone columns.

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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.
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Typical Frontage Types

■ Shopfront	■ Gallery
■ Forecourt	■ Sloop
■ Porch	



A duplex with a detached garage.

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questions?