



FORA  
**REGIONAL  
URBAN  
DESIGN** GUIDE LINES

# Regional Urban Design Guidelines

Interactive Website Online: <http://www.DesignFortOrd.org>

**Compliance Checklist**



**FORT ORD REUSE AUTHORITY**

6/10/2016

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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) compliance with FORA Regional Urban Design Guidelines (RUDG) for Town & Village Centers, Gateways, Regional Circulation Corridor, Trails, and the Highway 1 Design Corridor Guidelines (2005).

## 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 Objectives. While the Guidelines and accompanying Measures provide guidance to jurisdictions and developers, the RUDG Objectives convey BRP policies. As such if a plan can meet the Objectives with innovative design solutions use the Notes sections in this checklist to make that case. 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 to evaluate projects for BRP consistency. Compliance scoring will help guide the decision making process, but is not intended as a regulatory, pass/fail program.

## 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):

## 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

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

<b>Highway 1 Design Corridor</b>			
	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		

## Guidelines

Complete Streets	Applicable?	Yes	No
<b>Objectives</b>			
<ul style="list-style-type: none"> <li>Encourage scale and pattern of development which is appropriate to a village environment and friendly to pedestrians and cyclists (BRP p.65).</li> <li>Minimize street scale to facilitate pedestrian movement while providing adequate circulation and parking opportunities (BRP p.66).</li> <li>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).</li> </ul>			
<b>Measures</b>	<b>YES</b>	<b>NO</b>	<b>NOTES</b>
1. <b>Bicycle</b> facilities (i.e. lanes, signs, & bike racks) provided on every			
2. FORA sample roadway <b>configurations</b> used			
3. Pedestrian-scaled ( $\leq 15'$ ) <b>lighting</b> fixtures used on all streets within walkable areas. Intersection-scaled (25'-40') fixtures may be used in addition to pedestrian-scaled lights as necessary on major thoroughfares			
4. On-street <b>parking</b> on both sides of streets			
5. <b>Parking</b> lots, garages, or service bay openings not facing regional corridors			
6. Continuous <b>sidewalks</b> on both sides of streets			
7. Space provided along <b>sidewalks</b> for a variety of activity zones on retail or mixed-use blocks. Sidewalks $\geq 10$ feet wide, maintain a minimum clear path of 5', on retail or mixed use blocks; Sidewalks $\geq 5$ feet wide on all other blocks, with furniture, trees, lighting at appropriate intervals			
8. Outer access lanes for slower <b>speeds</b> and through-lanes for faster speeds on multi-way boulevards with medians			
9. Low- <b>speed</b> street design, $\leq 25$ mph in Centers; and pedestrian crosswalks installed at intervals $< 800$ feet on multi-way boulevards			
10. Durable, noninvasive, drought-tolerant <b>street trees</b> to provide shade within 10 years			
<i>Describe additional actions used to meet <u>Complete Streets</u> Objectives (attach additional pages as needed):</i>			

Connectivity	Applicable?		Yes	No
<b>Objectives</b>				
<ul style="list-style-type: none"> <li>• Link new neighborhoods with the surrounding cities’ development fabric (BRP p.62).</li> <li>• Maintain the fine-grained development pattern of existing areas of the Main Garrison (BRP p. 65).</li> <li>• Create strong physical linkages from villages to CSUMB and other major activity areas (BRP p.66).</li> <li>• Reinforce linkages among existing neighborhoods and establish linkages to new neighborhoods and village centers (BRP p. 67).</li> <li>• Connect new residential neighborhoods via continuous streets and/or open space linkages to surrounding neighborhoods and districts (BRP p. 67).</li> <li>• Connect individual open space parcels into an integrated system for movement and use of native plant and animal species and people (BRP p. 13).</li> <li>• Ensure open space connections link major recreation and open space resources (BRP p. 71).</li> </ul>				
<b>Measures</b>	<b>YES</b>	<b>NO</b>	<b>NOTES</b>	
1. New streets with minimal street <b>bends</b> to minimize block length/travel distances				
2. Maximum <b>block</b> perimeter 1,600 linear feet				
3. Street configuration responsive to local <b>context</b>				
4. <b>Dead-ends</b> and cul-de-sacs minimized				
5. Minimum of 140 <b>intersections</b> per square mile				
6. <b>New streets</b> connect to adjacent streets				
7. Streets end with street stubs to provide future <b>new street connections</b>				
<b>Non-vehicular Circulation:</b>				
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
<b>Objectives</b>				
<ul style="list-style-type: none"> <li>Establish trail systems for non-motorized transit alternatives to former Fort Ord neighborhoods (BRP p.136).</li> <li>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).</li> <li>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).</li> <li>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).</li> <li>Link former Fort Ord trails to regional bike/pedestrian trails wherever possible (BRP p.137).</li> </ul>				
<b>Measures</b>	<b>YES</b>	<b>NO</b>	<b>NOTES</b>	
1. Former Fort Ord trails <b>connect</b> to regional networks and trail alignments pass through and link Town & Village Centers.				
2. Trail character transitions with rural or urban <b>context</b> .				
3. New trails connect to existing networks as <b>coordinated</b> with local jurisdiction planning.				
4. Trails separated from roads wherever feasible to maximize <b>protection</b> .				
5. Trails <b>surfaced</b> with asphalt, concrete, or other paving alternative with comparable performance; wood plank surface permitted on causeways or boardwalks. Equestrian trails surfaced with dirt, sand, or other comparable alternatives.				
6. <b>Trailhead</b> facilities sited for key access points to the Fort Ord National Monument and Fort Ord Dunes State Park and other recreation and natural resource assets.				
7. Multi- <b>use</b> and segregated trails (i.e. <i>Equestrians and hiker/bikers</i> ) provided to accommodate variety of user types.				
8. Regional <b>viewsheds</b> and nature experiences maximized.				
9. <b>Wayfinding</b> signage consistent with Monterey County Bike & Pedestrian Sign Design standards.				
10. Major Trails have a minimum <b>width</b> of 12'. Minor Trails have a minimum width of 10'. Equestrian trails have a minimum width of 20' including tread and physical elements such as trees/shrubs.				
<p><i>Describe additional actions used to meet <u>Trails</u> Objectives (attach additional pages as needed):</i></p>				

Transit Facilities	Applicable?	Yes	No
<b>Objectives</b>			
<ul style="list-style-type: none"> <li>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).</li> <li>Link villages by transit routes and open space corridors suited for cycling and walking (BRP p. 59).</li> <li>Locate concentrations of activity and density along future transit rights-of-way (BRP p. 63).</li> <li>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).</li> </ul>			
<b>Measures</b>	<b>YES</b>	<b>NO</b>	<b>NOTES</b>
1. Shelter, seating, route information and lighting <b>amenities</b> provided			
2. Transit hubs sited to <b>concentrate</b> transit-oriented <b>development</b>			
3. <b>Concentrated development</b> located along transit rights-of-way			
4. New transit facilities (hubs, transfer points, and bus stops) and routes <b>coordinated</b> with Monterey-Salinas Transit (MST) design guidelines and Americans with Disabilities Act requirements			
5. Routing and facilities planning <b>coordinated</b> with MST and jurisdictions			
6. Academic and nature themes used for design <b>identity</b>			
7. Regionally common architectural style applied to reinforce <b>identity</b>			
8. Transit stops <b>located</b> within ¼ mile of all homes for easy pedestrian access			
9. Transit stops <b>located</b> adjacent to mixed use, schools and commercial areas			
10. Transit stops <b>located</b> 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
<b>Objectives</b>				
<ul style="list-style-type: none"> <li>Establish specific design and signage standards for the State Highway 1 Scenic Corridor to minimize the visual impact of development (BRP p. 62).</li> <li>Signage is stationary and not changing, flashing or animated and signage support structures preserve views of sky, ocean, dunes and ridgelines. (Highway 1 Design Corridor Guidelines (HDGC) 2005)</li> <li>Prohibit the use of billboards in the Highway 1 Corridor (HDGC 2005).</li> <li>Preserve landscape character of the Highway 1 Design Corridor as a buffer between the Highway 1 right-of-way and development (HGDC 2005).</li> <li>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 (HGDC 2005).</li> </ul>				
<b>Measures</b>	<b>YES</b>	<b>NO</b>	<b>NOTES</b>	
1. <u>Marina</u> : <b>Building</b> heights limited to 40’ maximum, with exception of optional heights designated in the Marina General Plan <b>OR</b> <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 <b>setback</b> 100’ from Caltrans right-of-way				
3. Sign support structures for all freestanding signs located outside 100’ Caltrans right-of-way <b>setback</b> and additional 100’ off-ramp and on-ramp setback at Lightfighter Drive and Imjin Parkway.				
4. <b>Signage</b> is stationary and not changing, flashing or animated				
5. <b>Signs</b> mounted on buildings below 40’ and eave or parapet line				
6. <b>Sign</b> illumination and glare minimized; down-lighting utilized				
7. Base of <b>signs</b> 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 <b>trees</b>				
9. <b>Trees</b> (≥ 6” trunk diameter and in reasonable condition) preserved within 25-feet of Caltrans right-of-way and at gateways				
<p><i>Describe additional actions used to meet <u>Highway 1 Design Corridor Objectives</u> (attach additional pages as needed):</i></p>				

<b>Building Orientation, Types, Setbacks, &amp; Heights</b>		<b>Applicable?</b>	<b>Yes</b>	<b>No</b>
<b>Objectives</b>				
<ul style="list-style-type: none"> <li>• Provide design guidelines to address architectural qualities, building massing and orientation, parking, fencing, lighting, and signage (BRP p. 154).</li> <li>• 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.</li> <li>• Encourage development patterns that mix uses horizontally and vertically for active streetscapes (BRP p.65).</li> <li>• Implement the BRP mixed-use development vision.</li> <li>• 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.</li> </ul>				
<b>Measures</b>		<b>YES</b>	<b>NO</b>	<b>NOTES</b>
1. Building <b>backs</b> , parking lots, garage doors, service entrances and blank walls not facing street				
2. Four or more of the following <b>building types</b> including but not limited to: <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 <b>fronts</b> face either street, public spaces, or thoroughfares designed to accommodate the most pedestrians; secondary entrances on sides or rear facades				
4. <b>Fronts</b> of buildings face fronts or sides of other buildings				
5. Principal building facades parallel or tangent to <b>front</b> lot lines				
6. <b>Commercial heights</b> up to 5 stories (except as otherwise permitted); lot frontage at least 40 feet except for convenience store (20'-40')				
7. <b>Residential heights</b> up to 2.5 stories except Park-Under Bldgs., Townhouses, and Apartment Bldgs. ( ≤ 5 stories); lot frontage under 80' except Apartment Houses, Apartment Buildings				
8. Multiple buildings clustered and design elements used to transition from large building <b>masses</b> to human scale				
9. <b>Commercial front setbacks</b> vary: 25' and up large-footprint bldg., 5'-25' Park-Under Bldg., 0-5' all others; side and rear <b>setbacks</b> vary: 25' and up large-footprint bldg., 0 side and 18' rear Convenience Stores, 5' Park-Under Bldg., others variable				
10. <b>Residential front setbacks</b> up to 25'; side <b>setbacks</b> 5' except Townhouses (0'), Courtyard Apartment Bldg. (15'); Single Family, Accessory Dwelling Unit, Duplex, Cottage setbacks variable; rear <b>setbacks</b> 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 &amp; Heights</u> Objectives (attach additional pages as needed):				

Landscaping: Palettes & Lighting	Applicable?	Yes	No
<b>Objectives</b>			
<ul style="list-style-type: none"> <li>• 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).</li> <li>• 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).</li> <li>• Enhance physical appearance of existing neighborhoods with street and landscaping treatments (BRP p. 67).</li> <li>• Provide appropriate illumination to meet community orientation and safety needs to compliment architectural aesthetics and the surrounding coastal environment.</li> <li>• Maximize community sustainability by using energy efficient fixtures and programming.</li> </ul>			
<b>Measures</b>	<b>YES</b>	<b>NO</b>	<b>NOTES</b>
1. Low-water plant species serving a variety of <b>functions</b> (i.e. shade, soil conservation, aesthetics) used and installed during winter.			
2. <b>Native</b> vegetation used to fill in gaps (i.e. target 80% native plant composition along roadway right of ways for new development).			
3. Consistent with FORA-RUDG plant <b>palette</b> recommendations and best management practices.			
4. Native Coastal <b>topsoil</b> preserved during site grading or horticultural soils test obtained for amendment recommendations.			
5. Existing healthy <b>trees</b> incorporated and retained on site and integrated into landscaping.			
6. <b>Consistent</b> lamp & fixture style within blocks, neighborhoods, and corridors			
7. Placement of lighting fixtures <b>coordinated</b> with sidewalk organization, street furniture, landscaping, building entries, curb-cuts and signage			
8. <b>Energy-efficient</b> lamps used and <b>light trespass</b> minimized			
9. Centers, transit stops, edges, and focal points well-lit to maximize <b>safety</b> and highlight identity			
10. Pedestrian- <b>scaled</b> fixtures in walkable areas, height ≤ 15'			
<p><i>Describe additional actions used to meet <u>Landscaping Objectives</u> (attach additional pages as needed):</i></p>			

Signage: Gateways & Wayfinding	Applicable?	Yes	No
<b>Objectives</b>			
<ul style="list-style-type: none"> <li>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).</li> <li>Assure that the 8th Street Bridge serves as a major gateway to the Fort Ord Dunes State Park (BRP p. 154).</li> <li>Coordinate development plans to provide for integrated, well-designed gateway design concepts to the former Fort Ord and CSUMB (BRP p 165).</li> <li>Provide design guidelines to address architectural qualities, building massing and orientation, parking, fencing, lighting, and signage (BRP p. 154).</li> <li>Establish regional wayfinding signage that supports for unique jurisdiction and community identities.</li> <li>Encourage connectivity to communities and regional destinations, such as parks, trails, educational institutions, employment centers, transit, park and ride lots, and tourist destinations.</li> <li>Create safer pedestrian and bicyclists facilities by using wayfinding signage to make bicycle and pedestrian routes more visible.</li> </ul>			
<b>Measures</b>	<b>YES</b>	<b>NO</b>	<b>NOTES</b>
1. Gateway <b>character</b> and signage is welcoming and signifies former Fort Ord military history and academic reuse			
2. Gateway landscape and development plans are <b>coordinated</b> among relevant jurisdictions and agencies			
3. Distinctive <b>design elements</b> mark monument signage, architectural features, roadway surface materials, and interpretive facilities			
4. Gateways mark <b>edges</b> , boundaries, and transitions			
5. <b>Entryways</b> placed to inform transitions to and thru former Fort Ord lands			
6. Seamless <b>connection</b> between RUDG Locations provided			
7. Signage is <b>coordinated</b> with regional agencies and other jurisdictions			
8. Signage is <b>consistent</b> with Monterey County Bicycle and Pedestrian Wayfinding Signage Design standards			
9. Wayfinding signage clear and <b>legible</b> to the intended audience (i.e. pedestrians, cyclists, motorists, equestrians)			
10. Signage is <b>safely</b> 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
<b>Objectives</b>			
<ul style="list-style-type: none"> <li>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).</li> <li>Ensure that open space connections link major former Fort Ord recreation and open space amenities and adjacent regional resources (BRP p. 71).</li> <li>Provide a generous pattern of open space and recreation resources through public facilities and publicly accessible private development (BRP p. 71).</li> <li>Use spaces between buildings to establish outdoor public uses.</li> <li>Coordinate public space development through specific plans or other planned development mechanisms to achieve integrated design between public and private spaces.</li> </ul>			
<b>Measures</b>	<b>YES</b>	<b>NO</b>	<b>NOTES</b>
1. <b>Civic buildings</b> in prominent locations near or in centers			
2. <b>Civic buildings</b> in prominent location (i.e. ends of street, tops of hills, land adjacent to parks)			
3. Rural- <b>context</b> 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 <b>contexts</b>			
5. Landscaping, hardscaping, lighting, signage, furniture, and accessory architecture use <b>coordinated</b> palette and design elements			
6. Access to public spaces facilitated through <b>coordinated</b> public facilities (parking, streets, transit)			
7. Urban-type public open spaces (playground, plaza, square) <b>placed</b> in or close to Centers and/or enclosed by buildings			
8. Rural-type public open spaces (green, park) <b>placed</b> closer to the edge of development			
9. Public spaces within walking <b>proximity</b> of every home: ¼ mile to plaza, ½ mile to square, green or park			
10. Public open space in close <b>proximity</b> to transit centers and trails			
<i>Describe additional actions used to meet <u>Public Spaces Objectives</u> (attach additional pages as needed):</i>			

Centers	Applicable?	Yes	No
<b>Objectives</b>			
<ul style="list-style-type: none"> <li>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).</li> <li>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).</li> <li>Maintain the fine-grained development pattern of the existing areas of the Main Garrison (BRP p. 65).</li> <li>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).</li> <li>Encourage a scale and pattern of development which is appropriate to a village environment and friendly to the pedestrian and cyclists (BRP p. 65).</li> </ul>			
<b>Measures</b>	<b>YES</b>	<b>NO</b>	<b>NOTES</b>
1. Maximum average <b>block</b> perimeter $\leq 1,500'$ with street intervals $\leq 450'$ apart along any single stretch			
2. 50% of dwelling units within $\frac{1}{4}$ mile of at least 4 <b>building types</b>			
3. <b>Civic buildings</b> located on high ground, adjacent to public spaces, within public spaces, or at the terminal axis of a street			
4. A mix ( $\geq 3$ ) of <b>housing types</b> provided within $\frac{1}{4}$ mile of center and at least 15% of street frontage achieves minimum 1:3 building height to street width ratio.			
5. On-site <b>parking</b> minimized and shared between uses with different peak hours and bicycle parking provided			
6. Lighting, trees, street furniture provided to enhance <b>pedestrian comfort</b> and safety			
7. At least one outdoor <b>public space</b> provided in Center			
8. Space provided along <b>sidewalks</b> for a variety of activity zones.			
9. Functional and attractive retail <b>storefronts</b> with at least 80% of ground floor within 5' of front property line and façade facing street			
10. Provides routes for multiple modes of <b>transportation</b> including non-motorized alternatives			
<p><i>Describe additional actions used to meet <u>Centers</u> Objectives (attach additional pages as needed):</i></p>			