



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

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

Highway 1 Design Corridor			
	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
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 (i.e. lanes, signs, & bike racks) provided on every			
2. FORA sample roadway configurations used			
3. Pedestrian-scaled ($\leq 15'$) lighting 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 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, noninvasive, drought-tolerant street trees 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
Objectives				
<ul style="list-style-type: none"> • Link new neighborhoods with the 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). • Ensure open space connections link major recreation and open space resources (BRP p. 71). 				
Measures	YES	NO	NOTES	
1. New streets with minimal street bends to minimize block length/travel distances				
2. Maximum block perimeter 1,600 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 protection .				
5. Trails surfaced 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. Trailhead 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- use and segregated trails (i.e. <i>Equestrians and hiker/bikers</i>) 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' 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
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). 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) Prohibit the use of billboards in the Highway 1 Corridor (HDGC 2005). Preserve landscape character of the Highway 1 Design Corridor as a buffer between the Highway 1 right-of-way and development (HGDC 2005). 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). 				
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><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		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. Four or more of the following building types 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 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. Commercial heights up to 5 stories (except as otherwise permitted); lot frontage at least 40 feet except for convenience store (20'-40')				
7. Residential heights 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 masses to human scale				
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. 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.				
Describe additional actions used to meet <u>Building Orientation, Types, Setbacks & Heights</u> Objectives (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. Low-water plant species serving a variety of functions (i.e. shade, soil conservation, aesthetics) used and installed during winter.			
2. Native 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 palette recommendations and best management practices.			
4. Native Coastal topsoil preserved during site grading or horticultural soils test obtained for amendment recommendations.			
5. Existing healthy trees incorporated and retained on site and integrated into landscaping.			
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 and light trespass minimized			
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'			
<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
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 Objectives</u> (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 $\leq 1,500'$ with street intervals $\leq 450'$ apart along any single stretch			
2. 50% of dwelling units within $\frac{1}{4}$ mile of at least 4 building types			
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 and at least 15% of street frontage achieves minimum 1:3 building height to street width ratio.			
5. On-site parking minimized and shared between uses with different peak hours and bicycle parking provided			
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 and façade facing street			
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>			