



FORT ORD REUSE AUTHORITY

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REGIONAL URBAN DESIGN GUIDELINES (RUDG) TASK FORCE MEETING

1:00 p.m., Thursday, April 14, 2016

920 2nd Avenue, Suite A, Marina CA 93933 (FORA Conference Room)

AGENDA

1. **CALL TO ORDER**

2. **PLEDGE OF ALLEGIANCE**

3. **ACKNOWLEDGEMENTS, ANNOUNCEMENTS AND CORRESPONDENCE**

4. **APPROVAL OF MEETING MINUTES**

a. March 29, 2016

5. **PUBLIC COMMENT PERIOD**

Individuals wishing to address matters within the Committee's jurisdiction, but not on this agenda, may do so during this period for up to three minutes. Comments on a specific agenda item, are heard under that item.

6. **BUSINESS ITEMS**

a. Draft RUDG content review/edit/recommendations

ACTION

i. Landscaping

ii. Checklist v2.0 Review

b. Draft RUDG upcoming items review/discussion

INFORMATION/ACTION

i. Gateways

ii. Cross-sections

7. **ITEMS FROM MEMBERS**

8. **ADJOURNMENT**

NEXT MEETING: 1:00pm Thursday April 28

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**FORT ORD REUSE AUTHORITY
REGIONAL URBAN DESIGN GUIDELINES (RUDG)
TASK FORCE MEETING MINUTES**

10:00 a.m. Tuesday, March 29, 2016, FORA Conference Room

1. CALL TO ORDER

A meeting of the whole was called to order at 10:04 a.m. by Mr. Houlemard as a quorum was not reached. Mr. Metz said Ms. Beach anticipated arriving late due to traffic. The meeting reached a quorum at 10:15 a.m.

Committee Members:

Victoria Beach, City of Carmel-by-the-Sea (AR)
Elizabeth Caraker, City of Monterey
Craig Malin, City of Seaside
Anya Spear, California State University
Monterey Bay
Carl Holm, Monterey County

Other Attendees:

Kathy Biala, Marina Planning Commission
Steve Matarazzo, University of California Monterey Bay
Education, Science and Technology Center (UCMBEST)
Ariana Green, Transportation Agency Monterey County
(TAMC)
Bob Guidi, Presidio of Monterey (POM)
Levonne Stone, Fort Ord Environmental Justice Network
(FOEJN)

FORA Staff:

Michael A. Houlemard, Jr. (Chair)
Steve Endsley
Josh Metz
Jonathan Brinkmann
Maria Buell

Public:

Brian Boudreau
Wendy Elliott, Dunes Monterey Bay
Bob Schaffer
Beth Palmer

2. PLEDGE OF ALLEGIANCE

Pledge of allegiance was led by Anya Spear.

3. ACKNOWLEDGEMENTS, ANNOUNCEMENTS AND CORRESPONDENCE

An announcement of an ESCA meeting at Carpenters Hall this evening at 6:30 p.m. and US Army-led tour.

4. APPROVAL OF MEETING MINUTES

a. February 25, 2016

MOTION: Moved by Anya Spear and seconded by Elizabeth Caraker to approve the February 25, 2016 minutes as presented.

MOTION WAS UNANIMOUS.

5. PUBLIC COMMENT PERIOD

There was no public comment.

6. BUSINESS ITEMS

Mr. Metz provided a Draft Regional Urban Design Guidelines (RUDG) status report. Key areas of staff work leading up to the meeting include: reviewing final Monterey County Bicycle & Pedestrian Wayfinding Signage Design (MCBPWSD) standards; securing a contract with Bellinger Foster Landscape Architects (BFSLA) to complete outstanding landscape palette recommendations; and advancing the development of a RUDG BRP consistency evaluation checklist. Mr. Metz also noted resolution of outstanding issues regarding gateway signage and road cross-sections remain.

Mr. Metz presented the final MCBPWSD package and recommended the Task Force consider a motion to include these as a RUDG Measure. Task Force members asked questions and commented – in particular a question was raised about possible in-ground wayfinding signage alternatives for heavily signed areas (i.e. urbanized areas). Task Force members recommended including a RUDG Wayfinding Measure that included “consistency with MCBPWSD”.

MOTION: Moved by Carl Holm and seconded by Craig Malin to recommend including a RUDG Wayfinding Measure that provides for “consistency with MCBPWSD”.
MOTION PASSED UNANIMOUSLY.

Mr. Houlemard introduced Michael Bellinger of BFSLA, who presented images of local and regional streetscape plantings. Drawing from his extensive local experience, he highlighted key landscape design and maintenance opportunities and challenges and asked for Task Force feedback. He noted the abundance of Monterey Cypress trees throughout the region and advocated for their use in landscape plans for areas on the former Fort Ord, west of General Jim Moore Blvd. Mr. Bellinger noted utilities are frequently located in landscape rights-of-way and affect practicalities of planting along roadways and in medians. He noted an on-going tension in landscape design is to balance engineered cross-sections with idealized design outcomes. He suggested utilities agencies such as Marina Coast Water District (MCWD) and Pacific Gas & Electric (PG&E) become part of the RUDG landscape planning discussions.

Mr. Metz described how the RUDG Checklist will be used to inform staff recommendations and Board consistency determinations. The checklist is an evaluation tool that includes a specific set of measures built off the objectives and drawn from the Base Reuse Plan (BRP). A completed checklist will be one part of the broad set of consistency determination evaluation criteria. He also explained the difference between objectives and measures and how the process has been refined for operational use.

Mr. Houlemard asked that any discussion on Gateways and Cross-sections be deferred because quorum was lost at 11:30 a.m. He reminded Task Force of importance of next RUDG meeting on April 14th as this review work may possibly be finished then.

7. ITEMS FROM MEMBERS

None.

8. ADJOURNMENT

The meeting was adjourned at 12:31 p.m.

Admin Draft Narrative

The RUDG Design Principles establish clear direction for a proposed plant list applied to regional circulation corridors. These are wide rights-of-way not only for roadways and sidewalks, but bike paths, utilities, grading cut/fill slopes and potential preservation of existing trees.

In the selection and use of particular plants in a variety of landscape conditions, the public needs to assess the desired urban “town center” appearance and less urban landscapes character, commitments to proper construction, installation and required landscape management resources.

- Landscape Identity and Urban Environments
- Plant types/Planting Concepts
- Implementation Suggestions
- Plant Images

April 8, 2016

DRAFT

TREES (all streets/roadways)

Cupressus macrocarpa

Quercus agrifolia Coastal Coast Live Oak*

Shrub/Understory (parkways)

Arctostaphylos spp. Manzanita

Ceanothus thrysiflorus California Lilac

Heteromeles arbutifolia Toyon

Rhamnus californica California coffeeberry

Shrubs (limited medians at town/village centers)

Arctostaphylos spp Manzanita

Ceanothus spp. California Lilac

Salvia spp. Sage

Groundcover (at town/village centers only)

Achillea tomentosa Yarrow

Baccharis spp. Coyote Bush

Fragaria chiloensis Coastal Strawberry

Iris douglasiana Pacific Coast Iris

Grasses (all medians and stormwater areas)

Eschscholzia californica

'maritima' California Poppy

Fescue spp. NCN

Leymus triticoides Creeping wild rye

Juncus patens California Gray Rush

Tree Alternates (at town/village centers only)

Arbutus 'Marina'

Geijera parviflora

Lyonothamnus floribundus

Melaleuca quinquenervia

Metrosideros excelsus

Melaleuca linarifolia

Pinus radiata Monterey Pine*

Shrub Alternates (at town/village centers only)

Dietes bicolor

Echium

Leptospermum laevigatum

Salvia spp.

Groundcover Alternates (town/village centers)

Arctostaphylos

Ceanothus

Myoporum parvifolium

Armeria maritima

Grass Alternates

Base Reuse Plan		RUDG	Planting Areas	
RUDG Regional Circulation Corridors	Fig 4.2-4	Sample Cross-Sections	Medians (ft)	Parkway Strips (ft)
Eucalyptus Rd (b)	2-Lane Rural Arterial	Rural Boulevard or Avenue	None	Quercus agrifolia (Coast Live Oak) Rhamnus californica (california coffeeberry) grass mix
South Boundary Rd	2-Lane Rural Arterial	Boulevard or Parkway	None	Quercus agrifolia (Coast Live Oak) Rhamnus californica (california coffeeberry) grass mix
Inter-Garrison Rd (a)	2-Lane Rural Collector	Rural Boulevard or Parkway	None	Quercus agrifolia (Coast Live Oak) Rhamnus californica (california coffeeberry) grass mix
Blanco Rd	4-Lane Rural Arterial	Boulevard or Parkway	Grasses/	Quercus agrifolia (Coast Live Oak) Rhamnus californica (california coffeeberry) grass mix
Eastside Parkway	4-Lane Rural Arterial	Parkway	Grasses	Quercus agrifolia (Coast Live Oak) Rhamnus californica (california coffeeberry) grass mix
Eucalyptus Rd (a)	4-Lane Rural Arterial	Boulevard or Parkway	Grasses	Cupressus macrocarpa/Quercus agrifolia Arctostaphylos, Grasses
Reservation Rd	4-Lane Rural Arterial	Boulevard or Parkway	Grasses	Quercus agrifolia (Coast Live Oak) Rhamnus californica (california coffeeberry) grass mix
Gen Jim Moore Blvd (b)	2-Lane Urban Arterial	Avenue or Boulevard	Grasses	Cupressus macrocarpa/Quercus agrifolia Arctostaphylos, Grasses
Imjin Parkway (b)	2-Lane Urban Arterial	Parkway	none	Quercus agrifolia (Coast Live Oak) Rhamnus californica (california coffeeberry) grass mix
California Ave	2-Lane Urban Collector	Avenue	none	Cupressus macrocarpa, Arctostaphylos, Grasses
2nd Ave	4-Lane Urban Arterial	Avenue or Main Street	Grasses	Cupressus macrocarpa, Arctostaphylos, Grasses
Gen Jim Moore Blvd (a)	4-Lane Urban Arterial	Boulevard or Parkway	Grasses	Cupressus macrocarpa, Arctostaphylos, Grasses
Gigling Rd	4-Lane Urban Arterial	Avenue or Boulevard	Grasses	Cupressus macrocarpa, Arctostaphylos, Grasses
Imjin Parkway (a)	4-Lane Urban Arterial	Parkway	Grasses	Cupressus macrocarpa, Arctostaphylos, Grasses
Inter-Garrison Rd (b)	4-Lane Urban Arterial	Rural Boulevard or Parkway	Grasses	Quercus agrifolia (Coast Live Oak) Rhamnus californica (california coffeeberry) grass mix
Lightfighter Dr	4-Lane Urban Arterial	Boulevard	Grasses	Cupressus macrocarpa, Arctostaphylos, Grasses

Fort Ord Reuse Authority (FORA)

Regional Urban Design Guidelines (RUDG) Compliance Checklist

Draft v2.0

4/8/16

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Purpose

This checklist provides a tool for FORA jurisdictions, developers, and the public to evaluate Legislative Land-use Decision (LLD) and Development Entitlement (DE) conformance with FORA Regional Urban Design Guidelines (RUDG) for Town & Village Centers, Gateways, Regional Circulation Corridor, & 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 relevant guidelines. While not every relevant guideline will apply to every project, it is important each potentially relevant guideline is explicitly addressed in completing this checklist.

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. Please include a detailed project map that shows surveyed boundaries and relevant public infrastructure with the completed submittal.

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):

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

Gateways	
Highway 1 Design Corridor	Gateways
Landscaping Palette	Wayfinding
Lighting	Centers

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

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

DRAFT

Guidelines

Complete Streets	Applicable?	Yes	No
Objectives			
<ul style="list-style-type: none"> Encourage scale and pattern of development which is appropriate to a village environment and friendly to pedestrians and cyclists (BRP p.65). Minimize street scale 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 to embrace the public street (BRP p. 67). 			
Measures	YES	NO	NOTES
1. Bicycle facilities provided on every street			
2. FORA approved roadway configurations used			
3. Pedestrian-scaled lighting fixtures used on all streets within walkable areas. Intersection-scaled fixtures may be used in addition to pedestrian-scaled lights as necessary on major thoroughfares			
4. On-street parking on both sides of streets			
5. Parking lots, garages, or service bay openings not facing regional corridors			
6. Continuous sidewalks on both sides of streets			
7. Space provided along sidewalks for a variety of activity zones on retail or mixed-use blocks. Sidewalks ≥ 10 feet wide, maintain a minimum clear path of 5', on retail or mixed use blocks; Sidewalks ≥ 5 feet wide on all other blocks, with furniture, trees, lighting at appropriate intervals			
8. Outer access lanes for slower speeds and through-lanes for faster speeds on multi-way boulevards with medians			
9. Low-speed street design, ≤ 25 mph in Centers; and pedestrian crosswalks installed at intervals < 800 feet on multi-way boulevards			
10. Durable, drought-tolerant street trees to provide shade within 10 years			
<p><i>Describe additional actions used to meet <u>Complete Streets Objectives</u> (attach additional pages as needed):</i></p>			

Connectivity	Applicable?		Yes	No
Objectives				
<ul style="list-style-type: none"> • Link new neighborhoods to surrounding cities' development fabric (BRP p.62). • Maintain the fine-grained development pattern of existing areas of the Main Garrison (BRP p. 65). • 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). 				
Measures	YES	NO	NOTES	
1. New streets with minimal street bends to minimize block length/travel distances				
2. Maximum block perimeter 1,800 linear feet				
3. Street configuration responsive to local context				
4. Dead-ends and cul-de-sacs minimized				
5. Minimum of 140 intersections per square mile				
6. New streets connect to adjacent streets				
7. Streets end with street stubs to provide future new street connections				
Non-vehicular Circulation:				
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				
<i>Describe additional actions used to meet <u>Connectivity Objectives</u> (attach additional pages as needed):</i>				

Trails	Applicable?		Yes	No
Objectives				
<ul style="list-style-type: none"> Establish trail systems for non-motorized transit alternatives to former Fort Ord neighborhoods (BRP p.136). Design trail systems 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. Former Fort Ord trails connect to regional networks and trail alignments pass through and link Town & Village Centers				
2. Trail character transitions with rural or urban context				
3. New trails connect to existing networks as coordinated with local jurisdiction planning				
4. Trails separated from roads wherever feasible to maximize safety				
5. Major Trails surfaced with asphalt or concrete (wood plank surface permitted on causeways or boardwalks). Minor Trails surfaced with concrete. Equestrian trails surfaced with dirt or sand				
6. Trailhead facilities sited for key access points to the Fort Ord National Monument and Fort Ord Dunes State Park				
7. Multi- use and segregated trails, eg. equestrians and hiker/bikers, provided to accommodate variety of user types				
8. Regional viewsheds and nature experiences maximized				
9. Wayfinding signage consistent with Monterey County Bike & Pedestrian Sign Design standards				
10. Major Trails have a minimum width of 12'. Minor Trails have a minimum width of 10'. Equestrian trails have a minimum width of 20'				
<i>Describe additional actions used to meet <u>Trails</u> Objectives (attach additional pages as needed):</i>				

Transit Facilities	Applicable?		Yes	No
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). 				
Measures	YES	NO	NOTES	
1. Shelter, seating, route information and lighting amenities provided				
2. Transit hubs sited to concentrate transit-oriented development				
3. Concentrated development located along transit rights-of-way				
4. New transit facilities (hubs, transfer points, and bus stops) and routes coordinated with Monterey-Salinas Transit (MST) design guidelines and Americans with Disabilities Act requirements				
5. Routing and facilities planning coordinated with MST and jurisdictions				
6. Academic and nature themes used for design identity				
7. Regionally common architectural style applied to reinforce identity				
8. Transit stops located within ¼ mile of all homes for easy pedestrian access				
9. Transit stops located adjacent to mixed use, schools and commercial areas				
10. Transit stops located 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	Applicable?	Yes	No
Objectives			
<ul style="list-style-type: none"> Establish specific design and signage standards for the State Highway 1 Scenic Corridor to minimize the visual impact of development (BRP p. 62). 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. <u>Marina</u> : Building heights limited to 40’ maximum, with exception of optional heights designated in the Marina General Plan OR <u>Seaside</u> : 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.			
2. Buildings and signs setback 100’ from Caltrans right-of-way			
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. Signage is stationary and not changing, flashing or animated			
5. Signs mounted on buildings below 40’ and eave or parapet line			
6. Sign illumination and glare minimized; down-lighting utilized			
7. Base of signs designed to blend with coastal dune character (i.e. earth-tone colors tan, brown, forest green, gray or dark blue)			
8. Average 25’ landscape setback provided along Highway 1 to accommodate and protect mature trees			
9. Trees (≥ 6” trunk diameter and in reasonable condition) preserved within 25-feet of Caltrans right-of-way and at gateways			
<p>Describe additional actions used to meet <u>Highway 1 Design Corridor Objectives</u> (attach additional pages as needed):</p>			

Building Orientation, Types, Setbacks, & Heights		Applicable?	Yes	No
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. • Encourage development patterns that mix uses horizontally and vertically for active streetscapes (BRP p.65). • 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. Building backs , parking lots, garage doors, service entrances and blank walls not facing street				
2. 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>				
3. Building fronts face either street, public spaces, or thoroughfares designed to accommodate the most pedestrians; secondary entrances on sides or rear facades				
4. Fronts of buildings face fronts or sides of other buildings				
5. Principal building facades parallel or tangent to front lot lines				
6. <u>Commercial</u> heights up to 5 stories (except as otherwise permitted); lot frontage at least 40 feet except for convenience store (20'-40')				
7. <u>Residential</u> 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				
8. Multiple buildings clustered and design elements used to transition from large building masses to human scale				
9. <u>Commercial</u> 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. <u>Residential</u> 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.				
Describe additional actions used to meet <u>Building Orientation, Types, Setbacks & Heights Objectives</u> (attach additional pages as needed):				

Landscaping: Palettes & Lighting	Applicable?		Yes	No
Objectives				
<ul style="list-style-type: none"> 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. Low-water plant species serving a variety of functions (shade, soil conservation, aesthetics) used				
3. Consistent FORA-RUDG landscape layouts				
4. Native vegetation use maximized				
5. Consistent with FORA-RUDG plant palettes				
6. Consistent lamp & fixture style within blocks, neighborhoods, and corridors				
7. Placement of lighting fixtures coordinated with sidewalk organization, street furniture, landscaping, building entries, curb-cuts and signage				
8. Energy -efficient lamps used				
9. Centers, transit stops, edges, and focal points well-lit to maximize safety and highlight identity				
10. Pedestrian- scaled fixtures in walkable areas, height ≤ 15'				
<i>Describe additional actions used to meet <u>Landscaping Objectives</u> (attach additional pages as needed):</i>				

Signage: Gateways & Wayfinding	Applicable?	Yes	No
Objectives			
<ul style="list-style-type: none"> 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). Assure that the 8th Street Bridge serves as a major gateway to the Fort Ord Dunes State Park (BRP p. 154). Coordinate development plans to provide for integrated, well-designed gateway design concepts to the former Fort Ord and CSUMB (BRP p 165). Provide design guidelines to address architectural qualities, building massing and orientation, parking, fencing, lighting, and signage (BRP p. 154). Establish regional wayfinding signage that supports for unique jurisdiction and community identities. Encourage connectivity to communities and 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. Gateway character and signage is welcoming and signifies former Fort Ord military history and academic reuse			
2. Gateway landscape and development plans are coordinated among relevant jurisdictions and agencies			
3. Distinctive design elements mark monument signage, architectural features, roadway surface materials, and interpretive facilities			
4. Gateways mark edges , boundaries, and transitions			
5. Entryways placed to inform transitions to and thru former Fort Ord lands			
6. Seamless connection between RUDG Locations provided			
7. Signage is coordinated with regional agencies and other jurisdictions			
8. Signage is consistent with Monterey County Bicycle and Pedestrian Wayfinding Signage Design standards			
9. Wayfinding signage clear and legible to the intended audience (i.e. pedestrians, cyclists, motorists, equestrians)			
10. Signage is safely placed in accordance with the California Manual on Uniform Traffic Control Devices standards			
<p><i>Describe additional actions used to meet <u>Signage</u> Objectives (attach additional pages as needed):</i></p>			

Public Spaces	Applicable?	Yes	No
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. Civic buildings in prominent locations near or in centers			
2. Civic buildings in prominent location (i.e. ends of street, tops of hills, land adjacent to parks)			
3. Rural- context public open spaces as well as community gardens, playing fields open and un-bounded by buildings on most edges			
4. Public open space opportunities provided in urbanized contexts			
5. Landscaping, hardscaping, lighting, signage, furniture, and accessory architecture use coordinated palette and design elements			
6. Access to public spaces facilitated through coordinated public facilities (parking, streets, transit)			
7. Urban-type public open spaces (playground, plaza, square) placed in or close to Centers and/or enclosed by buildings			
8. Rural-type public open spaces (green, park) placed closer to the edge of development			
9. Public spaces within walking proximity of every home: ¼ mile to plaza, ½ mile to square, green or park			
10. Public open space in close proximity to transit centers and trails			
<i>Describe additional actions used to meet <u>Public Spaces</u> Objectives (attach additional pages as needed):</i>			

Centers	Applicable?	Yes	No
Objectives			
<ul style="list-style-type: none"> Former Fort Ord centers will feature concentrated activity and be located in the vicinity of the CSUMB campus, within the jurisdictions of Marina and Seaside, and capitalize on the inherent campus vitality (BRP p. 63). Centers should complement university amenities, such as performance and athletic facilities with cafes and restaurants, shops and other student and local-serving uses (BRP p. 64). Maintain the fine-grained development pattern of the existing areas of the Main Garrison (BRP p. 65). Locate the highest retail, office and housing density on the former Fort Ord in town and village centers with a pedestrian orientation and ready access to transit opportunities (BRP p. 65). Encourage a scale and pattern of development which is appropriate to a village environment and friendly to the pedestrian and cyclists (BRP p. 65). 			
Measures	YES	NO	NOTES
1. Maximum average block perimeter $\leq 1,600'$ with street intervals $\leq 500'$ apart along any single stretch			
2. A mix (≥ 3) of building types provided within $\frac{1}{4}$ mile of center			
3. Civic buildings located on high ground, adjacent to public spaces, within public spaces, or at the terminal axis of a street			
4. A mix (≥ 3) of housing types provided within $\frac{1}{4}$ mile of center			
5. On-site parking shared between uses with different peak hours			
6. Lighting, trees, street furniture provided to enhance pedestrian comfort and safety			
7. At least one outdoor public space provided in Center			
8. Space provided along sidewalks for a variety of activity zones.			
9. Functional and attractive retail storefronts with at least 80% of ground floor within 5' of front property line			
10. Provides routes for multiple modes of transportation including non-motorized alternatives			
<p><i>Describe additional actions used to meet <u>Centers</u> Objectives (attach additional pages as needed):</i></p>			