

Fort Ord Reuse Authority (FORA)

Regional Urban Design Guidelines (RUDG) Compliance Checklist

Draft v7.2

3/22/16

Online RUDG reference: <http://www.OrdForward.org>

Table of Contents

| | |
|--|----|
| Purpose | 3 |
| How to Use This Checklist | 3 |
| Review Procedure | 3 |
| Project Information Form | 4 |
| Relevant Guidelines by Location | 5 |
| Town & Village Centers | 5 |
| Gateways | 5 |
| Regional Circulation Corridors | 5 |
| Trails | 5 |
| Guidelines | 6 |
| Complete Streets | 6 |
| Connectivity | 7 |
| Trails | 8 |
| Regional Transit Facilities | 9 |
| Highway 1 Design Corridor | 10 |
| Building Orientation, Types, Setbacks, & Heights | 11 |
| Landscaping: Palettes & Lighting | 12 |
| Signage: Gateways & Wayfinding | 13 |
| Public Spaces | 14 |
| Centers | 15 |

Purpose

This checklist provides a tool to evaluate Legislative Land-use Decision (LLD) and Development Entitlement (DE) compliance with the FORA Regional Urban Design Guidelines (RUDG) for Town & Village Centers, Gateways, Regional Circulation Corridor, and Trails.

How to Use This Checklist

It is incumbent upon jurisdictional staff to represent that a project/plan and/or entitlement is consistent with the 1997 Base Reuse Plan (BRP). This checklist is one component of the complete set of evaluation criteria used to determine BRP consistency.

This checklist provides discrete Measures for each of the RUDG. In order to increase planning efficiency, this checklist can be used at the earliest planning stages, as well as when to complete final consistency determination documents.

Use the RUDG Locations maps to locate your project/plan area and determine potential applicable guidelines. The Checklist includes Measures for each Guideline and is the basis for explicit plan or project evaluation. If Measures are not implemented directly, describe how the Objectives are being met or if alternatives are required and why. For each Measure include a page reference to the plan/project document section that addresses that Measure. Indicate (using N/A) cases where the potential applicable guidelines are not applicable, and provide additional Notes for clarification.

Ensure the following components are included in the consistency determination submittal:

1. **Project Information Form** (*provided in next page*)
2. **Site Plan:** showing significant features including building locations (with heights identified in text), driveways, drive aisles, garage entrances, or parking areas. Site plans with more than one building, street or public space should label each building with a letter, number, or name.
3. **Preliminary Building Elevations:** showing heights, window and door locations, and any special appurtenances or details.
4. Other relevant information requested by FORA.

Review Procedure

FORA staff will review each LLD and DE for RUDG compliance. Each Guideline sets forth Objectives and Measures. Objectives are implemented through the Measures (and/or other means) and are used, along with the Measures, by FORA to make consistency determinations. Measures are the quantitative basis for jurisdiction and FORA staff BRP consistency evaluations.

Project Information Form

To be completed by the local jurisdiction/ applicant. If the proposed project is not on a single contiguous lot or parcel of land, please complete a separate Project Information Form for each contiguous property.

Applicant: _____

Jurisdiction: _____

Jurisdiction Contact Name: _____

Contact Phone: _____

Contact Email: _____

Project/Parcel # (APN and/or COE): _____

Project/Parcel Location: _____

Size (sq. ft. /acres): _____

Project Description and Attachments (maps, elevations, other diagrams):

DRAFT

Relevant Guidelines by Location

Relevant guidelines vary depending on plan/project Location and scope of proposal. Use the lists below and the RUDG Locations maps to assess which guidelines may apply to a given plan/project area.

Town & Village Centers

- Complete Streets
- Connectivity
- Trails
- Transit Facilities
- Highway 1 Design Corridor
- Building Orientation
- Building Types, Setbacks, and Heights
- Landscaping Palette
- Lighting
- Gateways
- Wayfinding
- Public Spaces
- Centers

Gateways

- Highway 1 Design Corridor
- Landscaping Palette
- Lighting
- Gateways
- Wayfinding
- Centers

Regional Circulation Corridors

- Complete Streets
- Connectivity
- Trails
- Transit Facilities
- Highway 1 Design Corridor
- Building Orientation
- Building Types, Setbacks, and Heights
- Landscaping Palette
- Lighting
- Gateways
- Wayfinding
- Centers

Trails

- Complete Streets
- Connectivity
- Trails
- Transit Facilities
- Highway 1 Design Corridor
- Landscaping Palette
- Lighting
- Gateways
- Wayfinding
- Centers

Guidelines

Complete Streets

| Objectives | | | |
|--|------------|-----------|--------------|
| <ul style="list-style-type: none"> Encourage development pattern that mixes uses horizontally and vertically for active streetscape (BRP p.65). Encourage scale and pattern of development which is appropriate to a village environment and friendly to pedestrians and cyclists (BRP p.65). Minimize the scale of streets to facilitate pedestrian movement while providing adequate circulation and parking opportunities (BRP p.66). Promote a sense of community and connectedness in new neighborhoods by minimizing street widths, providing comfortable pedestrian environments, and encouraging housing design which embraces the public street area (BRP p. 67). | | | |
| Measures | YES | NO | NOTES |
| 1. Continuous sidewalks on both sides of street | | | |
| 2. Space provided along sidewalks for a variety of activity zones on retail or mixed-use blocks | | | |
| 3. Sidewalks ≥ 10 feet wide, maintain a minimum clear path of 5', on retail or mixed use blocks with furniture, trees, lighting | | | |
| 4. Sidewalks ≥ 5 feet wide on all other blocks, with furniture, trees, lighting at appropriate intervals | | | |
| 5. Durable, drought-tolerant street trees to provide shade within 10 years | | | |
| 6. On-street parking on both sides of streets | | | |
| 7. Parking lots, garages, or service bay openings not facing regional corridors | | | |
| 8. Low-speed street design, ≤ 25 mph in Centers | | | |
| 9. Outer access lanes for slower speeds and through-lanes for faster speeds on multi-way boulevards with medians | | | |
| 10. Pedestrian crosswalks installed at intervals < 800 feet on multi-way boulevards with medians | | | |
| <p><i>Describe additional actions used to meet <u>Complete Streets</u> Objectives (attach additional pages as needed):</i></p> | | | |

Connectivity

| Objectives | | | |
|--|-----|----|-------|
| <ul style="list-style-type: none"> • Link new neighborhoods to surrounding cities' development fabric (BRP p.62). • Create strong physical linkages from villages to CSUMB and other major activity areas (BRP p.66). • Reinforce linkages among existing neighborhoods and establish linkages to new neighborhoods and village centers (BRP p. 67). • Connect new residential neighborhoods via continuous streets and/or open space linkages to surrounding neighborhoods and districts (BRP p. 67). • Connect individual open space parcels into an integrated system for movement and use of native plant and animal species and people (BRP p. 13). • Ensure open space connections link major recreation and open space resources (BRP p. 71). | | | |
| Measures | YES | NO | NOTES |
| 1. Local roads free of dead-ends and cul-de-sacs | | | |
| 2. New streets connect to adjacent streets | | | |
| 3. Streets end with street stubs to provide future street connections | | | |
| 4. Maximum block perimeter 2,400 linear feet | | | |
| 5. Minimum 140 intersections per square mile | | | |
| 6. New streets with minimal street bends to minimize block length/travel distances | | | |
| 7. Complete streets developed where Regional Corridors enter Centers | | | |
| 8. Trail, pedestrian and transit facilities connect centers, public open spaces, educational institutions and other relevant locations | | | |
| 9. Open space areas connect to allow movement of native plants, animals, and people | | | |
| 10. Major former Fort Ord recreation and open space assets connected to each other and adjacent regional resources | | | |
| <p><i>Describe additional actions used to meet <u>Connectivity Objectives</u> (attach additional pages as needed):</i></p> | | | |

Trails

| Objectives | | | |
|---|------------|-----------|--------------|
| <ul style="list-style-type: none"> • Establish trail system for non-motorized transit alternatives to former Fort Ord neighborhoods (BRP p.136). • Design the trail system to reinforce the BRP strategy of using recreation and open space assets to make the former Fort Ord attractive to potential users by interconnecting and increasing access (BRP p.137). • Reserve adequate Right-of-Way (ROW) along planned transportation corridors to accommodate planned trails in addition to the entire planned road cross section (BRP p.137). • Design the Fort Ord trails system as an integral part of a larger regional trails network which includes, but is not limited to, the Toro Regional Park trails, existing and proposed Carmel Valley trails, the existing Highway 68 corridor (used as a bike route) (BRP p.137). • Link former Fort Ord trails to regional bike/pedestrian trails wherever possible (BRP p.137). | | | |
| Measures | YES | NO | NOTES |
| 1. Major trail width ≥ 12'; Minor trail width ≥ 10'; Equestrian trail width ≥ 20' | | | |
| 2. New trails connect to existing networks as coordinated with local jurisdiction planning | | | |
| 3. Former Fort Ord trails connect to regional networks | | | |
| 4. Multi-use and segregated trails, eg. equestrians and hiker/bikers, provided to accommodate variety of user types | | | |
| 5. Regional viewsheds and nature experiences maximized | | | |
| 6. Trail alignments pass through and link Town & Village Centers | | | |
| 7. TAMC regional wayfinding signage and/or local design standards utilized | | | |
| 8. Major trailheads sited along Fort Ord National Monument and Fort Ord Dunes State Beach open space access points and feature bathroom facilities and signage | | | |
| 9. Trails separated from roads wherever feasible | | | |
| 10. Former Fort Ord trail system linked to regional bike and pedestrian trails such as the Monterey Bay Sanctuary Scenic Trail | | | |
| <p><i>Describe additional actions used to meet <u>Trails</u> Objectives (attach additional pages as needed):</i></p> | | | |

Transit Facilities

| Objectives | | | |
|--|-----|----|-------|
| <ul style="list-style-type: none"> • Sustain a transit and pedestrian friendly development pattern. The core of each village will consist of services and amenities for districts and neighborhood, from retail and service establishments to transit stops and parks (BRP p. 59). • Link villages by transit routes and open space corridors suited for cycling and walking (BRP p. 59). • Locate concentrations of activity and density along future transit rights-of-way (BRP p. 63). • Provide transit accessibility at major development sites by orienting highest concentrations of activity along transit rights-of-way and providing easy pedestrian access to these points (BRP p. 70). • Locate transit hubs within walking distance of gathering spaces, news stand access, cafes, convenience stores, orientation to surroundings, public restrooms, shelter, bicycle storage, and/or internet connectivity to create/enhance neighborhood identity | | | |
| Measures | YES | NO | NOTES |
| 1. Transit stop within ¼ mile of all homes | | | |
| 2. Transit stops adjacent to mixed use, schools and commercial areas | | | |
| 3. Academic and nature themes used for design identity | | | |
| 4. Regionally common architectural style applied | | | |
| 5. Color and graphic design link vehicles to stops/stations | | | |
| 6. Shelter, seating, route information and lighting provided at transit hubs | | | |
| 7. Connectivity with pedestrian, cyclist, and vehicular transportation maximized | | | |
| 8. New transit facilities (hubs, transfer points, and bus stops) and routes meet Monterey-Salinas Transit (MST) design guidelines and Americans with Disabilities Act requirements | | | |
| 9. Routing and facilities planning coordinated with MST and jurisdictions | | | |
| 10. Transit stops provided near neighborhoods, schools and commercial centers | | | |
| <p><i>Describe additional actions used to meet <u>Regional Transit Facilities Objectives</u> (attach additional pages as needed):</i></p> | | | |

Highway 1 Design Corridor

| Objectives | | | |
|--|-----|----|-------|
| <ul style="list-style-type: none"> • Signage and their support structures preserve views of sky, ocean, dunes and ridgelines. • Signage is stationary and not changing, flashing or animated. • Prohibit the use of billboards in the Highway 1 Corridor. • Preserve landscape character of the Highway 1 Design Corridor as a buffer between the Highway 1 right-of-way and development. • Except as noted in the Highway 1 Corridor Design Guidelines, “establish a maximum building height related to an identified mature landscape height to accommodate higher intensity land uses appropriate to this location without detracting from the regional landscape character of the State Highway 1 Scenic Corridor.” | | | |
| Measures | YES | NO | NOTES |
| 1. Signs mounted on buildings below 40’ and eave or parapet line | | | |
| 2. Sign illumination and glare minimized - Down lighting utilized | | | |
| 3. Sign support structures for all freestanding signs located outside 100’ Caltrans right-of-way setback and additional 100’ off-ramp and on-ramp setback at Lightfighter Drive and Imjin Parkway | | | |
| 4. Base of signs designed to blend with coastal dune character (i.e. earth-tone colors tan, brown, forest green, gray or dark blue) | | | |
| 5. Marina: Building heights limited to 40’ maximum, with exception of optional heights designated in the Marina General Plan OR Seaside: Buildings in excess of 40’ tall may be built at the Main Gate, where regional retail use is permitted by the BRP and Seaside General Plan, if it is determined by the Seaside City Council that said taller buildings will serve as attractive landmarks and/or enhance the economic development prospects of this area. | | | |
| 6. Buildings and signs located outside 100’ Caltrans right-of-way | | | |
| 7. Average 25’ landscape setback provided along Highway 1 to accommodate and protect mature trees | | | |
| 8. Trees (≥ 6” trunk diameter and in reasonable condition) preserved within 25-feet of Caltrans right-of-way and at gateways | | | |
| 9. Bikeway and pedestrian path linkages to public open space incorporated | | | |
| 10. Future public facilities such as a water pipeline infrastructure and a visitors center allowed in Highway 1 Corridor west of Highway 1 | | | |
| <p><i>Describe additional actions used to meet <u>Highway 1 Design Corridor Objectives</u> (attach additional pages as needed):</i></p> | | | |

Building Orientation, Types, Setbacks, & Heights

| Objectives | | | |
|--|-----|----|-------|
| <ul style="list-style-type: none"> • Provide design guidelines to address architectural qualities, building massing and orientation, parking, fencing, lighting, and signage (BRP p. 154). • Orient buildings to ensure public spaces have natural surveillance, enhance sociability where people know their neighbors, and promote walking by providing safe, appealing, and comfortable environments. • Implement the BRP mixed-use development vision. • Encourage establishment of life-cycle or multi-generational neighborhoods with a variety of building types that allow residents to trade-up or downsize their homes. | | | |
| Measures | YES | NO | NOTES |
| 1. Principal building facades parallel or tangent to front lot lines | | | |
| 2. Buildings face either street, public spaces, or thoroughfares designed to accommodate the most pedestrians; secondary entrances on sides or rear facades | | | |
| 3. Fronts of buildings face fronts or sides of other buildings | | | |
| 4. Parking lots, garage doors, service entrances and blank walls not facing street | | | |
| 5. Multiple buildings clustered and design elements used to transition from large building masses to human scale | | | |
| 6. Three or more of the following building types included: <i>Single Family House, Accessory Dwelling Unit, Cottage, Duplex, Apartment House, Courtyard Apartment, Townhouse, Mixed-Use Building, Corner Store, Small Market/Gas Station, Park-Under Building, Large-Footprint Building</i> | | | |
| 7. Residential front setbacks up to 25'; side setbacks 5' except Townhouses (0'), Courtyard Apartment Bldg. (15'); Single Family, Accessory Dwelling Unit, Duplex, Cottage setbacks variable; rear setbacks are set for Apartment House (65'), Courtyard Apartment Bldg. (15'), Park-Under Bldg. (5'); others variable. | | | |
| 8. Residential heights up to 2.5 stories except Park-Under Bldgs., Townhouses, and Apartment Bldgs. (≤ 3.5 stories); lot frontage under 80' except Apartment Houses, Apartment Buildings | | | |
| 9. Commercial front setbacks vary: 25' and up large-footprint bldg., 5'-25' Park-Under Bldg., 0-5' all others; side and rear setbacks vary: 25' and up large-footprint bldg., 0 side and 18' rear Convenience Stores, 5' Park-Under Bldg., others variable | | | |
| 10. Commercial heights up to 2.5 stories except Park-Under Bldgs. (2-3 stories); lot frontage at least 40 feet except for convenience store (20'-40') | | | |
| <p>Describe additional actions used to meet <u>Building Orientation, Types, Setbacks & Heights Objectives</u> (attach additional pages as needed):</p> | | | |

Landscaping: Palettes & Lighting

| Objectives | | | |
|---|------------|-----------|--------------|
| <ul style="list-style-type: none"> • The visual character of the Monterey Bay Region is greatly determined by the quality of the natural and introduced landscape pattern and materials. The former Fort Ord encompasses a vast area which ranges from coastal sand dunes to oak woodlands and maritime chaparral • As the former Fort Ord will be developed over time, major vegetation and landscaping should be introduced or enhanced in development areas to create or strengthen an inviting and pedestrian scale environment, and to integrate the site as a whole into the larger Monterey Bay Region environment (BRP p. 71). • Establish a pattern of landscaping of major and minor streets, including continuous street tree plantings to define gateways to the former Fort Ord and enhance the visual quality and environmental comfort within the community (BRP p. 71). • Enhance physical appearance of existing neighborhoods with street and landscaping treatments (BRP p. 67). • Provide appropriate illumination to meet community orientation and safety needs to compliment architectural aesthetics and the surrounding coastal environment. • Maximize community sustainability by using energy efficient fixtures and programming. | | | |
| Measures | YES | NO | NOTES |
| 1. Environmental quality and biodiversity of the Monterey Bay region preserved and existing healthy trees integrated into landscaping | | | |
| 2. Native vegetation used to fill in gaps between trees | | | |
| 3. Low-water plant species serving a variety of needs (shade, soil conservation, aesthetics) used | | | |
| 4. Conforms to RUDG plant palette (<i>pending</i>) | | | |
| 5. Pedestrian-scaled fixtures in walkable areas, height ≤ 15' | | | |
| 6. Lighting coordinated with sidewalk entourage | | | |
| 7. Transit stops, edges, and focal points well-lit | | | |
| 8. Energy-efficient lamps | | | |
| 9. Pole lights illuminating streets with shielded light source directing light | | | |
| 10. Lamp style uniform within blocks, neighborhoods, corridors and coordinated with sidewalk entourage | | | |
| <p><i>Describe additional actions used to meet <u>Landscaping Objectives</u> (attach additional pages as needed):</i></p> | | | |

Signage: Gateways & Wayfinding

| Objectives | | | |
|---|-----|----|-------|
| <ul style="list-style-type: none"> • Create defined and discernible community form, distinctive within the larger Monterey Bay Region, but/and compatible with form and character of other Monterey Bay Region communities. • Create distinctive and memorable entries to the area. • Assure that the 8th Street Bridge serves as a major gateway to the Fort Ord Dunes State Park (BRP p. 154). • Provide consistently identifiable and informative wayfinding signage to support efficient and safe resident and visitor movement. • Incorporate regional wayfinding signage that also provide for unique jurisdiction and community identities. • Promote connectivity between communities and encourage connectivity to regional destinations, such as parks, trails, educational institutions, employment centers, transit, park and ride lots, and tourist destinations. • Create safer pedestrian and bicyclists facilities by using wayfinding signage to make bicycle and pedestrian routes more visible. | | | |
| Measures | YES | NO | NOTES |
| 1. Wayfinding signage that signifies former Fort Ord and academic reuse | | | |
| 2. Monument signage, architectural features, roadway surface materials, and interpretive facilities marked with distinctive design elements | | | |
| 3. Edges and boundaries clarified | | | |
| 4. Entryways welcoming, well-designed and varying in scale | | | |
| 5. Wayfinding signage clear and legible to the intended audience (i.e. pedestrians, cyclists, motorists, equestrians) | | | |
| 6. Regional wayfinding identity incorporated, allowing for unique jurisdiction/community identity | | | |
| 7. Seamless connection between RUDG Locations provided | | | |
| 8. Ensure signage is placed in accordance with the regulatory requirements spelled out in the California Manual on Uniform Traffic Control Devices | | | |
| 9. Signage is coordinated with regional agencies and other jurisdictions | | | |
| 10. Signage is clear and safely placed | | | |
| <p><i>Describe additional actions used to meet <u>Signage</u> Objectives (attach additional pages as needed):</i></p> | | | |

Public Spaces

| Objectives | | | |
|---|-----|----|-------|
| <ul style="list-style-type: none"> Establish an open space system to preserve and enhance the natural environment and revitalize the former Fort Ord by adding a wide range of accessible recreational experiences for residents and visitors (BRP p. 17). Ensure that open space connections link major former Fort Ord recreation and open space amenities and adjacent regional resources (BRP p. 71). Provide a generous pattern of open space and recreation resources through public facilities and publicly accessible private development (BRP p. 71). Use spaces between buildings to establish outdoor public uses. Coordinate public space development through specific plans or other planned development mechanisms to achieve integrated design between public and private spaces. | | | |
| Measures | YES | NO | NOTES |
| 1. Public spaces within walking distance of every home: ¼ mile to plaza, ½ mile to square, green or park | | | |
| 2. Civic buildings in prominent location (i.e. ends of street, tops of hills, land adjacent to parks) | | | |
| 3. Landscaping, hardscaping, lighting, signage, furniture, and accessory architecture use coherent palette and design elements | | | |
| 4. Urban-type public open spaces (playground, plaza, square) in or close to Centers and/or enclosed by buildings | | | |
| 5. Rural-type public open spaces (green, park) closer to the edge of development | | | |
| 6. Rural-type public open spaces as well as community gardens, playing fields open and un-bounded by buildings on most edges | | | |
| 7. Public open space opportunities provided in higher density centers | | | |
| 8. Public open space in close proximity to transit centers and trails | | | |
| 9. Access to public spaces facilitated through coordinated public facilities (parking, streets, transit) | | | |
| 10. Civic buildings in prominent locations near or in centers | | | |
| <p><i>Describe additional actions used to meet <u>Public Spaces Objectives</u> (attach additional pages as needed):</i></p> | | | |

Centers

Objectives

- Town and village centers have identifiable centers and edges; walkable sizes; a mix of building types; an integrated network of walkable streets; and special sites reserved for civic purposes.
- Former Fort Ord centers will feature concentrated activity and will be located in the vicinity of the CSUMB campus, within the jurisdictions of Marina and Seaside, and capitalize on the inherent campus vitality.
- Centers should complement university amenities, such as performance and athletic facilities with cafes and restaurants, shops and other student and local-serving uses.
- Centers will maintain the fine-grained development pattern of the existing areas of the Main Garrison and contain the highest retail, office and housing density on the former Fort Ord and will be developed with a pedestrian orientation and ready access to transit opportunities (BRP p. 63-65).

Measures

| | YES | NO | NOTES |
|---|-----|----|-------|
| 1. Functional and attractive retail storefronts with at least 80% of ground floor within 5' of front property line | | | |
| 2. Un-tinted transparent storefront windows at least 60% of wall area between 3' and 8' above sidewalk facing street | | | |
| 3. Maximum average block perimeter ≤ 1,600' with street intervals ≤ 500' apart along any single stretch | | | |
| 4. Storefront windows extend 8' to 14' above the sidewalks | | | |
| 5. Entrances at least every 50' along the length of storefronts | | | |
| 6. Storefronts augmented by awning, arcade or marquee | | | |
| 7. Schools, recreation facilities, and places of worship are embedded within community or within walking distance | | | |
| 8. Civic buildings are located 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 | | | |
| 9. Provide lighting and trees in a pedestrian safety and comfort enhancing layout | | | |
| 10. On-site parking shared between uses with different peak hours | | | |

Describe additional actions used to meet Centers Objectives (attach additional pages as needed):