2.5.7 Street Types (New Street Design)

In instances where *new streets* are required (e.g. to satisfy the Maximum Block Size regulations) as well as in instances where new streets are voluntarily provided by property developers, such new streets shall be designed in accordance with the regulations provided in this section.

The configuration and design of new streets is regulated by specifying a range of permitted Street Types that fit contextually within each Corridor Center and Segment. Any of the permitted Street Types may be selected for application on a property within a single Corridor Center and Segment, provided that 1) a single street type is employed continuously for the entire block; 2) streets being installed to satisfy Maximum Block Size requirements may not be Alleys or Passages; and 3) coordinate transition of the street segments for each section.

The range of Street Types permitted within each Corridor Center and Segment is specified in the Development Standards Chart for each Corridor Center and Segment. The design standards specified for each permitted Street Type are detailed in the text and illustrations set forth for each Street Type in the sections below.

Note: Construction of all street sections requires Fire Department approval. See the Planning and Building Director.

1) City Street - illustrated in Figure 2.5.7 - 1)

a) *Purpose:*

Organize the primary public realm to create an environment suitable for shopping and strolling along active retail, eating, and entertainment uses. City Street sidewalks should be wide and unobstructed to provide ample room for pedestrians to walk, and to encourage activities including outdoor dining, locations for kiosks, food carts, and flower stalls.

b) *Pedestrian Zone*

i) Each block shall have a single species of moderately large, open-habit deciduous trees.

(1) Trees shall be located in planting wells with flush mounted tree grates at the back of curb with a maximum spacing of forty (40) feet on-center or in the parking zone. Special sub-surface construction is required to allow for proper tree growth and health

(2) Trees shall be selected and maintained in a way that provides unobstructed views to showroom windows and building signage.

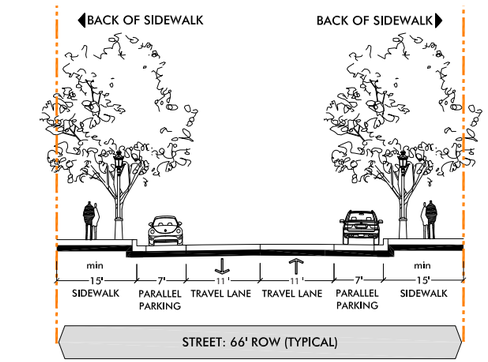
ii) Decorative pedestrian-scale street lighting in sidewalk with a maximum spacing of 80 feet on-center. Light source should be located twelve to fourteen (12-14) feet above finished grade.

c) *Parking Zone*

i) On-street parking oriented parallel or at a forty-five (45) degree angle to the curb.

ii) Each block shall have a single species of moderately large, open-habit deciduous trees.

(1) Trees shall be located in curbed planting wells or flush tree grates every two (2) parking spaces at forty-eight (48) feet on-center.



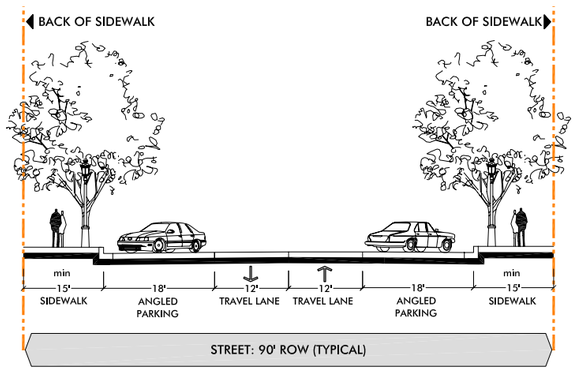


Fig.2.5.7. - 1) City Street

2) Public Open Space with City Street – illustrated in Figure 2.5.7 - 2)

a) *Purpose:*

Physically define the edges of linear green, square, or plaza with a streetscape environment that enhances the value of its surroundings.

b) *Pedestrian Zone*

i) Each block shall have a single species of moderately large, open-habit deciduous trees.

(1) Trees shall be located in planting wells with flush mounted tree grates at the back of curb with a maximum spacing of forty (40) feet on-center. Special sub-surface construction is required to allow for proper tree growth and health.

(2) Trees shall be maintained in a way that provides unobstructed views to showroom windows and building signage.

ii) Decorative pedestrian-scale street lighting in sidewalk with a maximum spacing of 80 feet on-center. Light source should be located twelve to fourteen (12-14) feet above finished grade.

c) *Parking Zone*

i) The street shall include on-street parking oriented parallel to the curb.

d) *Landing Zone*

i) Where open space is along a travel lane, a one (1) foot wide, paved safety stepping area along the curb shall be included.

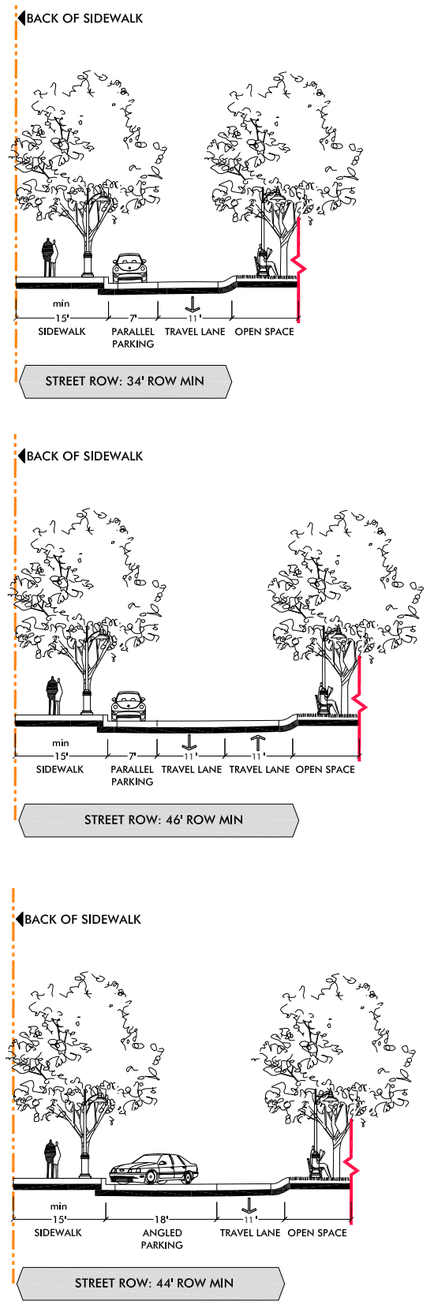


Fig.2.5.7. - 2) Public Open Space with City Street

3) Neighborhood Street – illustrated in Figure 2.5.7 - 3)

a) *Purpose:*

Provide an intimate and attractive neighborhood street that is intended as a narrow street to ensure slow moving vehicular traffic and create a livable environment.

b) *Pedestrian Zone*

i) Each block shall have a single species of moderately large shade trees with maximum spacing of thirty (30) feet on-center.

(1) Trees may be located in planting wells (with or without flush mounted tree grates) at the back of curb, in continuous planting strips a maximum of eight (8)feet wide located along the back of curb, and/or in the Parking Zone. In all instances special sub-surface construction is required to allow for proper tree growth and health.

ii) Native/ water efficient, low groundcovers and shrubs, which require minimal irrigation and a low level of maintenance, must be located within planting strips.

iii) Decorative pedestrian-scale street lighting shall be provided within the sidewalk at a maximum spacing of ninety (90) feet on-center and staggered in relation to the street lights on the sidewalk across the street. Light source should be located twelve to fourteen (12-14) feet above finished grade.

c) *Parking Zone*

i) The street shall include on-street parking oriented parallel to the curb.

ii) Each block shall have a single species of moderately large, open-habit deciduous trees.

(1) Trees shall be located in curbed planting wells or flush tree grates every two (2) parking spaces at forty-eight (48) feet on-center. Special sub-surface construction is required to allow for proper tree growth and health.

(2) Where trees are located in the Parking Zone, trees in the Pedestrian Zone are encouraged to be staggered between the trees in parking lanes and evenly spaced for the length of the street.

d) *Landing Zone*

i) The planting strip shall include a one (1) foot wide, paved auto passenger landing located along the back of curb.

ii) The median shall include a one (1) foot wide, paved safety stepping area along the curbs on both sides.

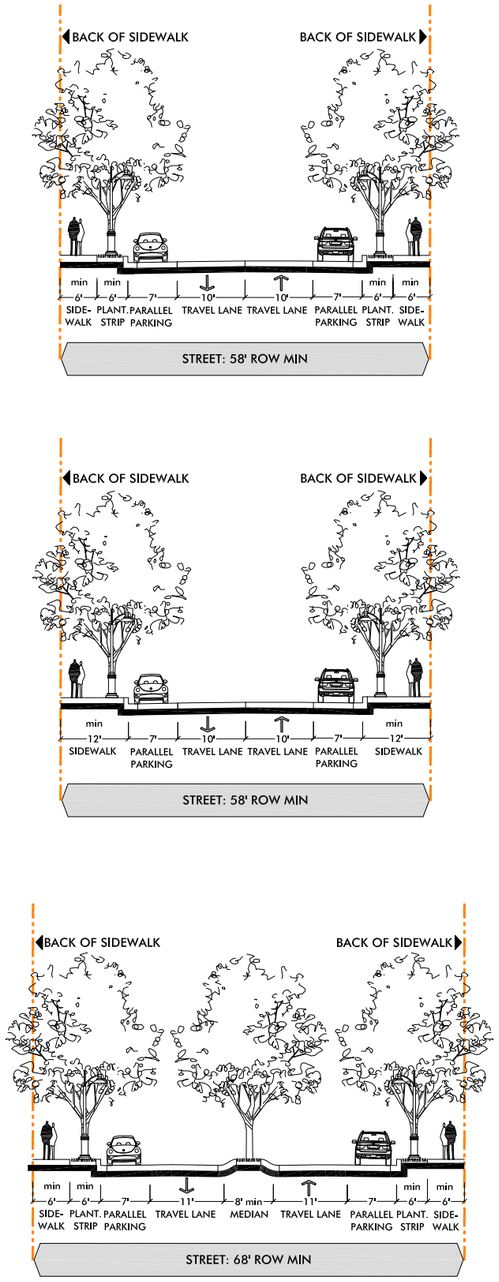


Fig.2.5.7. -3) Neighborhood Street

4) Public Open Space with Neighborhood Street – illustrated in Figure 2.5.7 - 4)

a) *Purpose:*

Physically define the edges of linear green or square with a streetscape environment that enhances the value of its surroundings.

b) *Pedestrian Zone*

i) Each block shall have a single species of moderately large shade trees with maximum spacing of thirty (30) feet on-center.

(1) Trees may be located in planting wells (with or without flush mounted tree grates) at the back of curb or in continuous planting strips a maximum of eight (8) feet wide located along the back of curb. In both instances special sub-surface construction is required to allow for proper tree growth and health.

ii) Native/ water efficient, low groundcovers and shrubs, which require minimal irrigation and a low level of maintenance, must be located within planting strips.

iii) Decorative pedestrian-scale street lighting shall be provided within the sidewalk at a maximum spacing of ninety (90) feet on-center and staggered in relation to the street lights on the sidewalk across the street. Light source should be located twelve to fourteen (12-14) feet above finished grade.

c) *Parking Zone*

i) The street shall include on-street parking oriented parallel to the curb.

d) *Landing Zone*

i) The planting strip shall include a one (1) foot wide, paved auto passenger landing located along the back of curb.

ii) Where open space is along a travel lane, a one (1) foot wide, paved safety stepping area along the curb shall be included.

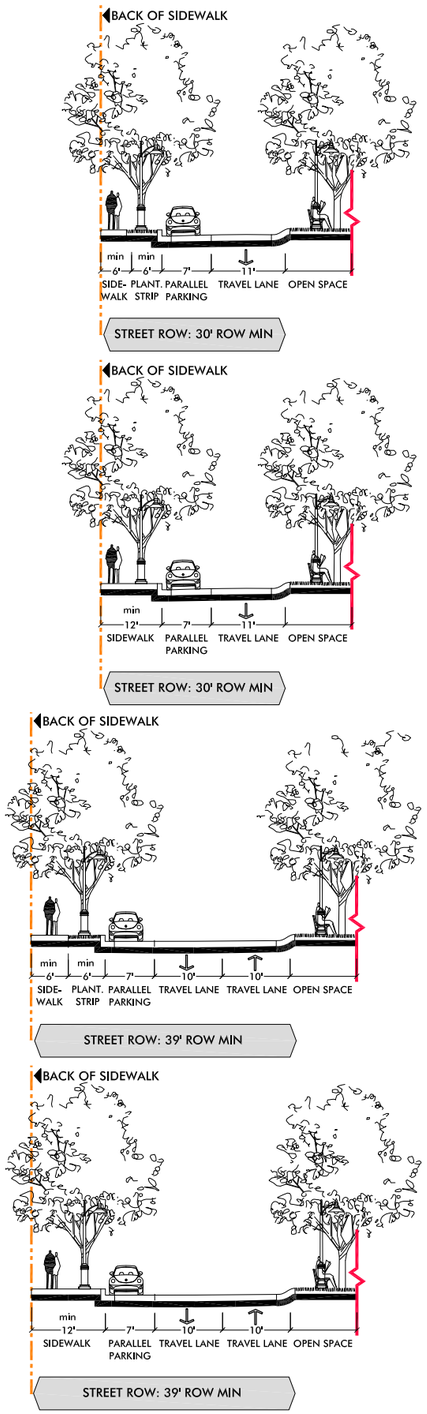


Fig.2.5.7. - 4) Public Open Space with Neighborhood Street

5) Alley – illustrated in Figure 2.5.7 - 5)

a) *Purpose:*

New Alleys may be constructed to provide vehicular and pedestrian access to rear yard garages, carriage homes and service areas.

b) *Components*

i) Alley right-of-way shall be a minimum of twenty (20) feet when serving residential development.

ii) Alley right-of-way shall be a minimum of twenty-four (24) feet when serving commercial development.

iii) The Alley must be entirely paved (Permeable/Pervious Paving materials are highly recommended for alley paving).

iv) Street lights compatible with those required on Neighborhood Streets shall be provided at a minimum spacing of one hundred (100) feet. Lighting fixtures may be freestanding in alley setback areas, or may be attached to garage structures.

v) When used to provide pedestrian access, state and federal ADA requirements shall be met.

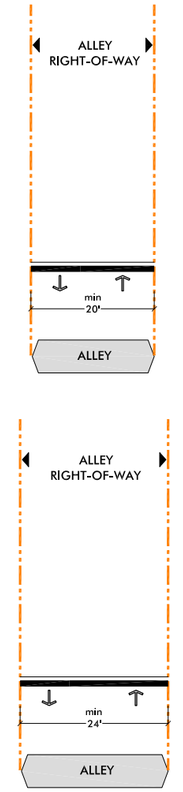


Fig.2.5.6. - 5) Alley

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2.6 Open Space Regulations

This section contains Regulations and Guidelines for the provision and design of open spaces and landscaping elements other than new streets which are covered in Section 2.5. They are designed to ensure that publicly accessible open spaces are provided and built with the quality and care necessary to ensure the development of a varied network of well used, inter-connected public spaces that enhance the livability of the Plan Area.

2.6.1 Provision of Public Open Space

1) Definition

i) Public Open Spaces are outdoor spaces that are accessible to the public and include seating, lighting and landscaping. They may or may not be sheltered from the elements.

ii) Public Open Spaces can be publicly or privately owned and maintained.

2) Regulation

i) The amount of Public Open Space required shall be as specified for each Corridor Center and Segment in section 2.1. – Development Standards.

ii) Public Open Spaces shall be designed as one of the Public Open Space Types defined in section 2.6.4.

iii) Public Open Space shall be built within the development area by developers as development occurs.

iv) In instances where small or awkwardly shaped properties make the provision of on-site public open space impractical, the Planning and Building Director may permit the in-lieu payment of the cost to construct the required amount of usable open space off site.

v) At the discretion of the Planning and Building Director, required open space may be constructed off site and/or as part of a larger public open space being provided by the City or other private developments.

vi) Except properties with a Special Public Open Space Requirement pursuant to Section 2.6.2 on-site public open space shall not be used to satisfy compliance with park dedication or park in-lieu fee requirements pursuant to the Huntington Beach Zoning and Subdivision Ordinance Chapters 230 and 254.

3) General Requirements

i) All Public Open Spaces shall abut public rights-of-way or be otherwise connected to public sidewalks and shall be open to the public twenty-four (24) hours a day. At the discretion of the Public Works Director/Designee, public access to a Public Open Space may be restricted after dark.

ii) Unless otherwise specified in 2.6.4. Public Open Space Types, the minimum width of a Public Open Space shall be twenty (20) feet.

iii) All Public Open Spaces shall be visible from surrounding streets and avoid masses of shrubs around edges.

2.6.2 Special Public Open Space Requirement

The following special requirement applies to development within the area shown in Fig.2.6.2 Town Center Neighborhood Map

1) Primary Open Space

i) At least one Primary Public Open Space larger than a ½ acre shall be provided.

ii) The Primary Open Space shall count toward all affected developments' Provision of Public Open Space requirements.

iii) All affected properties shall contribute to the construction cost of the Primary Open Space.

iv) The Primary Public Open Space shall be centrally located within the Town Center Neighborhood (The exact location of the Primary Open Space may be determined by developers but must be determined before development occurs).

v) The Primary Public Open Space shall be a green, square, or plaza, see Section 2.6.4 – Public Open Space Types.

vi) The Primary Public Open Spaces shall abut public streets, alleys or passages or abut a public easement for vehicular/pedestrian access on at least three sides.

vii) The Primary Public Open Space may be used towards the park dedication or park in-lieu fee requirements pursuant to the Huntington Beach Zoning and Subdivision Ordinance Chapters 230 and 254.

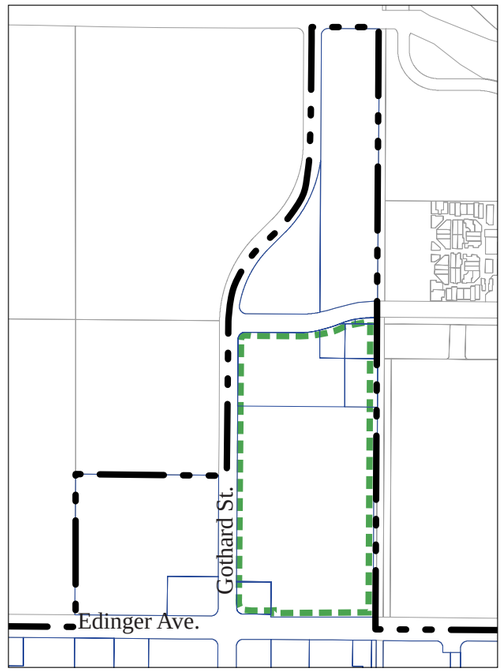


Fig.2.6.2 Town Center Neighborhood Map

2.6.3 Provision of Private Open Space

1) Definition

i) Private Open Spaces are privately controlled outdoor spaces that are extensions of private indoor open space.

ii) Private Open Spaces are privately owned and maintained.

2) Regulation

i) The amount of Private Open Space required shall be as specified for each Corridor Center and Segment in section 2.1. – Development Standards.

ii) Private Open Spaces shall be designed as one of the Private Open Space Types defined in section 2.6.5 – Private Open Space Types.

iii) Private Open Space shall be built by developers as development occurs.

iv) Required maximum setback areas shall not be counted towards Provision of Private Open Space requirements.

v) Private Open Space shall not be exposed to utility, service, or loading areas.

2.6.4 Public Open Space Types

Public open spaces within the Plan Area shall be designed as one of the Public Open Space Types defined in this section. Guidelines for design are provided in Section 2.6.8.

1) Park

i) An open space available for community recreation, and respite from the city.

ii) A park may be independent of surrounding building frontages.

iii) Landscaping consists of naturalistic / informal paths and trails, meadows, water-bodies, woodland and open shelters.

iv) Parks are larger than the maximum block size. They typically separate districts; large parks are districts in their own right

v) Park shall be adjacent to a public street or an easement for vehicular/ pedestrian access

2) Linear Green

i) A long, narrow open space available for community recreation and civic purposes.

ii) A linear green shall be surrounded by streets on all sides.

iii) Landscaping consists of lawns or ornamental grasses and shrubs, paths, and trees.

iv) Linear greens shall not exceed the maximum block size.

v) A linear green must be at least fifteen (15) feet wider than either of its flanking streets. In shopping districts linear greens should not exceed 100 feet.

3) Square

i) An open space available for community recreation and civic purposes.

ii) A square is a free standing city block; it shall be spatially defined by building frontages and streets on all sides.

iii) Landscaping consists of paths, lawns or ornamental grasses and trees.

iv) Squares shall be located at the intersection of important streets.

v) Squares shall not exceed the maximum block size.

4) Plaza

i) An open space available for civic purposes, commercial activities, and community recreation.

ii) A plaza shall be open to by a public street on at least one side.

iii) Plazas should be located at the intersection of primary pedestrian routes.

iv) Landscaping is primarily paths, lawns or ornammental grasses, trees and enhanced/enriched hardscape.

v) Plazas shall not exceed one (1) acres.

vi) The ground level frontage(s) not separated from the plaza by public streets shall be primarily lined with shopfronts or residential units provided a minimum of one single public or private entry point is incorporated along the front facade.

5) Mid-Block Green

i) A square located in the "middle" of a block for community recreation.

ii) A Courtyard Square shall be spatially defined by building frontages on all sides.

iii) Landscaping consists of paths, lawns or ornamental grasses, and trees.

iv) Courtyard Squares shall connect to a public right of way through a network of Passages/paseos and/or stairways and shall be ADA accessible.

v) Courtyard Squares shall be a minimum of thirty (30) feet along the East-West axis and twenty (20) feet along the North-South axis.

vi) Courtyard Squares shall not exceed the maximum block size.

6) Courtyard Plaza

i) A plaza located in the "middle" of a block for community recreation and commercial activities

ii) A Courtyard Plaza shall be spatially defined by buildings on at least three (3) sides.

iii) Landscaping is primarily enhanced/enriched hardscape.

iv) Courtyard Plazas shall connect to a public right of way through a network of Passages/paseos and/or stairways and shall be ADA accessible.

v) Courtyard Plazas shall be a minimum of thirty (30) feet along the East-West axis and twenty (20) feet along the North-South axis.

vi) Courtyard Plazas shall not exceed a size of one fifth (1/5) acre.

7) Passage/paseo

i) A pedestrian only connector passing between buildings to provide shortcuts through long blocks and access to rear parking areas or courtyards.

ii) Passages/Paseos shall link two or more public spaces.

iii) Passages/Paseos shall be a minimum of ten (10) feet and a maximum of twenty (20) feet in width.

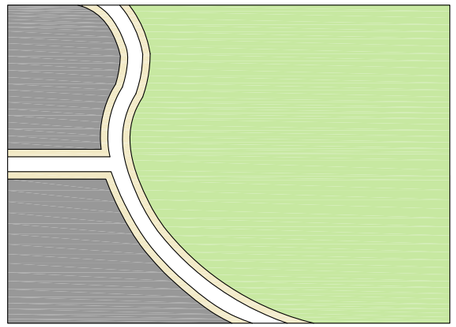
iv) Walking surface is primarily enriched/enhanced hardscape

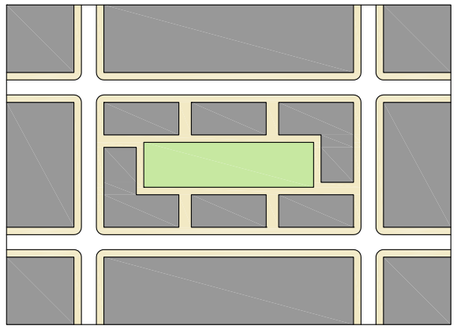
8) Pocket Park/playground

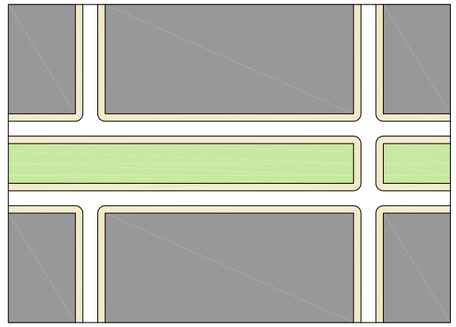
i) A pocket park is a small open space designed for recreation of nearby residents; a playground is a small open space equipped for children to play in while being supervised by adults.

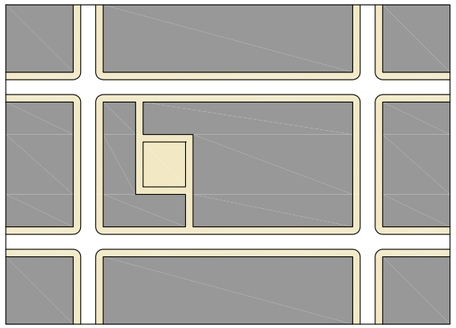
ii) A Pocket Park/Playground shall be a minimum of thirty (30) feet along the East-West axis and twenty (20) feet along the North-South axis.

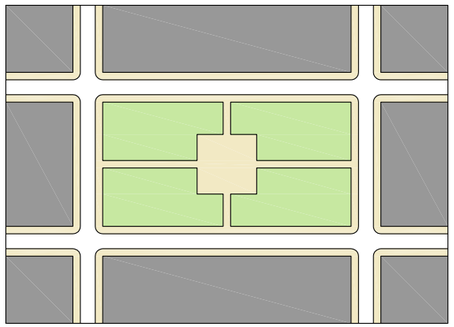
iii) A Pocket Park/Playground shall not be located on the corner of a block where build-to-corner is required (see section 2.4.9)

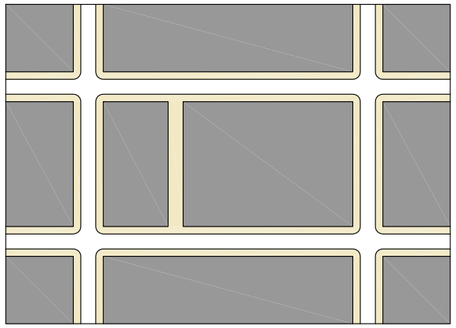

1) Park

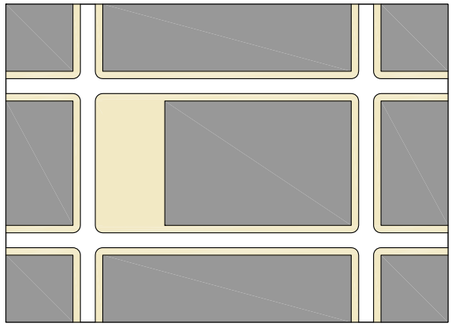

5) Mid-Block Green

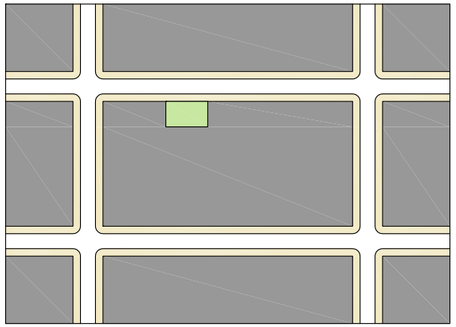

2) Linear Green


6) Courtyard Plaza


3) Square


7) Passage/Paseo


4) Plaza


8) Pocket Park/Playground

iv) A pocket park may be primarily paved with enriched/enhanced hardscape or landscaped; a playground should have the character of a small park.

2.6.5 Private Open Space Types

Private Open Spaces shall be designed as one of the Public Open Space Types defined in this section.

1) Courtyard

i) A private or privately shared internal open space enclosed by buildings on at least 2 sides, and by buildings or walls on at least three (3) sides.

ii) Courtyards shall be a minimum of thirty (30) feet along the East-West axis and twenty (20) feet along the North-South axis.

iii) Landscaping may consist of enriched/enhanced hardscape and/or planted areas including water efficient lawns, trees, plants in pots, fountains, etc.

iv) Courtyards located over parking podiums shall be designed to avoid the sensation of forced podium hardscape through the use of ample landscaping and enriched paving with planters.

v) Private yard spaces may include edge walls or fences, provided that their inclusion does not violate Building Orientation or Private Frontage Treatment requirements.

2) Private Yard

i) A side yard or rear yard (excluding required setback areas) which is accessed by secondary unit entrance(s).

ii) The primary access to a Private Yard shall be from the dwelling(s) served.

iii) The minimum dimensions for a Private Yard in any single direction shall be eight (8) feet.

iv) Landscaping consists primarily of planted areas including water efficient plantings of, lawns, trees, plants in pots, etc. and may be combined with a Porch.

v) Private yard spaces may include edge walls or fences, provided that their inclusion does not violate Building Orientation or Private Frontage Treatment requirements.

3) Porch

i) A patio, porch, terrace, or other platform extending from or adjacent to a building at the ground floor which is accessed by secondary unit entrance(s).

ii) The primary access to a Patio/Terrace shall be from the dwelling(s) served.

iii) The minimum dimensions for a Patio/Terrace in any single direction shall be eight (8) feet.

4) Rooftop Deck or Garden

i) A private or privately shared deck or yard on the roof of a building.

ii) The minimum dimensions for a Rooftop Deck or Garden in any single direction shall be eight (8) feet.

iii) Gardens and green roofs are encouraged to help minimize heat sinks and to pre-treat water from storms prior to it entering the storm drain system

5) Balcony

i) An outdoor space extending from a private upper floor of a building, which is accessed directly from a secondary unit entrance.

ii) Access to a Balcony shall be limited to the dwelling served.

iii) The minimum dimensions for a Balcony in any single direction shall be four (4) feet.

2.6.6 Stormwater Best Management Practices

Water pollution degrades surface waters making them unsafe for drinking, fishing, and swimming. The 1972 amendments to the Federal Water Pollution Control Act prohibit the discharge of any pollutant to navigable waters unless the discharge is authorized by a National Pollutant Discharge Elimination System (NPDES) permit. Since 1990, the City of Huntington Beach has been required to: 1) develop & implement a stormwater management program designed to prevent harmful pollutants from being washed by stormwater runoff, into the storm drain system, and 2) obtain a NPDES permit. The City's NPDES Permit requires new development and significant redevelopment to minimize short and long-term impacts on receiving water quality to the maximum extent practicable.

The City's General Plan and Local Coastal Program also include development goals and policies that include stormwater management; including landscaping policies and requirements, open space goals and policies, preservation or integration with natural features, and water conservation policies.

1) Definition

Stormwater Best Management Practices (BMPs) are methods minimizing the effect of urbanization on site hydrology, urban runoff flow rates, or velocities, and pollutant loads.

2) Regulation

i) As outlined in Section 2.6.7, new developments and significant redevelopments are required to incorporate a minimum level of stormwater management Best Management Practices (BMPs) that will allow for the implementation of innovative, effective, cost effective, multi-beneficial BMPs.

ii) Stormwater management facilities shall be designed as one of the Stormwater BMP Types defined in section 2.6.7 Stormwater BMP Types and illustrated in Fig.2.6.7 Stormwater Management Types.

iii) Priority Projects shall include Source Control and Treatment Control BMPs.

iv) Priority Projects shall include Site Design BMPs where applicable and feasible.

v) Non-Priority Projects shall include Source Control BMPs.

vi) Non-Priority Projects shall include Site Design BMPs where applicable and feasible.

vii) Non-Priority projects are encouraged to include Treatement Control BMPs

Refer to www.ocwatersheds.com\stormwaterprogram for further information about Source Control BMPs, Site Design BMPs and Treatment Control BMPs

3) Priority Projects

i) A project is a Priority Project if it meets any of the following criteria

(1) Residential development of 10 units of more

(2) Commercial and industrial development greater than 100,000 square feet including parking area

(3) Automotive repair shops (SIC codes 5013, 5014, 5541, 7532-7534, and 7536-7539)

(4) Restaurants where the land area of development is 5,000 square feet or more including parking area (SIC code 5812)

(5) Hillside development on 10,000 square feet of more, which are located on areas with known erosive soil conditions or where natural slope is twenty-five percent or more

(6) Impervious surface of 2,500 square feet or more located within, directly adjacent to (within 200 feet), or discharging directly to receiving waters within Environmentally Sensitive Areas

(7) Parking Lots 5,000 square feet of more, or with 15 parking spaces or more, potentially exposed to urban stormwater runoff

(8) Gas Station modification (Underground storage tank, fuel islands, canopy replacement of installations)

(9) New/raw land (previously underdeveloped) that includes 5,000 or more square feet of pervious surface.

(10) All Significant Redevelopment projects, where Significant Redevelopment is defined as the addition of 5,000 or more square feet of impervious surface on an already developed site. Significant Redevelopment includes, but is not limited to:

(a) Expansion of a building footprint

(b) Addition of a building and/or structure

(c) Addition of an impervious surface, such as construction of a new parking lot that is not part of a routine maintenance activity.

(d) Replacement of impervious surfaces, building and/or structures when 5,000 or more square feet of soul is exposed during replacement construction. Replacement does not include routine maintenance activities, trenching and resurfacing associated with utility work, resurfacing and reconfiguring the surface of parking lots (unless 5,000 or more square feet of impervious is added to the existing parking lot area) or reconfiguration of pedestrian ramps and replacement of damaged pavement.

2.6.7 Stormwater BMP Types

Stormwater management facilities shall be designed as one of the following Stormwater BMP Types. Additional information on the design, construction, and functionality of stormwater management facilities can be found in the California Stormwater BMP (Best Management Practices) Handbook.

1) Source Control BMPs

Minimize or prevent potential pollutants from contacting rainwater or stormwater runoff or to prevent discharge of contaminated runoff to the storm drain system or receiving waters.

a) *Routine Non-Structural BMPs*

Prevent pollution by educating the public on proper disposal of hazardous or toxic wastes, regulatory approaches, street sweeping and facility maintenance, and detection and elimination of illicit connections and illegal dumping.

b) *Routine Structural BMPS*

Prevent potential pollutants from contacting rainwater or stormwater runoff or to prevent discharge of contaminated runoff to the storm drain system or receiving waters. Reduce the creation or severity of potential pollutant sources or to reduce the alteration of the project site's natural flow regime.

2) Site Design BMPs

Create a hydrologically functional project design that attempts to mimic the natural hydrologic regime.

a) *Landscaped Setback Areas & Open Spaces*

Coordinate the site design and landscaping of Front Yard, Side Yard, or Rear Yard setback areas and Public or Private Open Spaces to function as part of the stormwater "treatment train" that reduces run-off rates, volumes, quality as much as possible (see section 2.6.4 and 2.6.5 for open space types and 2.6.8 for Open Space Landscaping)

3) Treatment Control BMPs

Remove pollutants from stormwater runoff prior to discharge to the storm drain system or receiving waters.

Stormwater management Facilities include, but are not limited to, the following types:

a) *Retention*

i) Retention Basin/Pond

(1) An open system with a permanent pool of water that captures stormwater and retains it between storms. Excess water held in the system is slowly released at pre-development rates.

ii) Waterscape

(1) An open and sculpted pool, fountain or other permanent civic water feature that can capture stormwater and retain it between storms. Excess water captured by the system during storms can be stored for reuse or slowly released at pre-development rates.

(2) Water stored in the system can be used for irrigation or treated for other potable water uses.

iii) Rainwater Harvesting / Retention Vault

(1) A structure with a permanent pool of water that captures stormwater and retains it between storms. Water held in the system can be stored for reuse or slowly released at pre-development rates.

This management type is useful when there is insufficient space on the site to infiltrate the runoff or build a surface facility.
Water captured in underground vaults can be used for irrigation or treated for other potable water uses.

b) *Detention*

i) Detention Basin/Pond

(1) An open system that captures stormwater temporarily. Water held in the system is slowly released at pre-development rates. Permanent pools of water are not held between storm events

ii) Rainwater Harvesting / Detention Vault

(1) A structure that captures stormwater temporarily. Water held in the system is slowly released at pre-development rates. Permanent pools of water are not held between storm events

This management type is useful when there is insufficient space on the site to infiltrate the runoff or build a surface facility.
Water captured in underground vaults can be used for irrigation or treated for other potable water uses.

c) *Infiltration*

i) Rain Garden

(1) A vegetated depression designed and maintained to receive runoff from adjacent impervious areas and slowly infiltrate the water into the ground.

ii) Landscaped Tree Well

(1) A landscaped area which can accommodate a tree in an otherwise paved area. The landscaped area is constructed to absorb stormwater as soil infiltration rates permit.

iii) Grated Tree Well

(1) A hole that is covered by a grate which can accommodate a tree in an otherwise paved area used. The hole is constructed to absorb stormwater as soil infiltration rates permit.

iv) Permeable/Pervious Paving

(1) Paving materials that allow some stormwater to infiltrate through the paving and into the ground. Types of paving include pervious asphalt, pervious concrete, and permeable unit pavers.

d) *Transportation & Filtration*

i) Green Roof

A roof of a building that is partially or completely covered with vegetation and soil. The soil reduces run-off rates and the vegetation reduces runoff volume. The roof includes a waterproofing membrane and may also include additional layers such as a root barrier and drainage and irrigation systems.

ii) Vegetated Swale/Strip

(1) A vegetated channel designed and maintained to transport shallow depths of runoff slowly over vegetation. In most soils, a bio swale also allows stormwater infiltration.

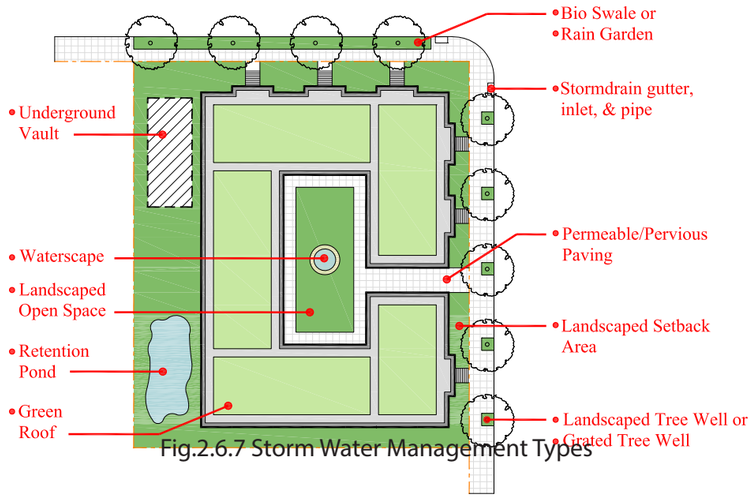


Fig.2.6.7 Storm Water Management Types

2.6.8 Open Space Landscaping

1) Public Spaces

i) Public spaces should provide a variety of seating options, areas of sun and shade for year-round climatic comfort, shelter, and night lighting to encourage public activity and ensure safety.

ii) Public spaces should be visible from public streets and sidewalks.

2) Paved Areas

i) The grading of all paved areas and adjacent non-paved areas, the selection of paving materials, and the design of drainage facilities should maximize paving permeability and be configured to allow water run-off to percolate back into native soil as much as possible.

ii) Paved areas should incorporate best management practices to control stormwater as outlined in the National Pollution Discharge Elimination System (NPDES) Guidelines – for more information refer to http://epa.gov/npdes/

3) Planted Areas

a) *Plant Materials*

i) Plant materials should always be incorporated into new development site design.

ii) Mature, existing trees should be preserved whenever possible.

iii) Tree sizes should be suitable to the proximity to utility lines and the planting areas provided.

iv) The use of C.U. Structural Soil as the sub-surface construction element for street trees within paved areas, planter islands and medians is required.

v) Plant and landscape materials should be selected from native species as well as non-native/non-invasive species that are well adapted to the local climatic conditions. They should be resistant to local parasites and plant diseases. Turf is highly discouraged.

vi) In general, deciduous trees with open branching structures are recommended in shopping areas to ensure visibility of shopfronts. More substantial shade trees are recommended in front of private residences. Tree selection shall be made based upon the volume of root space provided and the size of the root flair at maturity.

vii) Evergreen shrubs and trees should be used for screening along rear property lines, around trash/recycling areas and mechanical equipment, and to obscure grillwork and fencing associated with subsurface parking garages. However, screening should also be designed to maintain clear views of crossing streets and sidewalks for safety.

b) *Stormwater Management*

All landscaped areas including those constructed as part of street or sidewalk improvements should be designed to allow aquifer filtration and minimize stormwater run-off utilizing Stormwater Management BMP Types see section 2.6.7.

4) Walls and Fences

a) *Decorative Frontage Walls and Fences*

i) Fences along front yards and along side yards lining public sidewalks should employ a combination of thick and thin structural elements with thicker elements for supports and/or panel divisions. Fence posts and/or support columns should be defined using additional trim, caps, finials, and/or moldings.

ii) All walls should have a cap and base treatment.

iii) Frontage walls may occur as garden walls, planter walls, seat walls, or low retaining walls.

iv) Entrances and pedestrian "gateways" should be announced by posts or pilasters, and may be combined with trellises, special landscaping, decorative lighting, public art or other special features.

v) Chain link fencing, barbed wire, razor-wire, and corrugated metal fencing shall not be permitted

b) *Screening/ Wing Walls and Fences*

i) Side yards - defined as the portion of side setback areas behind the front setback area - and rear yards may contain landscape features that protect the privacy of the property's occupants such as landscaping, trees and screening/wing walls. Screening/wing walls may not exceed a height of six (6) feet, and must be constructed of materials that are compatible with the architecture and character of the site. Natural colors, a cap or top articulation, and related dimensional post spacing increments should be used at screening fences to enhance compatibility.

ii) Design elements should be used to break up long expanses of uninterrupted walls, both horizontally and vertically. Walls should include design elements such as textured concrete block, interlocking "diamond" blocks, formed concrete with reveals, or similar materials. Landscape materials should also be used to provide surface relief.

iii) Electric boxes and trees should not be placed nest to walls. These can be used to climb over the wall quickly and unnoticed

c) *Security Fences*

i) Use of security fences should be minimized, and limited to special locations where additional security is necessary, such as adjacent to the railroad tracks. Such security fences should not exceed eight (8) feet in height.

ii) Security fences should be designed to maintain a visually open character to the extent possible. This may be accomplished by using metal picket or open grille fencing or by mounting metal picket or open grille fencing on top of a low masonry wall.

iii) Screening and security walls and fences shall not be located such that they separate adjacent Front Yards.

iv) KNOX® Fire Department Access Key Box shall be provided. Main secured building entry shall utilize a KNOX® Fire Department Access Key Box, installed and in compliance with City Specification # 403, Fire Access for Pedestrian or Vehicular Security Gates & Buildings

d) *Seating Walls*

When designing seat walls with straight edges of more than six (6) feet in length, use detailing to prevent damage from skateboarding.

e) *Materials and Colors*

i) All fences and walls should be built with attractive, durable materials that are compatible with the character of the locality (see Section – 2.8 Architecture Regulations).

ii) Appropriate fence materials include, masonry, and metal.

(1) Wood picket fences are only recommended along residential streets. For wood picket fences, a paint finish or vinyl coating should be applied. Along other streets wood should not be used.

(2) For iron or metal fences, recommended materials include wrought iron, cast iron, welded steel, tubular steel, anodized aluminum or aluminum. Metal fences should be mounted on a low masonry wall, and/or between masonry piers.

iii) Appropriate wall materials include stone, brick, precast concrete, textured concrete block, or formed concrete with reveals. A stucco finish may be used over a masonry core.

(1) Exposed block walls should be constructed with a combination of varied height block courses and/or varied block face colors and textures (e.g. a combination of split-face and precision-face blocks). Plain gray precision-face concrete block walls are not recommended. Design treatments and finishes previously described should be applied to these walls for improved visual compatibility with building architecture.

iv) Piers and posts should be constructed of the same or a compatible material as the principal building(s).

5) Lighting

a) *Design*

i) Street light furnishing installed as part of the Public Frontage treatment requirements shall be as specified by the Public Works Director/Designee.

ii) Lighting fixtures should generally be directed downward from the horizontal plane of the light source to preserve a dark sky and prevent unnecessary light pollution. Exceptions may be made for uplit trees and architectural lighting.

iii) Pedestrian-oriented areas, including walkways and paths, plazas, parking lots, and parking structures shall be illuminated to increase safety and provide clear views both to and within the site.

iv) All on-site and building-mounted lighting fixture design should be architecturally compatible with building design and with the character of the corridor.

v) Unnecessary glare from unshielded or undiffused light sources should be avoided. Commercial buildings and landscaping can be illuminated indirectly by concealing light features within buildings and landscaping to highlight attractive features and avoid intrusion into neighboring properties.

vi) Lighting and planting plans for Public and Private Frontage areas should be visually and aesthetically coordinated.

b) *Height*

i) For building-mounted lights, maximum mounting height should be approximately twelve (12) feet above finished grade.

ii) For pole-mounted lighting at pedestrian plazas, walkways, and entry areas, a pedestrian-height fixture ten to fourteen (10 to 14) feet in height from grade to light source should be used.

(1) Taller, grand-scale lighting may be used to accent gateways or as supplementary lighting.

iii) Bollard mounted lighting and stair lighting are also recommended for low-level illumination of walkways and landscaped areas.

iv) Bollard illumination should be shielded or kept at a sufficiently low level to prevent glare impacts for passing motorists.

v) In general, height of light sources should be kept low to maintain pedestrian scale and prevent spill light from impacting adjacent properties.

c) *Material and Color*

i) Color and finish of lighting metalwork should match that of other site furnishings, and/or of the building's metalwork or trim work.

ii) For powdercoated finishes, a chemically compatible ultraviolet protectant clear coating is recommended to prevent color fading.

iii) Color of lighting source types: in pedestrian-intensive areas, warm white, energy efficient source types (with color temperatures specified as 2700 degrees Kelvin to 3200 degrees Kelvin) such as metal halide, induction lighting, compact fluorescent, and light-emitting diode (LED) are strongly encouraged.

d) *Luminaire Types*

i) New area lighting fixtures shall be of the cutoff type to prevent light from being emitted above a horizontal line relative to the point of light source.

ii) New fixtures should use a reflector and/or a refractor system for efficient distribution of light and reduction of glare.

iii) New fixtures should not cause glare or transmit it to upper stories of buildings. House-side shields and internal reflector caps should be used to block light from illuminating residential windows.

iv) Small decorative "glow" elements within a luminaire are permitted to emit a low amount of light above the horizontal.

e) *Uplighting*

i) Building facade uplighting, roof "wash" lighting, and landscape uplighting should be operated on timers that turn off illumination entirely after midnight nightly.

ii) Shielding and careful placement should be used to prevent spill light from being visible to pedestrians, motorists, and nearby residential dwelling windows.

iii) Adjacent to single family homes, a combination of lower mounting height and luminaire shields should be used to protect residences from spill-light and glare.

iv) Illumination levels of facade uplighting, roof wash lighting and landscape uplighting should use lower brightness levels where the illuminated facades, roofs or landscaping face residential buildings, except across wider streets or boulevards with landscaped medians and street trees.

6) Other Site Furnishings

a) *Selection and Design*

i) Public gathering places and other publicly accessible areas should be detailed with decorative, pedestrian-scaled site furnishings and equipment.

ii) Seating, freestanding planters, ornamental trash and recycling receptacles, bike racks, drinking fountains, pergolas, trellises, heaters, umbrellas, wind screening, and decorative bollards are recommended.

iii) Landscape structures and sculptural objects should reference the human scale in their overall massing and detailing.

b) *Materials and Colors*

i) Components should be made of durable high quality materials such as painted fabricated steel, painted cast iron, painted cast aluminum, and integrally colored precast concrete.

(1) Bollards should be cast iron, cast aluminum, cast anodized aluminum, and precast concrete.

(2) Recycled materials should be used so long as the finish or look of the material is consistent with or similar to the finishes prescribed above.

ii) Colors and finishes of mechanical enclosures and equipment should be coordinated with colors and finishes of streetlights, fencing and other painted metal surfaces to be used on site, or with the associated building's material and color scheme.

iii) Masonry surfaces should be treated with an anti-graffiti coating.

iv) Metal surfaces should be powdercoated or painted with Waterborne Acrylic Polyurethane.

v) For powdercoated finishes, a chemically compatible ultraviolet protectant clear coating is recommended to prevent color fading.

7) Utility and Service Area Sitting and Screening

i) For safety, screening devices shall be designed to maintain visibility of movement behind the screen.

ii) Utility, Trash, Recycling, Food Waste and Service Equipment, including satellite receiving dishes, transformers, and backflow devices, shall be enclosed or screened from view by landscaping, fencing or other architectural means. Backflow devices shall be built to the City's latest standards

iii) Trash facilities and recycling containers must always be within structural enclosures.

iv) Rooftop equipment must be set back a minimum of ten (10) feet from building walls, screened on all sides, and integrated into the overall building design.

2.6.9 Setback Area Landscaping

Setback areas shall be landscaped in accordance with the following regulations.

1) Perimeter Block Setback Areas

The following setback area treatments are permitted or required as specified for each Corridor Center and Segment in Section 2.1 – Development Standards for front and side yard setback areas located between buildings and public streets other than alleys. The disposition of the front setback zone is further illustrated and addressed in Section 2.4.3 – Private Frontage Types.

a) *Sidewalk Extension*

i) Where minimum sidewalk widths established in Public Frontage Types standards result in the extension of the sidewalk width on to private property, such sidewalk extensions must be at the same grade and provide no obstructions, edges or barriers to access between portions of the public and private property, a Public Access Easement shall be provided for the sidewalk extension and must be granted to the City.

ii) Construction staging should be organized to allow the construction of the entire sidewalk (within and outside of the public right-of-way) at the same time.

iii) Paving material and design should be the same as or sufficiently similar to the portion within the public right-of-way to create the effect of a single pedestrian walkway.

iv) No trees are required in the setback zone (other than those back-of-curb, as specified in Public Frontage requirements). Those tress within the Public ROW may require Sub Surface Construction to facilitate growth and minimize hardscape damage

b) *Parkway Landscaping*

i) *Coordinated Frontage*. The treatment of the public frontage and private frontage should be coordinated to provide a cohesive and unified landscape treatment. That is, the sidewalk should run between parkway strip landscaping (a portion of the Public Frontage), and setback area landscaping (all or primarily within the Private Frontage area) that are easily identifiable as a single, cohesive design (Public easements may be required).

ii) *Screening*. Landscaping or a combination of landscaping and decorative walls or fences should provide substantial screening of buildings and interior spaces from view from (and of) the main thoroughfare.

iii) *Green landscape*. Living groundcover, trees and shrubs must cover all setback areas other than those covered by the public sidewalk, pedestrian walkways connecting to building entrances, or permitted access ways (pedestrian and/or vehicular) to parking facilities. Notwithstanding the presence of decorative screening walls, landscaping should include a minimum average of three (3) trees that reach at least twenty-five (25) feet in canopy height at maturity, for every thirty (30) feet of linear frontage – the trees may be distributed irregularly over the frontage area. Sub Surface Construction may be required to accommodate root growth.

iv) *Multiple species in naturalistic pattern*. Trees and shrubs of varied species and heights should be planted in informal clusters and naturalistic patterns, evoking a park-like setting when viewed from the primary thoroughfare.

v) *Oceanside Imagery*. At least half of the trees and shrubs should incorporate plant material featuring palm fronds or other forms associated with proximity to the beach.

vi) *Screen Walls*. Screen walls and fences should be visually appealing and well crafted extensions of the architecture of the development. The overall height of decorative walls or fences shall not exceed eight (8) feet, and must conform to standards and guidelines in section 2.6.8 – item 4) - Walls & Fences.

c) *Boulevard Landscaping*

i) *Coordinated Frontage*. The treatment of the public frontage and private frontage should be coordinated to provide a cohesive and unified landscape treatment.

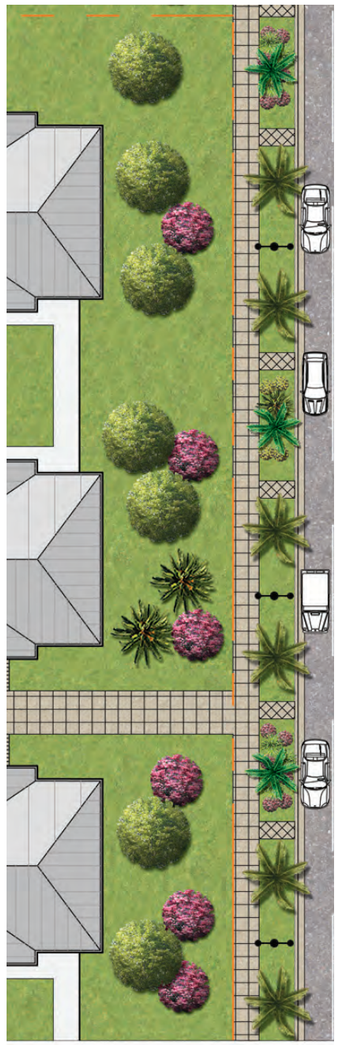
ii) *Visual Accent to Boulevard-Oriented Development.* Landscaping or a combination of landscaping and decorative low walls or metal rail fencing should provide visual accent softening effect between the sidewalk and buildings, but should not be so dense as to obscure visibility of buildings and entrances from the primary thoroughfare.

iii) *Complete coverage of Setback Zone*. Living groundcover or decorative paving materials, accented by trees and shrubs must cover all setback areas other than those covered by the public sidewalk, walkways connecting to building entrances, or permitted access ways (pedestrian or vehicular) to parking facilities. Landscaping should include a minimum average of one (1) tree that reaches at least twenty-five (25) feet in canopy height at maturity, for every forty (40) feet of linear frontage. Palms should be placed in the foreground to facilitate the beach image and increase visibility and canopy trees should be places in the background or side yards to frame buildings and provide screening. Approval required by Planning and Building Director/Designee.

iv) *Limited number of species in regular pattern*. Within a single development, trees and shrubs should be a single or at most two species, with one preferably the same as that used in the public median. Trees and shrubs should be planted in regular or formal patterns or equally spaced clusters to emphasize the civic character of the boulevard.

v) *Oceanside Imagery*. At least half of the trees and shrubs should incorporate plant material featuring palm fronds or other forms associated with proximity to the beach.

vi) *Screen Walls*. Screen walls and fences should be visually appealing and well crafted extensions of the architecture of the development. The overall height of decorative walls or fences shall not exceed three (3) feet, and must conform to standards and guidelines in section 2.6.8 – item 4) - Walls & Fences.



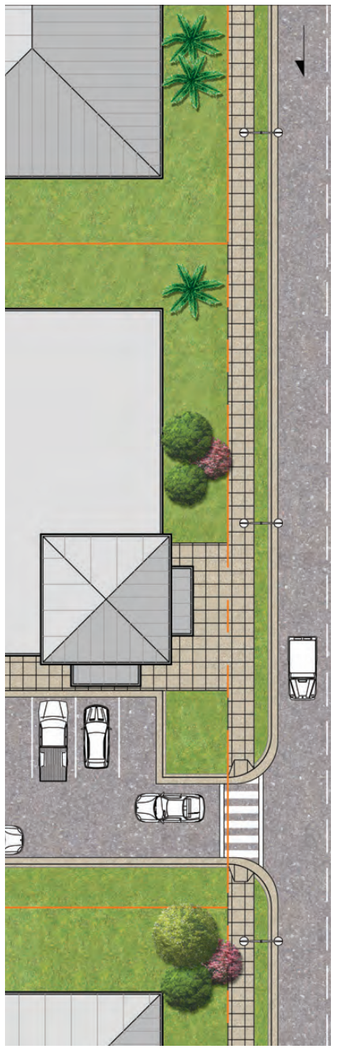


Fig.2.6.9 - Parkway

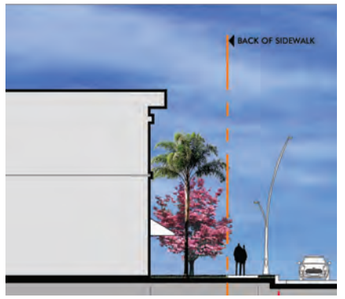


Fig.2.6.9 - Boulevard

d) *Neighborhood Street Landscaping*

i) *Visual Continuity along Blockfront*. Setback areas along a development should provide a visually coherent and continuous green landscape design. Adjacent developments should strive to create strong visual relationships for an entire block frontage.

ii) *Green Setback Area*. Living groundcover accented by trees and shrubs must cover all setback areas other than those covered by the public sidewalk, walkways connecting to building entrances, or permitted access ways (pedestrian or vehicular) to parking facilities. Lawns are discouraged due to their high water requirement. Landscaping should include a minimum average of one (1) deciduous or broadleaf evergreen tree that reaches at least twenty-five (25) feet in canopy height at maturity, for every residential unit enfronting the sidewalk, or for every thirty (30) feet of linear frontage, whichever is greater.

iii) *Screen Walls*. Screen walls and fences should be visually appealing and well crafted extensions of the architecture of the development. Front yard fences along residential projects should be positioned just inside of the planted area, leaving a portion of setback area landscaping between fence and sidewalk. The overall height of decorative walls or fences shall not exceed three (3) feet, and must conform to standards and guidelines in section 2.6.8 – item 4) - Walls & Fences.

2) Interior Block Setback Areas

Setback Areas located between properties, i.e. all rear setback areas, for side setback areas not located between buildings and public streets, as well as for setback areas along mid-block alleys and that are not covered by pedestrian or vehicular passages/ breezeways, or parking lots (see section 2.7.3 for parking lot landscaping) shall be landscaped as specified for each Corridor Center and Segment in section 2.1 – Development Standards, in accordance with the following standards.

a) *Groundcover*

i) Cover side and rear yard areas with landscaping, pervious surfaces consisting of;

(1) Living groundcover or other pervious surfaces such as decomposed granite, mulch, rocks, and boulders accented by shrubs

b) *Moderate Screening*

i) Provide light visual separation along property lines consisting of:

(1) Landscaping that screens parking/service areas and blank side and rear building facades.

(2) Landscaping that maintains views to building entrances and signage

(3) One (1) tree per thirty (30) linear feet of property line (excluding curb cuts) spaced regularly along the applicable property line

(4) One (1) shrub per five (5) linear feet of frontage (excluding curb cuts)

(5) Living groundcover or other pervious surfaces such as decomposed granite, mulch, rocks, and boulders accented by shrubs

c) *Heavy Screening*

i) Provide heavy visual separation along property lines of Retail Anchor, Entertainment / Recreation, Commercial Services, Commercial Goods, and Vehicle Sales uses consisting of:

(1) Landscaping that screens parking/service areas and blank side and rear building facades

(2) One (1) small tree or palm per twenty (20) linear feet of property line (excluding curb cuts) spaced regularly along the applicable property line

(3) Solid screening at least six (6) feet high utilizing: hedges, screening walls or fences

(4) Living groundcover or other pervious surfaces such as decomposed granite, mulch, rocks, and boulders accented by shrubs

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2.7 PARKING REGULATIONS

This section contains standards and guidelines to ensure that parking throughout the Plan Area is convenient and accessible, accommodates all land uses, and reinforces the desired character of each Corridor Center and Segment.

2.7.1 Provision of Parking

1) Regulation

i) The minimum and maximum number of parking spaces to be provided by all net new development shall be as specified for each Corridor Center and Segment in section 2.1. – Development Standards.

ii) The maximum number of parking spaces permitted only applies to parking spaces that are provided in surface parking lots.

iii) Net new on-street parking spaces provided along new streets (see section 2.5.1 – Provision of New Streets) or service lanes may be counted toward the minimum parking requirement for commercial development on that property.

iv) Minimum parking requirements may be reduced in developments where it can be demonstrated that shared parking facilities will meet parking demand without providing separate facilities for each use.

(1) Mixed use developments are eligible to be considered for reductions in the minimum parking requirements.

(2) Mixed use projects will be evaluated on a case-by-case basis by the Planning and Building Director/Designee.

v) For physically constrained properties:

(1) The number of Parking spaces required may be reduced by the amount of Public Open Space provided for the development over and above the required minimum at 200 square feet per space with a maximum reduction for non-residential development of ten (10) parking spaces and a maximum reduction for residential development of five (5) parking spaces. Applications to provide Public Open Space in lieu of parking spaces on site will be reviewed by the Planning and Building Director.

2.7.2 Parking Types

A property's permitted parking types are determined by Corridor Center or Segment. For all parking types, parking shall be connected with the street by a driveway (as stated under Access in Section 2.7.3).

For detached single-family homes, only garages, car ports, and driveways shall be permitted.

1) Surface Parking Lot - Front

A parking lot that is located between a building and the street.

2) Surface Parking Lot - Side

A parking lot that is located in part or entirely along the side of a building, in a side yard, and fully or partially extends toward, but does not intrude into, the front yard setback area.

3) Surface Parking Lot - Rear

A parking lot where a building(s) is located between the parking lot and the street. A rear parking lot does not extend beyond the rear wall of the primary building into any side yard setback and, except where driveway access is provided. Rear parking lots should be screened from the street.

4) Surface Parking Lot - Exposed

A parking lot that is located fully or partially behind a building facing a front street and is exposed to a street on 2 or more sides.

5) Parking Structure - Exposed

An above-ground parking structure that is fully or partially exposed to the street on the ground level.

6) Parking Structure – Wrapped: Ground Level

A partially submerged or above-ground parking structure where non-parking uses are integrated into the ground level of the building along the parcel's entire street frontage(s).

The parking structure may be exposed to the street on upper levels.

7) Parking Structure – Wrapped: All Levels

A partially submerged or above-ground parking structure where non-parking uses are integrated into the building along the parcel's entire street frontage(s) on all levels of the building. The parking structure is totally hidden behind non-parking uses.

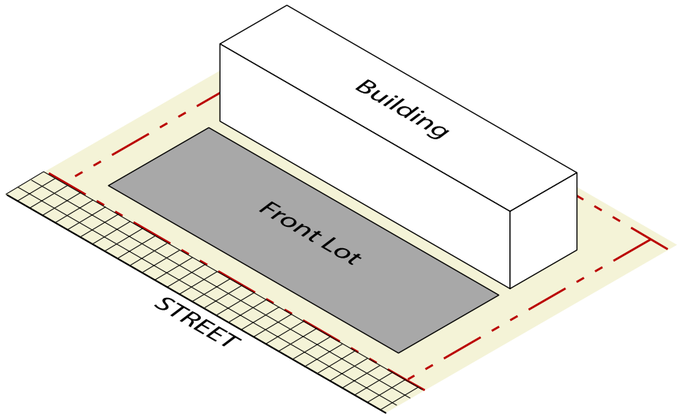
8) Parking Structure – Partially Submerged Podium

A parking structure built below the main building and partially submerged underground where above ground portions of the structure are exposed to the street.

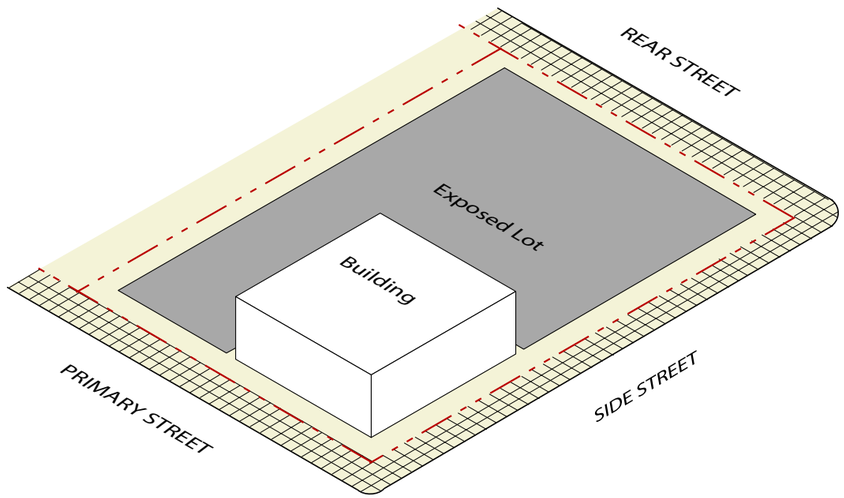
The parking podium may project above the sidewalk or average finished grade by a maximum of five (5) feet.

9) Parking Structure – Underground

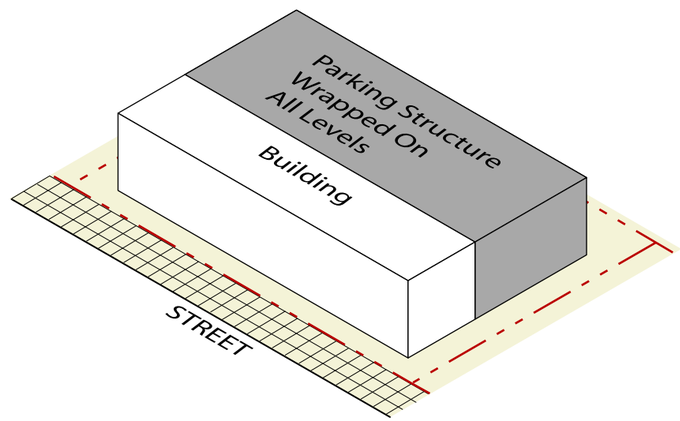
A parking structure that is fully submerged underground and is not visible from the street.



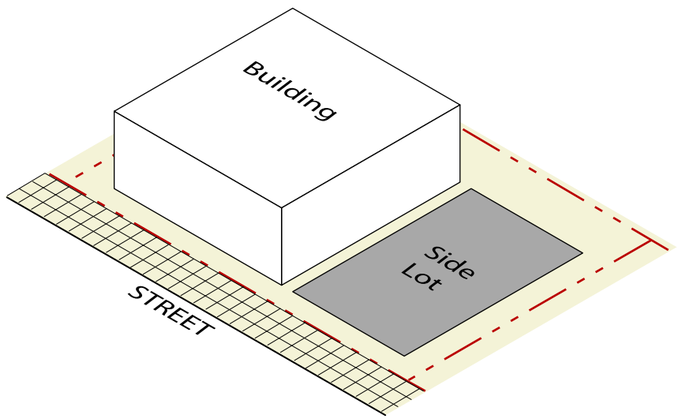
1) surface Parking lot - Front



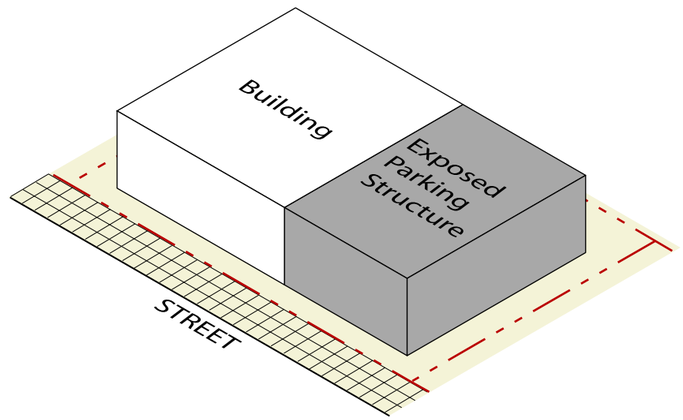
4) surface Parking lot - Exposed



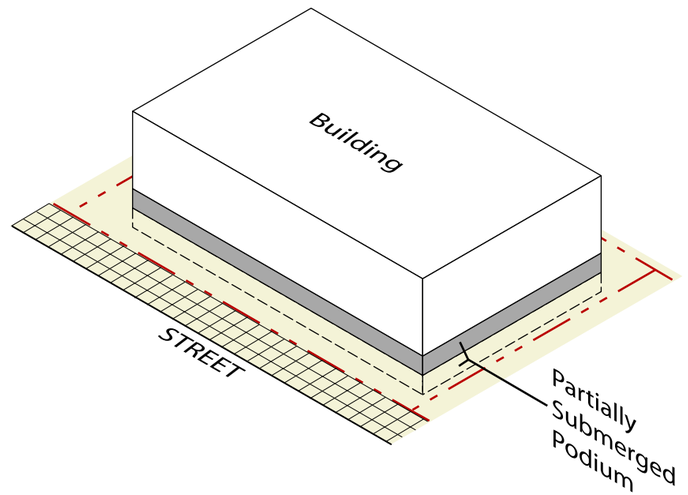
7) Parking Structure - Wrapped: All Level



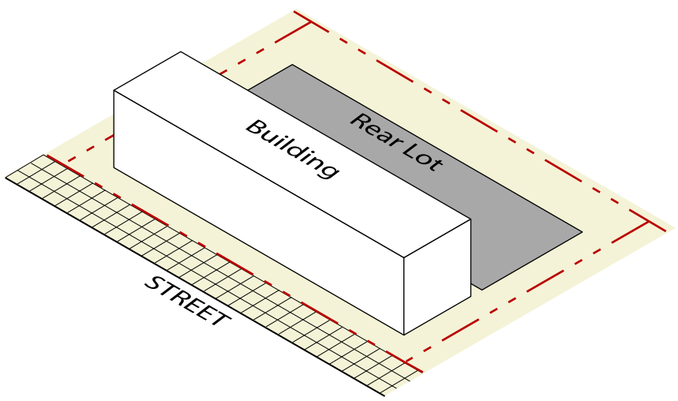
2) surface Parking lot - Side



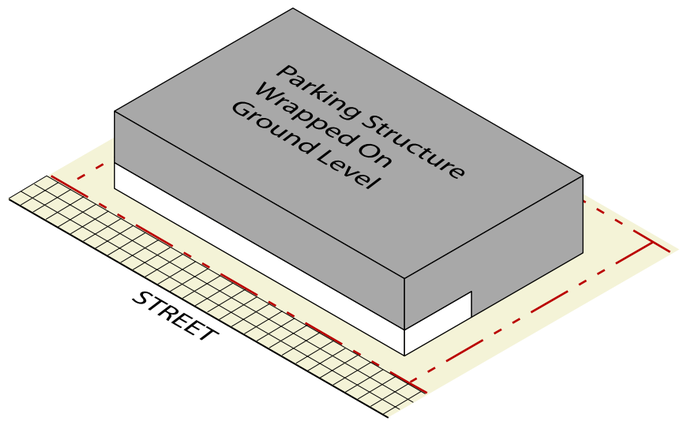
5) Parking Structure - Exposed



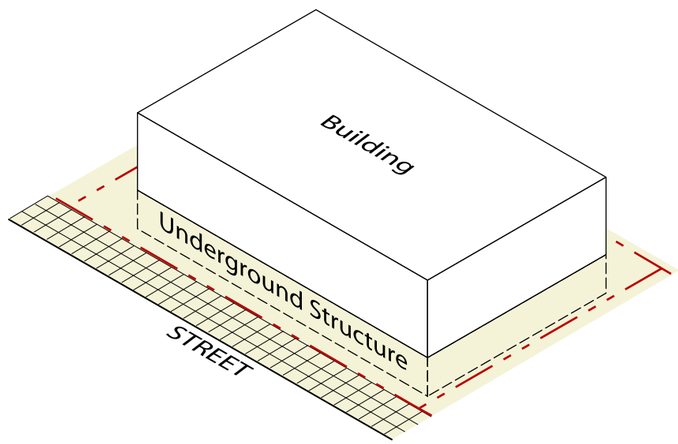
8) Parking Structure - Wrapped: All Level



3) surface Parking lot - Rear



6) Parking Structure - Wrapped: Ground Level



9) Parking Structure - Underground

2.7.3 General Parking Requirements

1) Access

a) *Location*

i) Access to parking facilities and loading areas shall be provided from alleys or adjacent parking lots wherever possible.

ii) If alleys are not available, access to parking facilities and loading areas shall be provided from local streets wherever side streets are available. When a lot abuts an arterial highway and a local street, access to on-site parking shall be from the local street.

iii) If neither alleys, adjacent parking lots, nor local streets are available, access to parking facilities and loading as approved by the Public Works Director/ Designee.

b) *Curb Cuts & Driveways*

i) Along all streets, the maximum number of curb cuts associated with a single building must be one (1) two-lane curb cut or two (2) one-lane curb cuts.

ii) The maximum width of driveways/curb cuts is twelve (12) feet for a one-lane and twenty-four (24) feet for a two-lane driveway.

iii) The total width of parking access openings on the ground level of structured parking may not exceed thirty (30) feet.

iv) Driveways shall be set back a minimum of five feet from adjoining properties, and a minimum of three feet from adjacent buildings.

c) *Fire Access*

i) All development applications shall clearly identify fire access routes subject to Fire Department Review. *Note: Developers must reference Huntington Beach Fire Department City Specification # 401 (Minimum Standards for Fire Apparatus Access) and City Specification #415 (Fire Lanes Signage and Markings on Private, Residential, Commercial and Industrial Properties) for Fire Access Road requirements.*

2) Parking Lots

a) *Location*

Parking lots shall be setback a minimum of five feet from the back-of-sidewalk along streets.

b) *Landscaping*

i) Parking lots shall be buffered from adjacent development with moderate screening (see section 2.6.8).

ii) In order to provide shade and add trees to the City, continuous rows of parking stalls shall be subdivided by trees planted at a minimum spacing of one tree every five spaces.

(1) Trees shall be located between the sides of angled or perpendicular parking stalls. Trees planted between two abutting head-to-head parking stalls do not satisfy the requirement. It should be anticipated that extensive Sub-Surface Construction will be required to provide adequate root space to allow trees to grow without hardscape damage for an extended period of time. In addition, the Sub-Surface Construction could provide additional WQMP solutions.

(2) Trees shall be planted in curbed landscape islands or in flush tree wells with tree guards.

iii) Wheel stops or curbing shall be used adjacent to tree wells and planter areas to protect landscaping from car overhangs.

c) *Pedestrian Circulation*

i) Parking lots shall be designed with convenient, safe, and efficient pedestrian circulation routes to buildings main building entrances and sidewalks. These routes shall be designed to include sidewalks and walkways with a minimum five foot width.

d) *Lighting*

i) Parking lots shall be illuminated to increase safety and provide clear views both to and within the site. Lighting and planting plans shall be coordinated to avoid light pole and tree conflicts.

3) Parking Structures

Parking Structures shall be located and designed to minimize their impact on public streets and public spaces.

4) Parking Stall Design and Striping Detail

See the City of Huntington Beach Zoning Ordinance, Chapter 231 Off-street Parking and Loading Provisions for parking stall design and striping details.

2.7.4 Parking Guidelines

1) Access

i) Exterior driveway surfaces should be paved with non-slip, attractive surfaces such as interlocking unit pavers or scored and colored concrete.

ii) Residential parking should be secure and separate from the commercial uses.

iii) Driveways should utilize pavement treatments that help motorists and pedestrians identify the driveway.

2) Parking Lots

i) Trees in parking areas should be large and have a high-branching, broad-headed form to create maximum shade.

ii) Curbed planting areas should be provided at the end of each parking aisle to protect parked vehicles from turning movements of other vehicles.

iii) Landscaping in parking lot interiors and at entries should not obstruct a driver's clear sight lines to oncoming traffic.

iv) The main pedestrian route from a parking lot to a building entrance should be easily recognizable, accessible, and demarcated by special paving or landscaping, such as a shaded promenade, trellis, or ornamental planting.

3) Parking Structure

i) Parking structures should be design to use as much natural light as possible.

4) Sustainability

i) Parking lots should utilize permeable paving systems and bio-filtration swales wherever possible unless not allowed due to Fire Department restrictions or inappropriate due to soil conditions.

ii) The size of surface parking lots should be minimized to reduce surface water runoff and minimize heat island effects.

iii) Rooftop Gardens or other rainwater capture and recycling systems are encouraged on flat sections of parking structure roofs in order to facilitate storm-water management, as well as add visual interest to the structure.

5) Security

i) The Police and Fire Department emergency radios may not be able to receive or transmit in the subterranean garage. Effective 800 MHz radio antenna should be installed so that emergency personnel can receive/transmit in the parking structure.

ii) Lights should be located directly between parking stalls of in the center of parking structure aisles. Most crime in parking structures occurs between the parking vehicles.

iii) The interior of parking structures should be painted light colors such as white to reflect light and add up to 20% more light to interior of the structure.

iv) Surveillance cameras should be place at the entrance and exit of the parking structure as well as the interior areas. Specifically, elevator waiting areas and stairwells should be covered. Cameras should be 24/7 recorded with clear signs posting this.

v) Surveillance cameras should be installed in parking areas and record 24 hours, seven days a week. Cameras should cover as much area as possible.

6) Pedestrian Circulation

i) Parking Structure stairwells should be designed to allow pedestrians to be seen in the stairwell from outside of the structure and pedestrians to see out.

2.8 Architecture Regulations

Architecture Regulations are set forth to ensure that new and renovated buildings in the Plan Area embody architectural characteristics that maintain the desired human scale, rhythm, and character appropriate for the Beach/Edinger corridors.

2.8.1 Facade Height Articulation Regulations

1) Definition

i) Façade articulation is the use of architectural elements, or features, to compose a building's façades such that all new or renovated buildings have a well-formed "base" and a "top."

ii) Base: A base treatment is a horizontal articulation of the lower part of a building façade's design that serves to establish a human scale for pedestrian users and passers-by, and aesthetically "ties" a building to the ground.

iii) Top: A building's top or cap contributes to the distinctive skyline and overall massing of the corridors, whether seen immediately looking up from the street below or at a distance from another part of the city.

iv) Street Façade: The plane of a façade that fronts upon a street, extending from the ground up to the street façade eave line (see diagram on opposite page)

v) Side Façade: The plane of a façade that fronts upon a side yard or side property line, extending from the ground up to the side wall eave line. (see diagram on opposite page)

vi) Rear Façade: The plane of a façade that fronts upon a rear yard, rear property line, or alley, extending from the ground up to the rear wall eave line. (see diagram on opposite page)

2) Regulation

i) Façade Height Articulation requirements shall be as indicated by Corridor Centers and Segments in section 2.1 – Development Standards.

ii) The application of architectural elements and architectural style such as (but not limited to) those outlined in Section 2.8.2 – Architectural Elements Regulations and 2.8.3 – Architectural Character Guidelines are strongly recommended to create well-integrated and attractive architecture.

3) Street Façade Height Articulation

a) *Base Element:*

As conceptually depicted in the accompanying diagram, a horizontal articulation of street façades shall be applied within the first floor (or in the case of buildings above four stories, optionally within the second floor as well), to form a horizontal "base" of the façade at the building scale. A secondary lower base treatment shall be provided at the pedestrian scale (i.e. within the height of the ground floor, relating to the height of the human body). These treatments strongly define the pedestrian-scale space of the street and shall be well-integrated into the overall façade composition. See Section 2.8.2 – Architectural Elements Regulations 3) Façade Guidelines a) Building Base for additional guidelines outlining recommended Building Base design.

b) *Top Element:*

A substantial horizontal articulation of street façades shall be applied at the top of the uppermost floor of the façade, to result in a termination of the façade that provides an attractive façade skyline and a completion of the upper façade composition. This "cap" shall be architecturally integrated with any sloping roof volume (if used) that occurs above the eave line.

4) Side and Rear Façade Height Massing Elements

a) *Full Requirements*

Requirements for Side and Rear Façades are the same as those for Street Façades in the following cases:

i) Where building wall to building wall clearance is more than ten (10) feet.

ii) Where a side or rear yard of greater than five feet exists and the adjacent property has no building volume providing horizontal obstruction.

iii) Where the side or rear wall faces upon a public open space such as a plaza or courtyard.

b) *Flush Treatments Permitted*

The minimum requirement for Height Massing Elements may be satisfied by flush wall height massing treatments where building wall to building wall clearance is more than five feet and no greater than ten (10) feet.

Flush wall height massing treatments shall consist of one or more of the following elements which match vertical increments used on the street façade(s) of the building:

i) Integral color change between increment of base and portion of wall above, and/or between increment of top element and portion of wall below.

ii) Horizontal score lines matching top, bottom, and/or other lines of street façade horizontal articulation.

iii) Horizontal façade recess(es) matching top, bottom, and/or other lines of street façade massing elements.

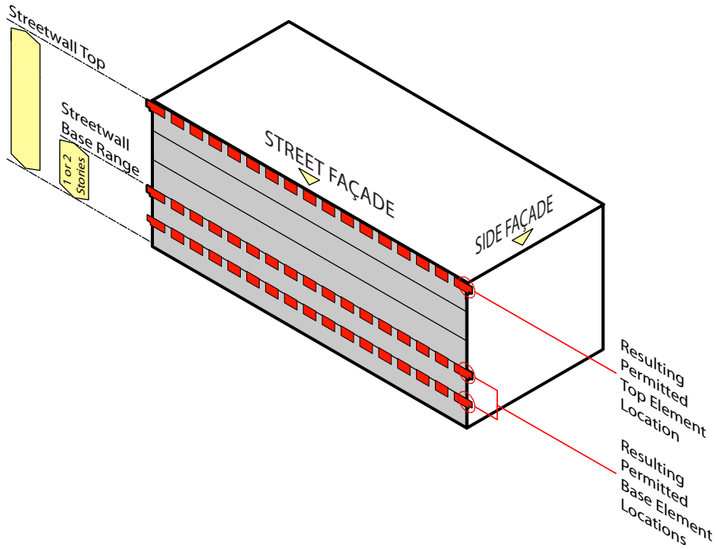
c) *No Requirements*

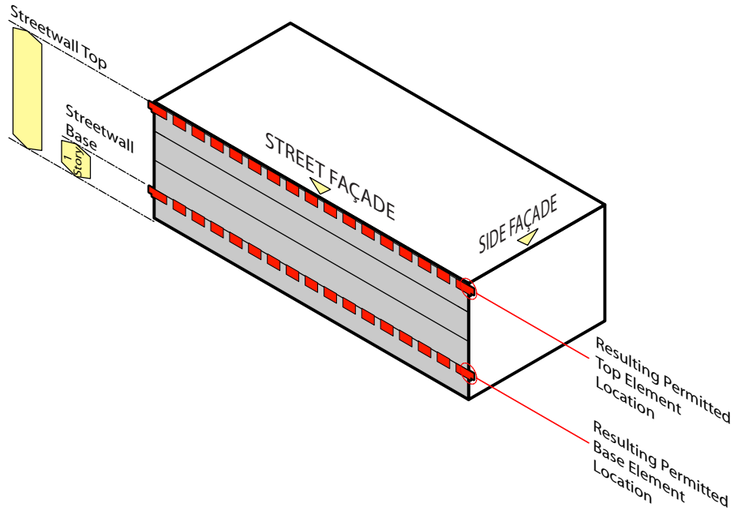
No Side or Rear Façade Height Massing is required in the following case:

i) Where building wall to building wall clearance is five feet or smaller.

5) Façade Height Articulation Element Guidelines

The following are examples of top element types that may be used to satisfy the required street façade height massing requirement:





Note: Fabric awnings are not counted towards a required height massing element.

a) *Cornice*

A Cornice may be applied as the top of street façade or a building base as a built-up material articulation that steps forward from the façade plane into the right-of-way or required setback. This step provides a significant opportunity for shadow lines and façade delineation; to this end, a minimum of three cornice "steps" or layers should be used. This element can be used on a façade independently or can be located atop a series of pilasters which are placed at regular intervals (usually to dictate bay width).

b) *Canopy*

A Canopy element serves as an intermediate or final height massing element or "lid" at a ground floor façade, or as a street façade cap. Its purpose is to provide shade or cover for pedestrians or sidewalk dining and/or to establish a strong horizontal massing element and "shadowline" in the façade. It can be a continuous horizontal element, a series of repeated elements (typically above shopfront windows), or a single "feature" element occurring at a structure's main or secondary entrance. A Canopy and its related building components should be constructed of an accent building material (such as metal, tempered glass, or roof material used elsewhere on building) that is compatible with the primary building material.

c) *Shaped Parapet*

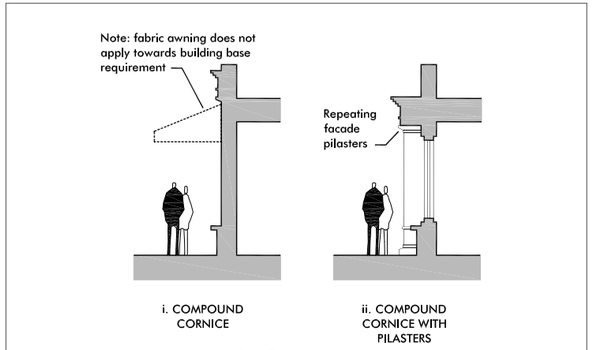
A Shaped Parapet is the freestanding upper extension of the street façade extending above the point where the roof intersects behind it. A Shaped Parapet provides visual completion to the top of a building façade and develops a distinct and recognizable skyline for the building. The form of a Shaped Parapet may be unrelated to the roof form behind it. In many cases, the form of a shaped parapet has traditionally been symmetrical. Generally, Shaped Parapets and their related components should be constructed of the primary wall cladding (such as brick, stone, or stucco) or an accent building material (such as wood or metal) that is compatible with the façade composition.

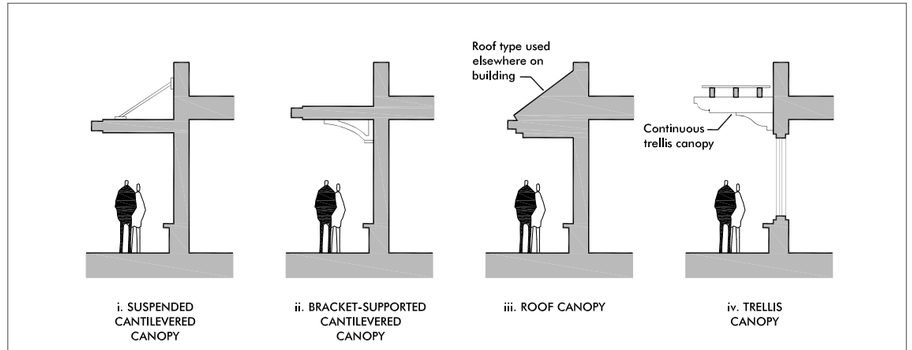
d) *Façade Offset*

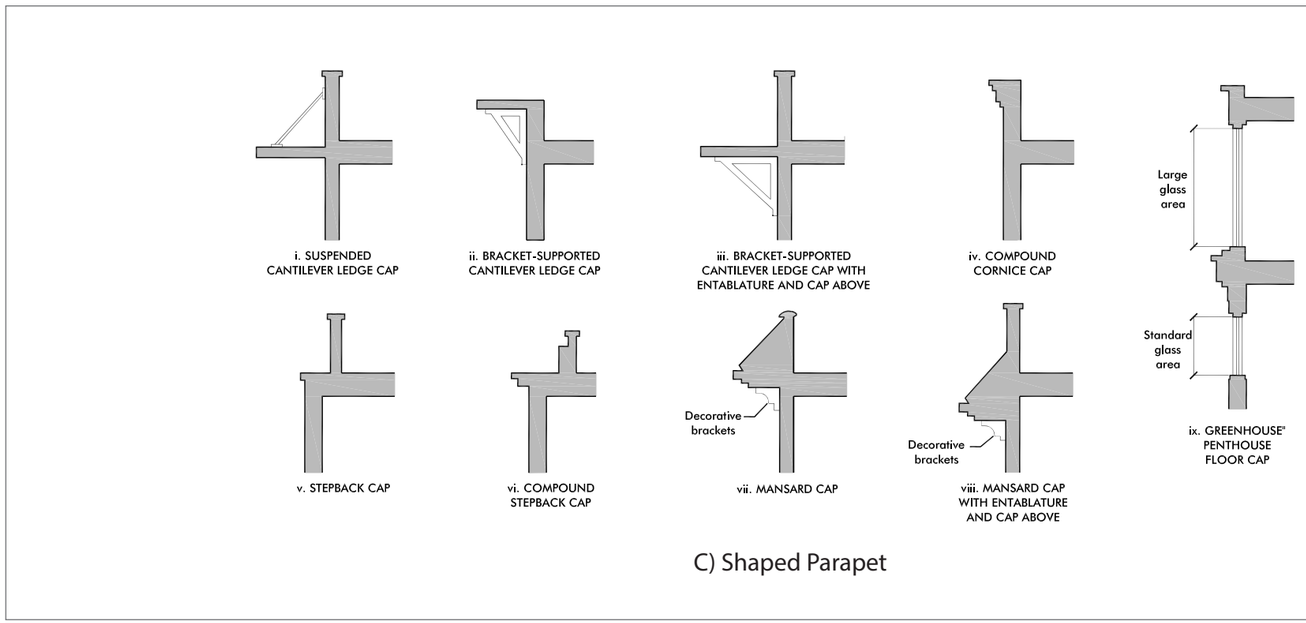
A Façade Offset is a horizontal plane break where a portion of the façade steps back a sufficient distance in order to break the building into smaller volumes. Generally, a Façade Offset (recess line) applies a Cornice, Canopy, or Shaped Parapet along the edge of the offset to add visual interest and appropriately define the resulting building volume.

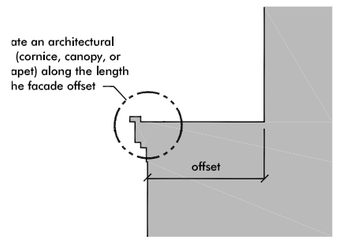
2.8.2 Architectural Elements Regulations

This section contains architectural requirements and guidelines to guide the design of architectural elements used within new buildings and free standing parking areas in the Plan Area. The following regulations and suggestions will ensure that new









buildings maintain the quality and character of Huntington Beach while providing ample opportunities for creativity and choice.

Requirements and guidelines regulating architectural elements are identified as they apply to a particular building type, such as Residential, and noted accordingly.

1) Façade Requirements

a) *Building Base*

See Section 2.8.1 for required Building Base regulations. There are no additional Building Base requirements.

1)Facade Requirements

i) Glazing: Wall composition for Street façades shall contain a minimum of twenty (20) per cent, and a maximum of sixty (60) per cent glazing (percentage does not include parapet height). Overall wall composition for Side and Rear walls does not have a minimum glazing requirement.

ii) Balcony and porch walls shall not be made of a solid material and shall have a minimum of twenty (20) transparency distributed evenly throughout the railing.

c) *Windows*

i) Curtain-wall window walls building systems may be used in the Neighborhood Boulevard Segment with the following requirements:

(1) Ground floor must be of a contrasting solid material such as stone or concrete.

(2) Floor lines shall be clearly expressed on the façade.

(3) Mullions shall be used to break up glass into smaller typical window size increments to prevent unrelieved glass surfaces.

ii) Where multi-pane windows are utilized, "true divided light" windows or sectional windows shall be used. "Snap-in" muntins (i.e. detachable vertical or horizontal glass plane dividers or glass pane dividers sandwiched between layers of glass) shall not be used.

iii) Depth of glazing: Window frames shall not be flush with walls. Glass shall be inset a minimum of three inches from the surface of the exterior wall to add relief to the wall surface. Window frame and sills shall not count toward this recess dimension.

d) *Main Entrances*

i) The main pedestrian entrance shall be easily visible and recognizable, and shall be architecturally treated in a manner consistent with the building style.

ii) At mixed-use buildings, entrances to residential, office or other upper story uses shall be clearly distinguishable in form and location from retail entrances.

e) *Secondary Entrances*

i) Secondary entries, such as side or rear building entries shall not be more architecturally prominent or larger than the main entrance.

f) *Loading and Service Entrances*

i) Service entrances shall not face front streets when a side street, rear street, alley, or parking lot entrance location is possible.

ii) All service entrances and associated loading docks and storage areas shall be located to the side or rear of the building and shall be separated and architecturally screened from any pedestrian entrances.

iii) Portions of building façades containing service or truck doors visible from the public street shall be designed to include attractive and durable materials and be integrated into the architectural composition of the larger building façade design. Architectural treatments, materials, and colors shall be extended from adjacent building façade areas into the façade portion containing truck doors to avoid creating a gap in architectural expression and to maintain a high-quality appearance.

g) *Entrance Doors*

There are no Entrance Door requirements (see guidelines).

h) *Garage Doors*

i) Garage doors shall be recessed a minimum of twelve (12) inches from the face of the façade wall within which it is located.

ii) For Detached singe-family homes:

(1) All single-car wide garage door façades shall be set back a minimum of six (6) feet behind the front wall of the primary building mass.

(2) All two-car wide garage façades shall be set back a minimum of twenty (20) feet behind the front wall of the primary building mass.

i) *Wall Cladding*

There are no Wall Cladding requirements (see guidelines).

2) Roof Requirements

a) *Roof Types*

i) Roofs on additions and accessory buildings shall match the roof of the original or primary building in terms of materials, slope, detailing and style, to the degree possible. They shall contribute forms that complement and add to the overall character of Huntington Beach.

2) Roof Requirements

with one or more of the treatments stated in Guidelines, below.

iii) Mansard roofs (i.e. a flat-topped roof that slopes steeply down on all four sides, thus appearing to sheath the entire top story of the building) shall only be permitted as follows:

(1) The maximum slope shall be no steeper than three feet of rise for every two feet of run (3:2).

(2) The minimum height of mansard roofs (from eave to roof peak) shall be one typical building story height or thirty (30) per cent of the building façade height as measured to the eave, whichever is smaller.

(3) Mansard roofs shall fully enclose the perimeter of a building. Where a break in the horizontal run of mansard roof occurs, an architectural termination is required (e. g. the roof intersects into a tower).

(4) Mansard roofs shall include a cornice at the eave line where the roof overhang depth is less than two feet, and an edge termination at the peak.

(5) Mansard roofs shall have functioning or decorative dormer windows or vents to add visual interest.

b) *Roof Materials*

There are no Roof Materials requirements (see guidelines).

c) *Roof Equipment and Screening*

i) The following shall be completely screened from view - as seen from public streets and sidewalks within 300 feet of the subject property, except from points of view in excess of ten (10) feet above finished floor grade of the subject property:

(1) Roof mounted equipment such as cooling and heating equipment, antennae, solar panels and receiving dishes

(2) To reduce glare, light colored roofs (including "cool roofs")

ii) Screening shall consist of architectural enclosures that are derived from the building's architectural expression, such as parapet walls or other screening treatment. Picket fencing, chain-link fencing and exposed sheet metal boxes are not permitted.

iii) A section drawing shall be submitted to the Planning Department to demonstrate appropriate screening to conceal mechanical equipment through building design features.

3) Sustainability Requirements

Sustainable or "green" building practices shall be incorperated into all projects proposing new structures and/or site improvements. The following guidelines provide a broad overview of how to incorporate sustainability into building architecture. In addition to these guidelines, application of "Green Building" techniques such as those found in (but not limited to) 1) the Leadership in Energy and Environmental Design (LEED) Green Building Rating System™ (http://www.usgbc.org) 2) the National Association of Homebuilders Model Green Home

3) Sustainability Requirements

building ordinances and guidelines may be used.

a) *Solar Access, Daylighting, Passive Solar Heating & Cooling*

i) Where possible, massing and orientation of new buildings should maximize south-facing vertical façades.

ii) Where not in conflict with the design guidelines, shading devices such as building/roof overhangs, latticework and trellises should be incorporated primarily into south-facing façades and designed to balance summer cooling and winter heating by maximizing solar gain during the winter and minimizing solar gain during the summer.

iii) Window orientation and opening size should also work with shading structures in order to balance summer cooling and winter heating by maximizing solar gain during the winter and minimizing solar gain during the summer.

iv) Window orientation and opening size should be designed to allow interior spaces to maximize daylighting and minimize artificial lighting. The use of skylights and "light shelves" (façade-mounted horizontal surfaces beneath windows to diffuse sunlight deeply into interior spaces) is also encouraged for this purpose.

v) Roof forms, shading devices, and façade cladding systems should be designed and oriented to direct airflow that facilitates natural building ventilation by replacing warm indoor air with cooler outdoor air, especially at night.

vi) Exterior building wall design may incorporate hollow cavities that help insulate the building. These hollow cavities can also be designed to direct airflow that supports natural ventilation.

vii) Solar panels should be utilized where possible.

viii) Wherever possible, comply with CEC's voluntary Tire II energy Efficiency standards in effect at the time the building construction begins.

b) *Materials*

i) Locally produced and recycled building materials should be used whenever possible.

ii) At least 20% of construction/building materials should be non-toxic, recycled content materials and should be utilized whenever possible.

c) *Other*

i) Every property should provide trash and recycling enclosures that are capable of handling the refuse generated by that site. At least half of the trash and recycling area should be dedicated to recycling containers. Composting facilities should be provided if possible.

ii) Recycle and/or salvage at least 75 percent of non-hazardous construction and demolition debris by weight (residential) or by weight in volume (commercial).

4) Façade Guidelines

a) *Building Base*

i) A base treatment should occur at both of the following scales on commercial buildings:

(1) At the scale of the pedestrian (i.e. within the ground floor portion of the façade), a base treatment should be created at a height between nine inches and six feet.

4) Facade Guidelines

to the second floor, depending on the height of the building) should be designed to read as a base that "anchors" the building (i.e., the portion of the façade above) to the ground.

ii) At nonresidential buildings, a building base should be created by any one or combination of the following treatments:

(1) A horizontal projection or visible thickening of the wall surface, this may be accompanied by a change of material and/or color; this may be an exterior version of a "wainscot."

(2) A "heavier" design treatment, such as a darker color and/or stronger, more permanent material, for the base portion of the façade than for the portions above.

(3) A horizontal architectural line or feature at or below the top of the first story. Examples include a belt course or secondary cornice (related to or repeating the pattern of an upper cornice) separating the first two floors.

(4) A ground level arcade with columns may be used. Column spacing should be regular and related to the structural bay of the building.

iii) At residential buildings, a building base may be created by any one or combination of the following treatments:

(1) A visibly thicker and continuous base portion of the wall along the ground, where the wall above the base sets back.

(2) A material and/or color change of the base wall relative to the building wall above. The base material should generally be heavier (e.g. of darker color and/or a heavier or more permanent material) than portions of the building above.

(3) A horizontal architectural feature at or below the top of the first story, such as an intermediate cornice line or protruding horizontal band.

iv) Parking Podiums: Where parking podiums are part of the design of a residential development, they should be designed as the building's base or part of the building's base, with wall textures, colors, and dimensional modules that are coordinated with the architecture of the residential portion of the building above. Materials, detailing and design elements should be used to break up a monotonous façade.

v) Base treatments on additions and accessory buildings should be carried over from the primary building.

b) *Façade Composition*

i) Façade elements should be located and arranged according to the building's architectural style and respond to its site.

(1) Buildings should be "four-sided", meaning that all façades including side and rear façades should be considered visible (unless facing "blind" onto an adjacent party wall) and should be treated with an architectural façade composition.

(2) Distinctive building elements such as, for example, a corner tower are encouraged to accent terminating views within the Plan Area.

ii) Façade Wall Composition.

(1) Unifying architectural approaches should be used to lay out a window pattern across a façade, such as aligning windows by using common sill or header lines.

(2) At attached residential dwellings, façades of attached residences within the same project should be distinct and even different, but also should maintain unifying compositional elements such as a common window header or sill line, and/or aligned vertical centerlines of windows and doors between upper and lower floors.

(3) Horizontal ornament such as awnings or belt courses, string courses or cornice lines should be carried across adjacent façades to unify various building masses and convey the sense of a consistent building wall.

iii) Façade Additive Elements.

(1) Covered outdoor spaces such as arcades and galleries are encouraged to protect pedestrians from summer heat and winter rain.

(2) Window Bay Projections are encouraged at upper stories as they create architectural interest and a regional architectural context. They also serve to increase usable internal floor space for upper story tenants.

(a) Window Bay Projections may be used on second and higher stories.

(b) Window Bay Projections may be considered a "primary wall material" or an "accent wall material" and conform to the Wall Cladding guidelines below.

(3) Storefront awnings and canopies: Colored fabric mounted awnings supported by a metal structural frame are recommended. The awning form should not dominate or obscure the storefront or façade – i.e., a straight sloping profile is recommended and a bulbous quarter-round profile is strongly discouraged. Internally illuminated fabric awnings should not be used. For a sequence of storefronts or windows, a sequence of discrete awnings or canopies for each storefront or building bay should be used, rather than one continuous run-on awning. Awnings should not cover up intermediate piers, pilasters, or other vertical architectural features.

(4) Trellises, Marquees, and Architectural Canopies: Materials, colors, and form should be derived from the building architecture, e.g. a trellis painted the same color as a building's trim scheme is appropriate.

(5) Alcoves and balconies are encouraged at upper stories to create architectural interest, a regional architectural context, and to provide outdoor spaces for upper story tenants. They also increase safety by allowing residents to passively watch their immediate neighborhood.

(6) Protrusions such as balconies and porches may be used on second and higher stories. Protrusions of this type should extend no greater than two feet from the face of the building. Alcoves used in conjunction with these elements increases the usability of this element, while providing shadow and visual interest to the façade composition.

(7) Balconies and porches should be constructed of materials and proportions related to the overall façade composition. A contrasting material to the wall surface should be used.

(8) Balconies or alcoves that are recessed into the building façade may use a curb wall with open railing at top.

(9) Barrier railings of balconies that project from the wall surface of the building should use a visually open design made of pickets or bars rather than solid wall panels.

(10) Ornamental wall-mounted outdoor lighting (sconces) may be used to accent entries, mark a sequence of repeating pilasters, or serve as a "centerpiece" for a façade panel. Style and material should be consistent with that of the building.

c) *Windows*

Windows should be designed to match the character and style of the building. Windows throughout a building's façades should be related in design, operating type, proportions, and trim. They should be used as architectural elements that add relief to the façade and wall surface.

i) Window Form:

(1) Window openings, operating types (single-hung, casement, etc.) and proportions of window frames and members should be designed in accordance with the building's architectural style.

(2) At additions and accessory buildings: windows should be of the same architectural style as the main building, including opening mechanisms and trim.

(3) Where greater privacy is desired for ground floor restaurants or professional services, large storefront windows should be divided into smaller units or panes. An "industrial sash" type of multi-pane window may be used where appropriate with the building's architectural style.

(4) A vertical proportion of window openings (e.g., 3:2 to 2:1 height: width ratio) should typically be used. Openings may be composed of a series of vertically proportioned panes or frames.

(5) Commercial clerestory windows are a recommended feature in storefront glazing to provide natural light in conjunction with required height for shopfront.

(6) Upper floor windows should be smaller in size than storefront or first floor windows, and should encompass a smaller proportion of the façade surface area. Exceptions to this include large window openings are used as "penthouse" glazing (top floor of a four or more story building).

(7) At freestanding parking structures, long-span façade openings with height: width ratios more horizontal than 1:3 should not be used. Vertically proportioned window-like openings (3:2 to 2:1 ratio) are strongly encouraged.

ii) Window Treatment:

(1) Window trim: Expressed window frames and sills should be used to enhance openings and add additional relief. They should be proportional to the glass area framed (a larger window should have wider framing members). Upper story windows and parking structure "window" openings should be detailed with architectural elements such as projecting "lug" sills, and/or lintels.

(2) Window accessories such as window boxes for plants, fabric awnings, etc. should be considered to add visual interest, in coordination with the selected architectural style. Decorative grillework is recommended for parking structure openings, to add detail and help "break down" the scale.

(3) "Lug sills" (protruding window sills – see glossary) should not be formed of rigid foam or other substrates sprayed with stucco or other wall finish material. They should be constructed with a permanent material such as painted wood, painted FRP, metal, precast concrete, GFRC, terra cotta, or stone.

iii) Components:

(1) If horizontal or vertical aluminum sliding windows are used, assemblies with extrusions and frame members of minimum one and one-half inches exterior width dimension should be used, to avoid an insubstantial appearance common to aluminum sliding windows.

iv) Glazing

(1) Clear glass should be used. If tinted glazing is used, light tints and green, gray or blue hues should be used.

(2) If solar or heat control is desired, reflective glazing and/or reflective adhesive films should not be used. Nonreflective types should be selected instead. Low emissivity glass and external and internal shade devices are other options that should be used as well.

v) Location

(1) Windows should face onto shared courtyard areas, parking areas and/or activity area.

d) *Main Entrances*

i) Main Entrances should incorporate one or more of the following treatments:

(1) Marked by a taller mass above, such as a modest tower, or within a volume that protrudes from the rest of building surface.

(2) Accented by special architectural elements, such as columns, overhanging roofs, awnings, and ornamental light fixtures.

(3) Indicated by a recessed entry or recessed bay in the façade. Recommended treatments include special paving materials such as ceramic tile; ornamental ceiling treatments, decorative light fixtures; and attractive decorative door pulls, escutcheons, hinges, and other hardware.

(4) Sheltered by a projecting canvas or fabric awning, or as a permanent

architectural canopy utilizing materials from the primary building.

ii) Entrances to upper-story uses on the primary elevation should incorporate one or more of the following treatments:

(1) Located in the center of the façade between storefronts, as part of a symmetrical composition.

(2) Aligned with prominent façade elements of upper stories, such as an expressed or embedded entrance tower.

(3) Accented by architectural elements such as clerestory windows, sidelights, and ornamental light fixtures, and identified by signage and/or address numbering.

(4) Indicated by a recessed entrance, vestibule or lobby distinguishable from storefronts.

iii) Bollards should be installed at the entrances of large commercial or civic buildings to prevent a vehicle from crashing through the front doors of the building.

e) *Secondary Entrances*

i) Side or rear building entries should be visible and easy to find, but visually secondary to main entrances

ii) Secondary entries should be easy to find, particularly for customers or visitors accessing them from parking lots.

iii) The design of the side or rear entry should be architecturally related to the front entry, such as in use of materials and proportions.

iv) Secondary entries should be enhanced with detailing, trim and finish consistent with the character of the building.

f) *Loading and Service Entrances*

Loading and services entrances should not intrude upon the public view or interfere with pedestrian activities.

g) *Entrance Doors*

i) General

(1) Doors are the one part of the building façade that patrons and visitors will inevitably see and touch, and should be well-detailed and made of durable high quality materials.

(2) Detailing such as carved woodwork, metal trim, or applied ornament should be used, to create noticeable detail for pedestrians and drivers. Doors may be flanked by columns, decorative fixtures or other details.

ii) Commercial

(1) Doors at storefronts should include windows of substantial size that permit views into the establishment.

(2) Doors at storefronts should match the materials, design and character of storefront windows. High quality materials such as crafted wood, stainless steel, bronze, and other ornamental metals are encouraged.

iii) Residential

(1) Doors at residential mixed-use buildings should match or complement the materials, design and character of the primary building, as well as convey the residential character of the building.

(2) Doors at residential uses should incorporate high quality materials such as crafted wood, stainless steel, bronze, and other ornamental metals.

iv) Security

(1) If utilized at storefront windows, doors, and loading docks, roll-up security doors should be detailed to conceal door housings and tracks and provide an attractive and finished appearance for all exposed components. The roll-up door housing should not protrude more than six (6) inches from the building façade plane.

(2) At live-work units, if roll-up security doors are used, they should be detailed to conceal door housings and tracks and provide an attractive and finished appearance for all exposed components. The roll-up door housing should not protrude from the façade plane.

h) *Garage Doors*

i) Single-car garage doors are strongly recommended for mixed-use buildings and for all commercial use garage entrances.

ii) Where double car width doors are used, a width of eighteen feet should not be exceeded.

iii) The following scale-reducing design treatments are recommended to avoid projecting an automobile-dominated appearance to the street or alley:

(1) Garage doors that face the public right of way should have window openings or open grillework on the upper portion of the door.

(2) Door design treatments such as vertically proportioned segmentation and detail should be used to minimize the apparent width of the entrance – in accordance with the selected architectural style.

(3) Framing elements such as trellises above openings and trim around the edges of openings should be used.

iv) At live-work façades, garage or studio doors should be compatible with a residential character. Large featureless doors should be avoided. Glazed multi-panel doors may also be used to impart a residential scale.

v) At garage entrances of Parking Podiums and Freestanding Parking Structures: Vehicle entrances should be treated with architectural articulation and landscape materials, to "mark" an important and frequently used common entrance and make it easily recognizable. Treatments should include;

(1) indenting or recessing the mass of the structure or podium at the entry

(2) applying architectural framing to the opening

(3) trellising with or without plant materials

(4) ornamental door grillework, ornamental lighting and signage, etc., consistent with the architectural style of the building.

i) *Wall Cladding*

i) General Guidelines

(1) Materials used should be appropriate to the architectural style and building type. Authentic materials and methods of construction should be used to the degree possible.

(2) Wall cladding materials on additions and accessory buildings should be carried over from the primary building where possible.

(3) If the building massing and pattern of windows and doors is complex, a simple palette of wall materials, textures and/or colors should be used. If the building volume and the pattern of wall openings are simple, additional wall materials, textures and articulation may be utilized.

(4) For individual buildings or portions of buildings intended to appear as individual buildings, materials used as primary cladding should be limited in number – one or two maximum in most cases.

(5) Grout and sealant colors should be coordinated with colors of abutting materials as well as other building colors.

(6) An anti-graffiti coating should be applied at the ground floor level and wherever exposed façade surfaces may be accessible from upper floors through wall openings. A clear matte finish is generally recommended for such coatings.

(7) Building Base, Parking Podium or Above Ground Parking Structure Materials: may be clad, built with materials that extend down from portions of the building above, or built with contrasting materials of a more substantial character. Visible façades of Parking Structures, if not clad, should display quality materials of a substantial character that are complementary to surrounding architecture such as Precast Concrete, Poured-in-Place Concrete, and Concrete Block.

5) Roof Guidelines

a) *Roof Types*

i) All pitched and continuous sloping roof forms (i.e. without flat horizontal portions) are encouraged. These include gable, hip, and pyramidal roofs.

ii) Flat or shallow pitched roofs should be ornamented with shaped parapets, caps, or cornice treatments, using one of the methods below:

(1) The primary cornice should be decorated or bracketed with parapets, finials, or simple decorative panels or molding.

(2) An architecturally profiled cornice and/ or expressed parapet cap should be used to terminate the top of the parapet wall.

(3) Surface mounted cornices, continuous shading elements, or trellises should be

i) Wall Cladding (cont.)

	Material	Description	Usage Recommendations	Use
Primary Cladding	**Brick**	Full Brick & Thin Brick Veneers	Full size brick is preferable to thin veneer brick. When used, brick veneers should be mortared to give the appearance of full-depth brick. Detailing should avoid the exposure of sides of veneer tiles; wrap-around corner and bullnose pieces should be used to further minimize the appearance of veneer. Brick wall cladding is frequently complemented by light-colored (white, off-white, light gray) accent materials such as limestone, glazed terra cotta tile, precast concrete, and/or glass fiber reinforced concrete (GFRC). Accent materials are typically used at window and door frames, wall bases, cornices, and as decorative elements. Other accent materials such as granite, river rock or colored glazed terra cotta are also occasionally used, tan and yellow brick colors are appropriate.	Commercial & Residential
	Concrete Block	Hollow concrete masonry unit.	Creativity in selecting block sizes, surface textures, stacking/bonding patterns, and block and grout colors should be used. In the case of a building base, façade composition should be coordinated with the architecture of primary building walls above. To avoid an institutional (i.e. "project" or "prison") appearance, a plain stack-bond block pattern of standard size blocks should not be used. Decorative treatments such as alternating block courses of differing heights, contrasting grout colors, alternating surface textures (e.g. precision face and split face) and/or compositions of colored blocks should be used, along with matching cap and trim pieces.	Commercial & Residential
	Fiber-Cement or Cementitious Siding	An exterior siding product available in planks, panels and shingles and composed of portland cement, ground sand, cellulose fiber and sometimes clay, mixed with water and cured in an autoclave.	Acceptable substitute for wood siding when used in the formats described below under "Wood". Extra care and training must be taken to ensure properly installation, proper tools are used for cutting, and non-rusting hardware is used for fastening.	Residential
	Fiber-reinforced plastics (FRP) & Glass Fiber Reinforced Concrete (GFRC)	Concrete reinforced with either glass fiber (GFRC) or plastics (FRP)	Use to simulate materials such as stone, wood or metal. Joints should be integrated into the design to ensure a solid appearance.	Commercial & Residential
	Metal Siding	Profile, Corrugated, and Other Sheet, Rolled and Extruded Metal Surfaces	Detail with adequate thickness to resist dents and impacts with trim elements to protect edges. A high quality, durable, fade-resistant coating system or paint such as Kynar, Tnemec, etc. is recommended. Natural metal colors are recommended.	Commercial & Residential
	Stucco & EIFS (Exterior Insulating and Finish Systems)	Stucco non insulating material made of sand portland cement and water. EIFS shares a similar appearance to stucco but has insulating properties.	Stucco and EIFS finishes are acceptable finishes for upper stories only at street exposures on commercial buildings. They may not be used at storefronts. They may be used at ground floor portions of rear or side service and parking exposures, however the ground floor street façade cladding materials should continue to be used as a building base and accent material. Close attention should be paid to detail and trim elements for a high quality installation; for EIFS, high-density versions should be specified at ground floor level to resist impacts. Very stylized or highly textured surfaces are strongly discouraged. Joint patterns should be architecturally coordinated with overall façade composition. Ground floor level window and door trim elements should not be made from stucco, cement plaster or EIFS; they should instead be made of wood, metal, precast concrete or other contrasting durable materials.	Commercial & Residential
	Wood	Horizontal sidings such as clapboard and tongue-in-groove; vertical siding such as board and batten; and other horizontal sidings such as smaller wood shingles.	Trim elements should be used for all wood siding types. Timber detailing and exposed bracing may be appropriate. "T1-11" plywood panel siding is not recommended unless detailed with additional trim to emulate a board and batten style and must be of a smooth grade to avoid a rustic, textured appearance. Spacing of siding should not exceed 8".	Residential
Secondary Cladding	**Ceramic Tile**	Tile made by Firing Clay. Glazed and Unglazed	Should be limited in use to a façade cladding or decorative wall accent material. Simple color palettes and design motifs should be used.	Commercial Accents and Storefront Bases
	Poured-in-Place Concrete	Concrete that is formed on site with a lower level of precision.	Long surfaces of uninterrupted flat concrete walls should not be used. The use of textured form liners, pigments, stains, and/or special aggregates should be used to create visual interesting surfaces. At a minimum, the design of exposed concrete walls should incorporate the location and spacing of formwork tie-holes, expansion joints and control joints into the façade composition. To the degree possible, formwork should shape architectural profiles of walls that create bases, cornices, pilasters, panel frames, and other elements contributing to façade composition and human scale. Concrete walls may also be clad with other finish materials such as stucco and patterned to match other building walls. The architectural treatment of poured concrete that is used as a building architectural base should be extended to concrete used elsewhere in the project for site work material.	Commercial & Residential
	Precast Concrete	Concrete that is cast in a shop with a high level of precision.	The location and spacing of panel and expansion joints should be incorporated into the façade composition. Castings should be shaped to form architectural profiles that create bases, cornices, pilasters, panel frames, and other elements contributing to façade composition and human scale. Cement type, mineral pigments, special aggregates and surface textures may be exploited in precast concrete to achieve architectural texture and variety.	Commercial & Residential
	Stone	Stone (including river stone), stone veneers, cast stone, or terra cotta.	These materials should be used as a wall base or wainscot materials and for copings, trim, and special decorative elements. Improperly simulated or contradictory finishes (i.e. use of panelized concrete to simulate a stone wall appearance with visible straight-line joints cutting across individual stones) should not be used.	Commercial & Residential

5) Roof Guidelines

(4) Sheet metal parapet caps or coping should provide a formed (compound folded) overhanging edge termination and a heavy gage sheet metal thickness selected to avoid "oilcanning" distortion. Single layer, flush sheet metal parapet caps should not be used. Finish should either be of an upainted ornamental metal such as copper or painted to match adjacent wall surface. Unpainted galvanized metal should not be used in zones T5 and T6.

iii) Smaller, subsidiary roofs may be used at storefronts; these should match the principal building in terms of style, detailing and materials.

iv) Roof overhangs for both flat and sloping roofs are encouraged to add depth, shadow and visual interest, and can be used to create a Street façade Top Element as defined in Section 2.8.1. They should be designed as follows:

(1) At roof overhangs, vertical roof edge fascia over eighteen inches in height are recommended to be subdivided or accented by additional horizontal layers, stepbacks, trim, and other detailing.

(2) Brackets and corbels (i.e. decorative supporting pieces designed to bear the weight of projected overhangs), or other expressed roof overhang supports (whether structural or nonstructural) are encouraged to add richness to detailing. The spacing module of repeating supports should relate to the building's structural bay spacing or window mullion spacing.

(3) The soffit (i.e. the underside surface of the roof overhang) should be designed as a visible feature and detailed accordingly. Soffit beams, coffers, light fixtures and other design articulation are encouraged.

v) At Freestanding Parking Structures, the "skyline" at the roof deck should be designed and shaped to create an interesting visual profile, as follows:

(1) At stair and/or elevator towers, special roof forms such as sloped or curved roofs are encouraged.

(2) Along parapet edges, cornices, shading elements, and/or trellises are encouraged to provide additional visual interest. The height of parapet walls and/or guard railings may be varied in coordination with the overall façade composition but should be tall enough to conceal vehicles.

(3) Due to their highly visible location, light poles and fixtures at roof parking decks should be specified or designed as decorative fixtures, architecturally coordinated with the style of the building.

vi) Variations of the roof and/or eave line should be used to mark main building entrances and also to differentiate between individual units within attached residential buildings.

b) *Roof Materials*

i) Roof materials should match or complement the existing context of the project area.

ii) Roof materials that should be used include:

(1) Asphalt shingles: Projects using asphalt shingles should use the highest quality commercial grade materials, and be provided with adequate trim elements. Lightweight asphalt shingles should not be used.

(2) Metal Seam Roofing: Finishes should be painted or coated. Copper, zinc, and other exposable metal roofs should be natural or oxidized.

(3) Sheet metal shingles, such as copper, zinc, and alloys.

(4) Solar (or photovoltaic) roof shingles: Where solar and non-solar shingles are combined in the same roof plane, shingles should be configured to match the visible size and layout of solar and non-solar roof shingles for an unobtrusive appearance.

(5) Tar and Gravel, Composition, or Elastomeric Roofs (at flat roof locations): Light, reflective colors are recommended to minimize heat gain within the buildings. Roof surfaces utilizing these materials should be screened from view from adjacent buildings and sites by parapet walls.

(6) Terra Cotta Barrel Tile: Natural clay color should be used. Doubling the tiles at the roof edge is appropriate.

iii) Roof materials that should not be used include:

(1) Corrugated sheet metal, unless used as an accent roofing material.

(2) Stamped sheet metal used to simulate Mediterranean or Spanish roof tiles.

(3) Wood shakes or shingles.

c) *Roof Equipment and Screening*

i) Roof-mounted equipment such as antennae and receiving dishes should be located behind parapets, recessed into the slope of roof hips or gables, or enclosed within roof volumes.

(1) Materials, architectural styles, colors and/or other elements from the façade composition shall be used to integrate the screening into the building's architecture.

(2) In the design of screening enclosures, use dimensional increments of window spacing, mullion spacing, or structural bay spacing taken from the façade composition.

ii) Solar panels if not completely concealed should be architecturally integrated into the roof.

(1) Flat roofs-pavers should be screened with parapets or laid flat.

(2) Sloped panels should match slope exactly

iii) Where possible, downspouts should be concealed within walls. The location, spacing, materials, and colors of exposed downspouts, gutters, scuppers, conductor heads and other visible roof drainage components should be incorporated into the architectural composition of the façade and roof; haphazard placement should be avoided. Half round gutters and round downspouts are recommended as a type appropriate for most architectural styles. Attachment hardware should be of a high visual quality, corrugated downspouts should not be used.

iv) Mechanical equipment, should be incorporated into the architecture of the building and included as a part of the building proper.

6) Color Guidelines

a) *General Guidelines*

i) Colors that reflect the City's relationship with the coast should be used. Different shades of whites and pastels are appropriate. Extremely bright colors should not be used as primary wall colors.

ii) Secondary color should complement the primary building color, and may be a lighter shade than the body color, or use more saturated hues. Secondary color can be used to give additional emphasis to architectural features such as building bases or wainscots, columns, brackets, cornices, capitals, and bands; or used as trim on doorframes, storefront elements, windows and window frames, railing, shutters, ornament, fences, and similar features.

iii) Accent colors may be more saturated in color, or brighter in tone, and used to highlight special features such as doors, shutters, gates, ornament, or storefront elements. Bright colors should be limited to retail establishments, and used

6) Color Guidelines

catch the eye and stand out in the visual field.

iv) Colors should be compatible with other buildings in the surrounding area (unless those colors violate the above principle). Colors of adjacent buildings should be taken into consideration.

v) Fluorescent colors should not be used.

2.8.3 Architectural Character

The beach and surf lifestyle are essential to the culture of Huntington Beach. This culture should be instilled into the built form of new construction through the use of appropriate architectural styles. This section contains an overview of the predominant architectural styles that will continue to define the character and identity of Huntington Beach. A small number of buildings designed in other styles or displaying a degree of stylistic influence from other styles may be found throughout the City, but detailed descriptions of those styles have not been included here. Reference books such as What Style is It? A Guide to American Architecture by John C. Poppeliers & S. Allen Chambers (Hoboken, NJ: John Wiley & Sons, Inc., 2003) may be consulted for further detail on these and other architectural styles. Within individual style descriptions below, the dates shown indicate the historic period of initial popularity of the style.

With the goal of strengthening Huntington Beach's "sense of place" and architectural identity in mind, the Architectural Character discussed here is included to provide a basis for reinforcing and strengthening the City's identity by applying that character to the design of new buildings and development in the project area. This can be accomplished either through the full emulation and/or the interpretation of the following styles.

This information is intended to provide guidance for architects and developers to make sensitive reference to, incorporate, and/or harmonize with characteristics of predominant architectural styles such as (but not limited to) massing, horizontal and vertical scale increments, façade composition, roof form, architectural elements, materials, and colors.

a) *Spanish Mission Revival / Mediterranean Style (1915 – 1935)*

i) Features of Spanish Mission Revival and Mediterranean Styles:

(1) Spanish Mission Revival and Mediterranean styles (and their sub-styles such as Spanish Colonial Revival) were period revivals that became popular in California beginning in the 1920s. The historic heritage of the California Missions, the exotic imagery of Spain and Mexico in movies, and California's climate being likened to that of the Mediterranean were sources of inspiration.

(2) These styles were applied widely to commercial, civic, mixed-use, and residential buildings.

(3) Building masses are composed of simple rectangular stucco-clad volumes or combinations of simple volumes, punched by deeply recessed openings for windows and doors, many of them arched.

(4) A variety of proportions of overall building masses and individual features (windows clusters, porches, etc.) are used.

(5) Roofs are typically finished in fired clay red "barrel" tile, sometimes mixed in with flat roofs with parapet walls with a shaped top profile.

(6) Both formal and informal arrangements of window and door openings are used; arched openings are used individually and in sequence as arcades.

(7) Storefront designs similar to those used within the Early 20th Century Commercial Style can occur within storefront openings on facades. Storefront materials and colors such as ceramic tile, dark painted woods, and dark metals are selected in coordination with overall building colors.

(8) Wall colors are white or light earth tones (cream, ochre, tan, etc.)

(9) Dark painted or stained wood and dark metal (wrought ironwork) are used as trim and ornamental elements in Mission and Spanish styles, while light or colored trim may also be used in Mediterranean styles.

b) *Contemporary Styles (1950s – present)*

i) Features of Contemporary Styles:

(1) For the purposes of this Plan, Contemporary Styles comprise those architectural styles that draw on Modernism, Post-Modernism, and other current styles in practice today. Most Contemporary Styles have drawn upon contemporary building materials, modern construction methods to create a visual identity that is distinct from historic architectural styles.

(2) Styles that incorporate pedestrian and urban principles including appropriate scale and composition relative to surrounding buildings, façade rhythm and a high level of articulation are encouraged. Contemporary styles with simple building volumes, minimal surface articulation and relief, and unornamented detailing that conflict with the intimate and human-scaled characteristics of traditional styles that support downtown urbanism should be discouraged.

(3) In some cases and especially in "Post Modern" styles after 1980, designs





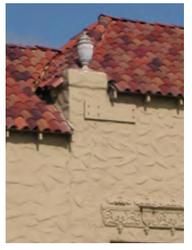










have drawn upon other historical styles previously described in this document for inspiration or emulation, but their scale and use of materials is not limited to the roots of those historical styles.

(4) Contemporary Styles have been used on all building types, including commercial, residential, industrial, and civic uses. They have frequently been used on building types outside of downtown districts (such as office park campus buildings, suburban schools, and industrial buildings).

(5) As mentioned above, building massing and form of Contemporary Styles typically feature simple volumes, often using geometric forms. They may be asymmetrical or symmetrical in organization. They do not necessarily follow strict proportional guidelines.

(6) Building elements such as walls, windows, and roofs are often expressed as individual planes or forms. Windows can often be expressed as "voids" between walls, or act as entire wall planes (such as curtain walls). Where they are expressed as openings in walls, they are typically composed as a series of rhythmically or strategically placed "punched openings" for compositional reasons.

(7) Flat roofs are used in many cases, but shaped roofs are often treated as geometric forms or volumes that may "stand out." Examples include barrel vaults, angled planes, curved planes, and extended overhangs. They may be accented with special materials such as sheet metal or tile.

(8) Contemporary Styles employ a wide palette of building materials. Metal cladding, concrete, glass, tile as well as natural materials may be used in unconventional ways for aesthetic purposes. Materials as well as colors are often used to define building volumes or even functions.

(9) Building colors may be composed of contrasting hues and tones, with individual building elements or forms emphasized through use of an accent color. Strong, saturated hues are often used to play off of neutral hues.

c) *Craftsman / California Bungalow (1905 – 1925)*

i) Features of Craftsman and Bungalow Styles:

(1) The Craftsman and California Bungalow styles emerged after the turn of the century to satisfy tastes for greater simplicity and natural forms. Influences from other styles typically used for larger homes can be seen applied to Bungalow styles, including Shingle Style and Colonial Revival homes of the east, and the Arts and Crafts movement and its related informal lifestyle.

(2) These styles were applied primarily to residential buildings.

(3) Building massing is typically composed of one low simple gable-roofed rectangular volume; where applied, additions are also of simple volumes.

(4) Front facades typically have a central shallow pitched gable roof perpendicular to the street; on occasion it is parallel to the street with a dormer above. In the former case, a sub-gable may be offset from the main gable to create a front entry or porch.













(5) Proportions of both the overall building mass and of individual features (windows clusters, porches, etc.) are horizontal.

(6) Window and door openings are generally composed to align both horizontally and vertically on facades; symmetrical façade arrangements are common.

(7) "Elephant" columns (relatively stout-proportioned, tapered columns) and double columns at entry porches are a common feature; other decorative elements include ornamental brackets to support roof overhangs.

(8) Craftsman Bungalows are typically clad with wood shingles or siding, while California Bungalows are typically surfaced with light-colored stucco. In both cases, trim is painted wood of a contrasting light or dark color.

d) *Costal Vernacular*

i) Features of the Costal Vernacular Style.

(1) Vernacular architecture is historically made from locally available materials and responds to the regional climate. It is based on traditions handed down through generations and constructed by the building owner or by the community rather than an architect and is most common in residential structures.

(2) Contemporary interpretations generally utilize lightweight materials such wood siding, board and batten and metal sidings.

(3) Wood trellises and sun shades are used as a means of sun control as well as architectural expression.

(4) Detailing is simple but well crafted. Ornaments should generally be avoided.

(5) Porches with simply detailed wooden posts are most accurate to historic precedents however simple true classical orders are also successfully













incorporated for a more refined appearance.

(6) Roof forms are simple, moderately sloped gabled and shed types. Large roof overhangs moderate sun.

(7) Wood shingle look and aluminum standing seam roofing is typical.

(8) Color palettes are simple and washed, light colors are common.

2.9 Signage Regulations

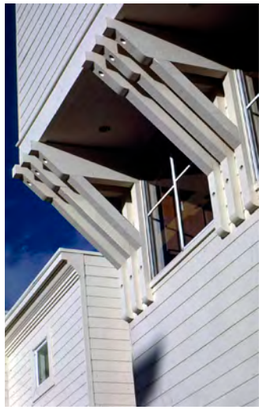
This section contains standards and guidelines for signage to ensure that signs installed in the Sub-Area Plan Boundary are consistent with the overall quality and character of new development anticipated for the corridors. Regulations include permitted sign types as well as sign size, location, materials, illumination, color, and design.

1) Applicability

1) All signs in the Plan Area shall adhere to the regulations in this section.

2) In the event of a conflict between this Section and any other City code, the provisions of this Section shall apply.

3) "Permits Required" noted in the City of Huntington Beach Zoning and Subdivision Ordinance, Chapter 233 Signs, Section 233.04, items A-F, indicates requirements for sign permits. Unless otherwise noted, a sign permit is required for all types listed in this section.



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4) All Temporary Signs as noted in the City of Huntington Beach Zoning and Subdivision Ordinance, Chapter 233 Signs, Section 233 as "Real Estate Signs" and "Open House and Real Estate Flags"; "Subdivisional Directional Signs" (Section 233.16); and "Promotional Activity Signs" (Section 233.18) shall be regulated per the respective requirements therein.

5) "Exempt Signs" noted in the City of Huntington Beach Zoning and Subdivision Ordinance, Chapter 233 Signs, Section 233.08, shall be exempt from sign permit requirements unless expressly prohibited for specific sign types and districts indicated in this section.

6) "Subdivision Directional Signs" as described in the City of Huntington Beach Zoning and Subdivision Ordinance, Chapter 233 Signs, Section 233.16, shall comply with the requirements therein.

7) Signs for Service Stations shall be as permitted by the City of Huntington Beach Zoning and Subdivision Ordinance, Chapter 233 Signs, Section 233.06.E "Service Stations."

8) All issues not specifically addressed herein shall be addressed pursuant to the City of Huntington Beach Zoning and Subdivision Ordinance, Chapter 233 Signs.

2) Definitions

Abandoned Sign: A sign which no longer directs, advertises, or identifies a legal business establishment, product, or activity on the premises where the sign is displayed.

Animation: The use of a sequence of progressive changes of parts or lights or degree of lighting in a sign's design.

Awning: A fabric-covered shelter structure attached to and supported entirely by a building façade, typically above a window, entrance, or storefront opening.

Bonus Sign: An internally illuminated freestanding sign designed with opaque sign faces/panels, and illuminated for items of information only.

Canopy: A permanent architectural structure made of rigid materials such as metal, wood, etc. mounted on the face of a building or is freestanding as common in service stations.

Changeable Copy Sign: A sign or portion thereof with characters, letters, or illustrations that can be changed manually or electrically without altering the face or surface of the sign.

Directional Sign: An on-premise incidental sign designed to guide or direct pedestrian or vehicular traffic.

Electronic Readerboard: A changeable message sign consisting of a matrix of lamps which are computer controlled, independent of sign type.

Exposed Incandescent Bulb Illumination: The illumination of a sign by incandescent bulbs which are intended to "spell out" letters and numerical characters and/or provide graphic accents, are mounted directly to the face of the sign, and whose light-emitting surfaces are fully visible.

Exposed Neon Tube Illumination: The illumination of a sign by neon tubes which are intended to "spell out" letters and numerical characters and/or provide graphic accents, are mounted directly to the face of the sign, and whose light-emitting tubes are directly visible.

Exposed LED Illumination: The illumination of a sign by use of Light Emitting Diode (LED) sources which are intended to "spell out" letters and numerical characters and/or provide graphic accents, are mounted directly to the face of the sign, and whose light emitting surfaces are directly visible.

External Illumination: The illumination of a sign by projecting light on to the face of the sign from a light source located outside of the sign, such as "gooseneck" lamps; light sources are shielded from direct view.

Freestanding Sign: A sign permanently attached to the ground and which does not have a building as its primary structural support. This includes ground signs, monument signs, pole-mounted signs, and tower signs.

Grand Opening: A promotional activity not exceeding ninety (90) calendar days used by newly established businesses to inform the public of their location and services.

Halo Illumination: The illumination of a sign by projecting light behind an opaque letter or emblem onto the backing panel which results in the appearance of "halo" of light around the letter or emblem; light sources are shielded from direct view.

Illegal Sign: A sign which was erected without the benefit of a permit that does not meet the requirements of this ordinance, or has not received legal nonconforming status.

Incidental Sign: A small sign pertaining to goods, products, services or facilities which are available on the premises where the sign occurs and intended primarily for the convenience of the public.

Indirect Illumination: A light cast on the surface of a sign from an exterior source.

Internal or Interior Illumination: The illumination of a sign or sign face by projecting light through translucent panel(s) or panel(s) with openings from a light source within an enclosed sign cabinet.

Logo: A trademark or company name symbol.

Planned Sign Program: City-approved entitlement which incorporates coordinated and quality sign design elements.

Portable Sign: Any sign not permanently attached to the ground or a building.

Primary Sign: The main or principle Freestanding Sign on a property.

Promotional Activity Sign: A temporary sign used to advertise a short term special activity or sale, i.e grand opening, under new ownership, fall sale, etc.

Secondary Sign: A sign that is in addition and subsidiary to a Primary sign. Secondary Sign copy is limited to business identification only.

Sign: Any medium for visual communications, which is used or intended to be used to attract attention.

Sign Area: For Total Sign Area see Section 2.9.1., for sign area of individual Sign Types see Section 2.9.2.

Sign Height: Measurement from the adjacent sidewalk or curb to the highest portion of the sign, including architectural elements.

Sign Copy: Any words, letters, numbers, figures, designs, or other symbolic representation incorporated into a sign for the purpose of attracting attention.

Sign Type: See Section 2.9.2 Sign Type Regulations.

Site: One or more parcels of land identified by the assessor's records where an integrated building development has been approved or proposed. The site shall include all parcels of land contained within or part of the development application.

Subdivision Directional Sign: A sign providing direction to a land development project.

Temporary Sign: A sign which is installed for a limited time and is not constructed or intended for long-term use.

Total Sign Area: see Section 2.9.1.

Valance: The vertical front face of a fabric awning, parallel to the face of the building to which it is mounted.

Window Area: Any window pane or group of window panes contained entirely within glazing separators (muntins, mullions, piers, columns, etc.) of one and one quarter (1 ¼) inches or greater in width. Multiple window panes divided by glazing separators less than one and one quarter (1 ¼) inches in width shall be considered to be a single window area.

2.9.1 Freestanding Sign Setbacks

1) Definition

Freestanding Sign Setback is defined as the distance from a side property line, driveway, or street intersection to any portion of a freestanding sign.

2) Regulation

a) *Side Property Lines*

i) Pole Signs shall set back forty (40) feet from side property lines as shown in the Fig. 2.9.1. Freestanding Sign Setbacks diagram.

ii) Setbacks required for all other freestanding shall be as determined by the Planning director.

b) *Driveways*

Freestanding signs shall not be located within a ten (10) foot by ten (10) foot triangle adjacent to driveways as shown in the Fig. 2.9.1. Freestanding Sign Setbacks diagram.

c) *Street Intersections*

Freestanding signs shall not be located within a twenty-five (25) foot by twenty (25) foot triangle defined by front property lines at a street intersection as shown in the Fig. 2.9.1. Freestanding Sign Setbacks diagram.

2.9.2 Total Sign Area

1) Definition

i) Sign Area is the area included within the outer dimensions of a single sign (excluding structural supports).

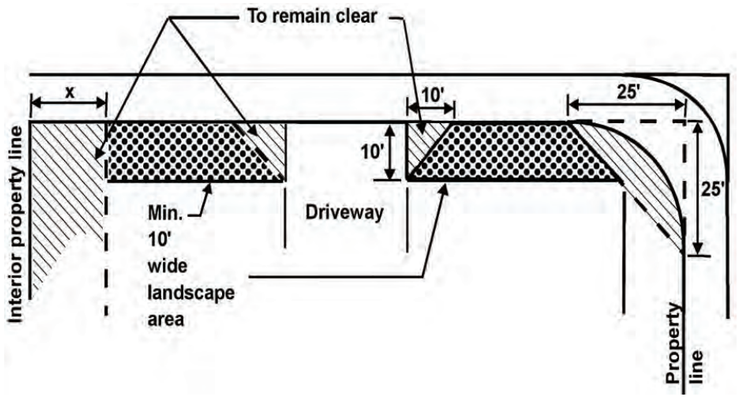
ii) Total Sign Area is the combined sign area of all signs on a property.

(1) For freestanding signs, sign area shall be calculated on one (1) face of the sign, provided a sign face on a double-sided sign is not separated from the opposite side of the sign by more than twelve (12) inches at any point.

(2) For illuminated awning or canopy signs, sign area shall be calculated around the sign copy only.

(3) For signs without border or frame (channel or skeleton letters), the area shall be within a rectangular area of eight (8) continuous straight lines (with right angles) formed around the extreme outer limits of the sign message, including all figures and any background or color which is an integral part of the sign.

2) Regulation



	Sign Type	Setback
x	Pole	40’
	All other freestanding Signs	Subject to Director Review

Fig.2.9.1 Freestanding Sign Setback Diagram

Unless otherwise noted, all signs (including temporary signs) shall count toward the total sign area permitted based on the following Lineal Building Frontage Ratios:

a) *Commercial Uses: Maximum Total Sign Area Permitted.*

i) Lineal Building Frontage Ratio: For each establishment, one and one-half (1 ½) square feet of total sign area shall be allowed for each lineal foot of building frontage.

ii) For multi-tenant buildings, each establishment shall be calculated individually per lease space frontage. Allowable building frontage square footage shall be divided between eligible sign display areas which are those facing parking lots or side streets or areas permitted by an approved Planned Sign Program.

iii) Each lease space shall be calculated individually and permitted sign area based on the linear frontage of one establishment or façade shall not be placed on another establishment or facade.

iv) Total sign area of parking lot frontage may not exceed the total sign area of street frontage regardless of the permitted lineal frontage ratio.

b) *Religious Assembly, Schools, and Commercial Recreational Uses within Public Parks: Maximum Total Sign Area Permitted.*

i) Lineal Frontage Ratio: For each site, one (1) square feet of total wall-mounted sign area shall be allowed for each lineal foot of street frontage of the building, up to a maximum of thirty-two (32) square feet.

ii) Freestanding signs shall have a maximum of thirty-two (32) square feet.

2.9.3 Sign Type Regulations

1) Definition

i) A Sign Type is a specific configuration of sign elements (such as placement, orientation, and size) that result in a unique type.

ii) The physical configuration of each Sign Type is established by the text, plan, and section graphics in this section.

iii) The Sign Types established in this plan are summarized on the following page).

2) Regulation

a) *General*

i) Sign types not listed in this Section are not permitted.

ii) A property’s permitted sign types shall be as specified in the Section 2.1 Development Standards Charts.

iii) In the event that a sign falls under more than one sign definition found within this Section, the more restrictive sign regulations shall apply.

iv) Signs shall not display animation unless otherwise noted, except public service signs such as those for time and temperature, and permitted electronic readerboards.

v) Electronic readerboard signs shall only be permitted at parcels abutting Interstate 405 and parcels facing on Beach Boulevard (except south of Adams Avenue). They shall be configured wholly or as part of one of the permitted sign types described in this section including compliance with their respective height and area requirements. Permitted electronic readerboard signs shall comply with all requirements A through D of the City of Huntington Beach Zoning and Subdivision Ordinance, Chapter 233 Signs, Section 233.12.“Electronic Readerboards.”

vi) Commercial messages which identify, advertise, or attract attention to a business, product, service, or event or activity sold, existing, or offered elsewhere than upon the same property where the sign is displayed are expressly prohibited, except as indicated for exempt signs.

vii) Sign design are established in the text for each sign type of the following pages.

viii) Freestanding signs shall not obscure any fire fighting appliance, including but not limited to fire hydrants, fire connections, etc.

b) *Area*

The maximum size for each Sign Type shall be as specified in the Section 2.1 Development Standards Charts unless otherwise specified in this section.

c) *Number of Signs*

The maximum number of signs permitted for each Sign Type shall be as specified in this section.

1) Grand Projecting Sign
2) Marquee Sign
3) Wall Sign
4) Monument Sign
5) Ground Sign
6) Pole Mounted Sign
7) Tower Sign
8) Projecting Sign
9) Awning Face Sign
10) Awning Valance Sign
11) Awning Side Sign
12) Canopy Fascia Sign
13) Above Canopy Sign
14) Café Umbrella Sign
15) Recessed Entry Sign
16) Window Sign

2.9.4 Sign Guidelines – All Sign Types

1) In general, natural construction materials such as wood, metals, ceramic, glass, and stone should be used for visible components of signs. Synthetic materials should only be used if they are designed to be indistinguishable from the recommended natural materials, or if they have a secondary or minor visual presence. Large plastic panels should be avoided. Materials subject to yellowing from exposure to sunlight or heat such as polycarbonate should not be used.

2) Internally illuminated "can" signs consisting of rectangular enclosures with large translucent plastic sign faces

1) Grand Projecting Sign

Grand Projecting Signs are tall, vertically oriented signs which project from the building perpendicular to the façade and which are structurally integrated into the building.

a) Number of Signs

i) Only one (1) Grand Projecting Sign shall be permitted per establishment.

ii) The area of Grand Projecting Signs shall not count towards the total sign area permitted based on the Linear Frontage Ratio.

b) Design

i) Grand Projecting Signs shall project no more than six (6) feet from the façade of the building.

ii) No portion of a Grand Projecting Sign shall be lower than twelve (12) feet above the level of the sidewalk or other public right-of-way over which it projects.

iii) Letter width shall not exceed two-thirds (2/3) of the sign width.

iv) No portion of a Grand Projecting Sign shall extend more than ten (10) feet above the roofline.

v) Only the following types of establishments may use animation on Grand Projecting Signs: night clubs, movie theaters, and live performance theaters with a capacity of 200 persons or greater. When used, animation shall consist of flashing or chase lights only; light sources shall be of incandescent, neon, or LED type only. Flashing xenon strobe lights and rotating lights shall not be permitted.

vi) Signs that project over the public right-of-way shall require an Encroachment Permit from the Department of Public Works.

c) Guidelines

i) As prominent landmark features, the position of Grand Projecting Signs should be architecturally composed relative to important features of the building's façade design – for example, located symmetrically within the façade, or aligned with the primary entrance.

ii) Exposed materials used in Grand Projecting Signs should be metal and paint only.

iii) Grand Projecting Signs should be illuminated by exposed neon tube illumination, exposed incandescent bulb illumination, and/or LED illumination only.

iv) Letters should be oriented right-side-up and stacked in a single upright row with the first letter being at the top of the sign and the last letter being at the bottom.

2) Marquee Sign

Marquee Signs are large, canopy-like structures mounted over the entrance to a theater that include one or more readerboards.

a) Number of Signs

i) Marquee Signs shall be permitted only at movie theatres, live performance theatres, or night clubs - with a capacity of 200 persons or greater

ii) Only one (1) Marquee Sign shall be permitted per establishment.

iii) Marquee Signs shall have no more than three (3) faces.

b) Sign Location

Marquee Signs shall only be located directly above the primary public entrance of the theatre.

c) Design

i) The area of Marquee Signs shall not count towards the total sign area permitted based on the Linear Building Frontage Ratio.

ii) Marquee signs shall project no more than twelve (12) feet from the façade of the building.

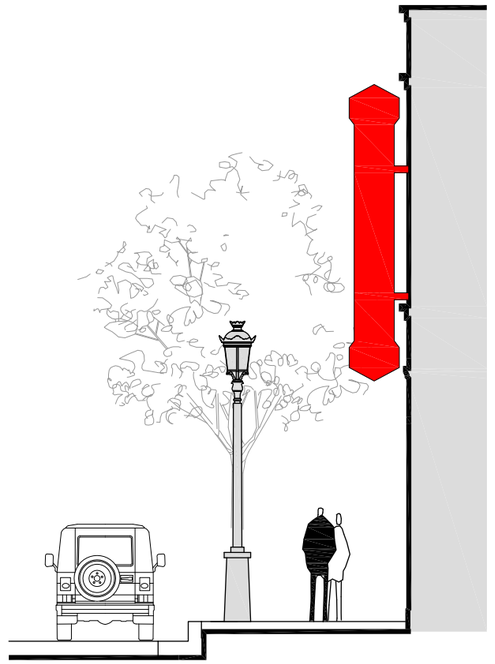
iii) No portion of a Marquee Sign shall be lower than eight (8) feet above the level of the sidewalk or other public right-of-way over which it projects.

iv) Marquee Signs may use animation of sign lighting. When used, animation shall consist of flashing or chase lights only; light sources shall be of incandescent, neon, or LED type only. Flashing xenon "strobe" lights and rotating lights shall not be permitted.

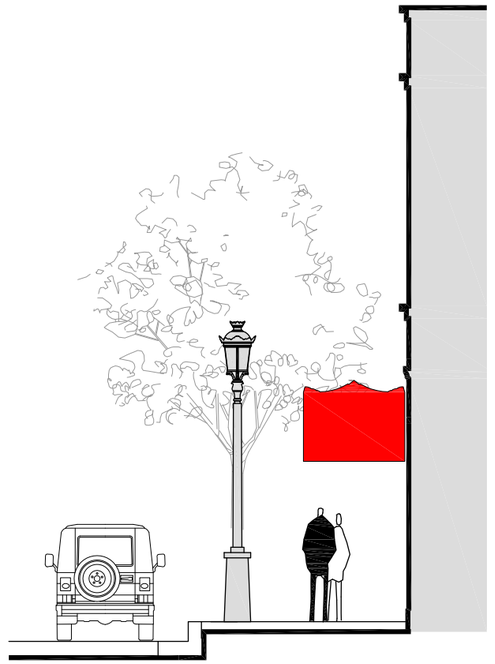
d) Guidelines

i) Exposed materials used in Marquee Signs should be metal and paint only, with the exception that plastic may be used for readerboards.

ii) Marquee Signs should be illuminated by exposed neon tube illumination, exposed incandescent bulb illumination, and/or LED illumination only, with



1) Grand Projecting Sign



2) Marquee Sign

the exception that readerboards may use internal illumination.

3) Wall Signs

Wall Signs are signs which are located on, and parallel to, a building wall.

a) Number of Signs

i) Wall Signs shall only be permitted for non-residential uses with a dedicated ground floor entrance.

ii) One wall sign is permitted per street or parking lot frontage for each separate business on the ground floor.

b) Sign Location

i) Wall Signs shall only be mounted on a wall area below the second floor level. Exception: Wall Signs may be mounted above the second floor level on an architectural tower configured to display wall signs.

ii) Signs for second floor businesses with exterior access may be permitted by Planned Sign Program.

c) Design

i) Wall Signs shall project no more than one (1) foot from the façade of the building.

ii) Wall Signs over fifty (50) square feet in size shall have an opaque background, where only items of information may be internally illuminated; or, signs shall be of individual or channel letter design.

iii) Multi-business consolidated wall signs shall be permitted provided the signs do not exceed the allowable sign area.

iv) Raceways shall only be permitted when electrical components cannot physically be placed within or behind the wall or parapet.

v) Only the following types of establishments are permitted to use animated Wall Signs, and only below the second floor level: night clubs, movie theaters, and live performance theaters - with a capacity of greater than 200 persons. When used, animation shall consist of flashing or chase lights only; light sources shall be of incandescent, neon, or LED type only. Flashing xenon strobe lights and rotating lights shall not be permitted.

vi) Channel letter signs qualify for a fifteen (15) percent bonus in allowable size.

d) Changeable Copy Wall Signs:

For changeable copy wall signs at Churches, Schools, and Commercial Recreational uses within Public Parks: one sign per site with a maximum area of ten (10) square feet; this area shall not count towards the total sign area permitted based on the Linear Frontage Ratio

e) Menu Board Wall Signs:

i) Menu Board Wall Signs at drive-thru locations:

(1) One (1) per drive-thru lane.

(2) Maximum area of ten (10) square feet; maximum height of six (6) feet above grade.

(3) Menu Board Wall Signs at drive-thru locations shall not count towards the total sign area permitted based on the Linear Frontage Ratio

f) Menu or Menu Case Wall Signs:

i) Menu or Menu Case Wall Signs (non-drive-thru locations) are discrete wall-mounted signs or freestanding sign cases containing restaurant menus:

(1) Shall be mounted at the ground floor façade of a restaurant or café with indoor or outdoor seating.

(2) Shall be limited to the size of two pages of the menu utilized by the restaurant plus the frame.

(3) Shall not protrude more than three (3) inches from the façade. Lettering shall not exceed one (1) inch in height.

(4) Shall not exceed one sign or sign case per façade.

(5) Shall not count towards the total sign area permitted based on the Linear Frontage Ratio.

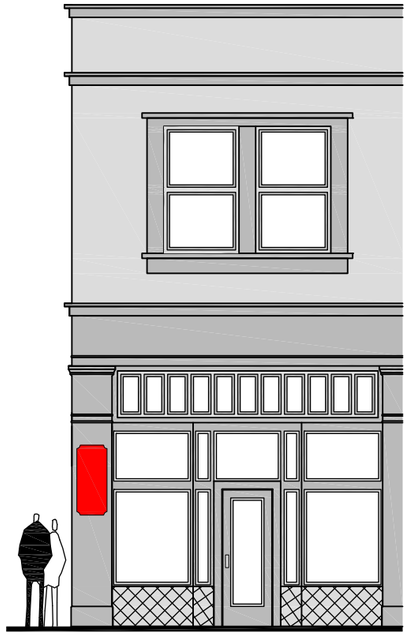
(6) Shall be illuminated by indirect illumination only.

g) Guidelines

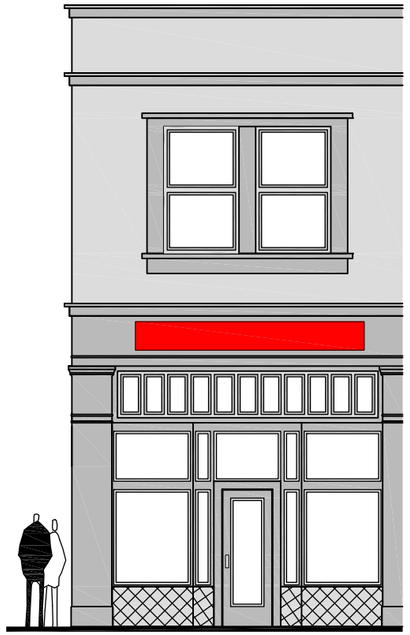
i) Exposed materials used in wall signs should be wood, ceramic, metal, and paint. Use of plastics should be avoided or minimized, especially polycarbonates and other plastics that yellow with exposure to heat or ultraviolet light. Wall signs may also be painted directly onto the façade of the building and/or inscribed into the façade of the building.

ii) Wall signs should be illuminated by external, exposed neon tube, exposed incandescent bulb, exposed LED, or halo illumination only. Internally illuminated "can" signs with large translucent plastic panels should be avoided.

iii) Where individual letters are used, letters should be three dimensional, created by raised letter forms mounted to the building façade or sign panel, or by incised



3) Wall Sign 1



3) Wall Sign 2

openings cut out from the sign panel.

4) Monument Sign and

5) Ground Sign

Monument Signs are freestanding signs which are mounted on the ground and are flush or have a clearance from the ground of not more than two (2) feet, and supported by a solid base, one or more uprights, braces, columns poles, or similar structural components.

Ground Signs are signs or sign panels with their backs mounted on mounded earth, or consist of individual vertical letters mounted on the ground.

a) Number of Signs

i) Monument or Ground Signs shall only be permitted for non-residential with a dedicated ground floor entrance or multifamily residential uses.

ii) A maximum of one (1) per arterial street frontage on parcels with less than 400 feet of arterial street frontage.

iii) A maximum one (1) primary freestanding sign and two (2) secondary signs on parcels with 400 feet or more of arterial street frontage

(1) Secondary signs are limited to monument or ground signs.

iv) A maximum of one (1) freestanding sign with changeable copy per site.

v) A maximum one sign per site for Churches, Schools, and Commercial Recreational uses within Public Parks.

b) Sign location:

i) No freestanding sign shall be located along a local street.

ii) Freestanding signs on the same site shall be located a minimum of 150 feet apart unless approved by a Planned Sign Program.

iii) The location of commercial and neighborhood identification monument or ground signs shall comply with the requirements of Diagram A.

iv) Monument or Ground Signs shall be located in a landscaped planter a minimum of two (2) feet wider than the sign itself.

v) Monument or Ground Signs for Church, School and Commercial Recreational Uses within Public Parks shall be set back a minimum of five (5) feet from any interior property line.

vi) Monument or Ground Signs for Neighborhood Identification Uses shall be set back a minimum of twenty (20) feet from any interior property line.

c) Design

i) Monument or Ground Signs shall not have more than two (2) faces.

ii) Monument or Ground Signs over thirty-two (32) square feet in size shall have an opaque background, where only items of information may be internally illuminated; or, signs shall be of channel letter design.

d) Changeable Copy Signs

i) The maximum area of and other requirements for freestanding Changeable Copy Signs shall be as follows:

(1) For Hotels with Convention Facility: A maximum of thirty (30) percent of the allowable sign area as changeable copy.

(2) For Live Entertainment Uses: A maximum of thirty (30) per cent of the allowable sign area as changeable copy.

(3) For Tenant Directory Uses: A maximum area of thirty-two (32) square feet; a maximum height of six (6) feet above grade (in addition to other permitted signs).

(4) For Menu Board Uses at drive-in food service, in addition to other permitted sign: One sign per drive-thru lane; a maximum area of ten (10) square feet; a maximum height of six (6) feet above grade.

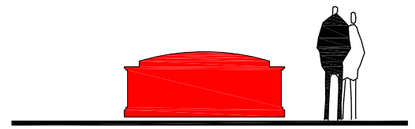
(5) For Religious Assembly, Schools, and Commercial Recreational uses within Public Parks: A maximum of thirty (30) per cent of the allowable sign area as changeable copy.

e) Guidelines

i) The architectural design of a Monument or Ground Sign should be an extension of the building's architecture, or strongly complementary to the building's architecture in form, materials, and color.

ii) Exposed materials used in Monument or Ground Signs should be wood, metal, stone, brick, concrete (including precast and GFRC), and/or paint. Plastics should be avoided.

iii) Monument or Ground Signs should be illuminated by external or halo



4) Monument Sign

5) Ground Sign

illumination only. Internally illuminated can signs with large translucent plastic panels should not be used.

6) Pole Mounted Sign and

7) Tower Sign

Pole Mounted Signs are permanent freestanding signs not attached to a building, in which signs are constructed on or are affixed to the ground by one or more exposed columns, poles, or similar structural components. Tower Signs are freestanding signs similar to monument signs in that support poles or structures are concealed within an architectural enclosure of relatively constant width from bottom to top.

a) Number of Signs

i) Pole Mounted or Tower Signs shall only be permitted for non-residential uses with a dedicated ground floor entrance.

ii) A maximum of one (1) per arterial street frontage on parcels with less than 400 feet of arterial street frontage.

iii) A maximum one (1) primary freestanding sign and two (2) secondary signs on parcels with 400 feet or more of arterial street frontage

(1) Secondary signs are limited to monument or ground signs.

iv) A maximum of one (1) freestanding sign with changeable copy per site.

b) Sign Location

Pole Mounted or Tower Signs shall not be located along a local street.

c) Design

i) Pole Mounted or Tower Signs shall not have more than two (2) faces.

ii) Pole Mounted or Tower Signs over fifty (50) square feet in size shall have an opaque background, where only items of information may be internally illuminated; or, signs shall be of channel letter design.

iii) Street addresses shall be included on all Pole Mounted or Tower Signs with minimum six (6) inch numerals.

d) Changeable Copy

i) The maximum area of freestanding signs with Changeable Copy shall be as follows:

(1) For Hotels with Convention Facility: A maximum of thirty (30) per cent of the allowable sign area as changeable copy.

(2) For Live Entertainment Uses: A maximum of thirty (30) per cent of the allowable sign area as changeable copy.

ii) Sign location:

(1) Freestanding signs on the same site shall be located a minimum of 150 feet apart unless approved by a Planned Sign Program pursuant to Huntington Beach Zoning and Subdivision Ordinance, Chapter 233 Signs, Section 233.20 Planned Sign Program.

(2) The location of pole mounted and tower signs shall comply with the requirements of Figure 2.9.1.

(3) Monument or Ground Signs shall be located in a landscaped planter a minimum of three (3) feet wider than the sign itself.

e) Guidelines

i) Pole Mounted or Tower Signs should have an articulated architectural character and well–crafted details.

(1) A single unornamented pole support design topped by a can sign typical of a commercial strip should not be used.

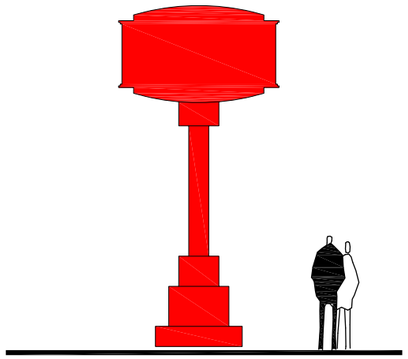
(2) At a minimum, design treatment or ornamentation of structural supports as a decorative composition (for example, featuring columns, struts, braces, fittings, caps, decorative frames, bases, etc.) together with decoratively framed sign panels is recommended.

(3) Alternatively, a Tower Sign should have an internal structural support within an architecturally composed exterior featuring a base, shaft, and top.

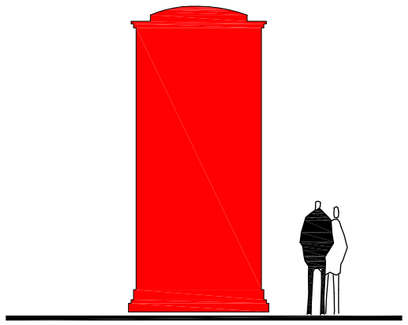
ii) The architecture and composition of a Pole Mounted or Tower Sign structure should provide visual interest and detail at both automotive and pedestrian-scale speed and perception.

iii) The architectural character, materials, and colors of a Pole Mounted or Tower Sign are recommended to be an extension of, or complementary to those from the primary building(s).

iv) Exposed materials used in Pole Mounted or Tower Signs should be wood, metal, stone, brick, concrete (including precast and GFRC), and/or paint.



6) Pole Mounted Sign



7) Tower Sign

v) Pole Mounted or Tower Signs should be illuminated by external, halo, exposed neon tube, or exposed LED illumination. Internally illuminated can signs with large translucent plastic panels should not be avoided.

8) Projecting Signs

Projecting Signs are signs which are oriented perpendicularly to the building façade and which are mounted directly to the building façade or suspended under a bracket, armature, or other mounting device attached to the façade and project to the wall more the eighteen (18) inches.

a) Number of Signs

Projecting Signs shall only be permitted for non-residential uses with a dedicated ground floor entrance.

b) Sign Location

Projecting Signs shall only be mounted on the wall area below the second floor, centered above the store entrance or lease length. They may be mounted above or below an awning or canopy.

c) Design

i) Projecting Signs shall project no more than four (4) feet from the façade of the building.

ii) No portion of a Projecting Sign shall be lower than eight (8) feet above the level of the sidewalk or other public right-of-way over which it projects.

iii) Projecting Signs shall be illuminated by external illumination only.

d) Barber Pole

i) Any barber shop shall be entitled to display one (1) barber pole in addition to other permitted sighs.

ii) Barber poles shall not exceed four (4) feet in length (height).

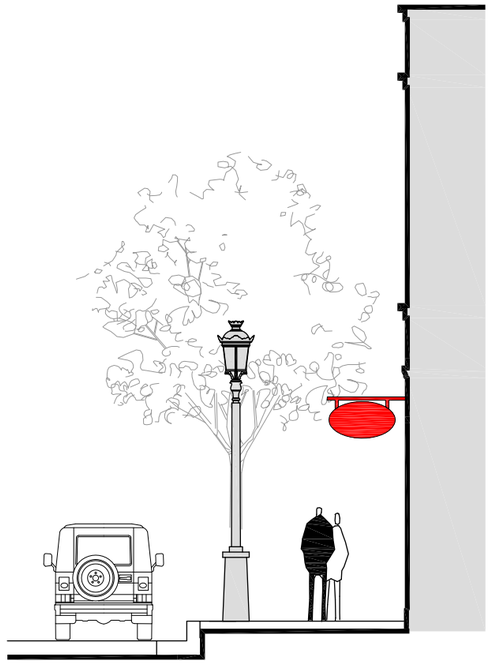
iii) Barber poles may be internally illuminated.

iv) Barber shall not be mechanically rotated.

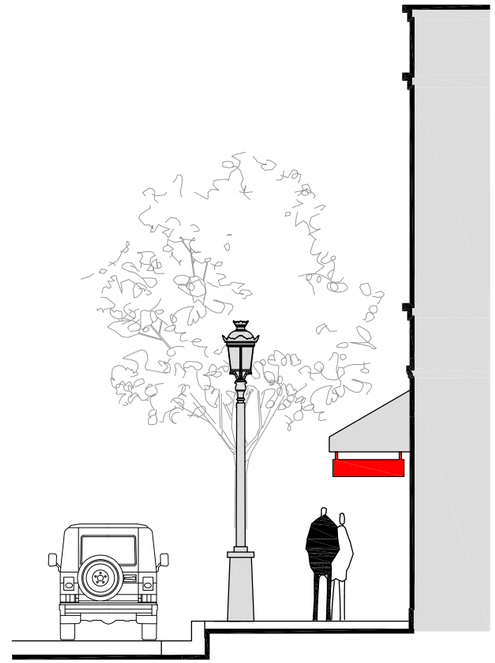
v) Shall not count towards the total sigh area permitted based on Linear Frontage Ratio.

e) Guidelines

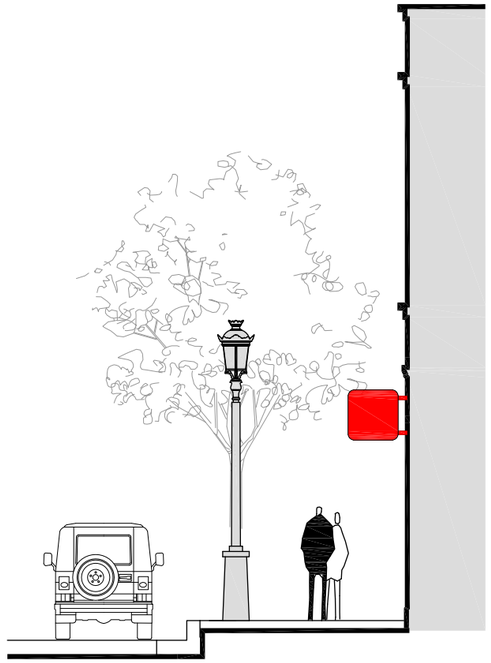
i) Exposed materials used in Projecting Signs should be wood, metal, and paint. Use of plastics should be avoided or minimized.



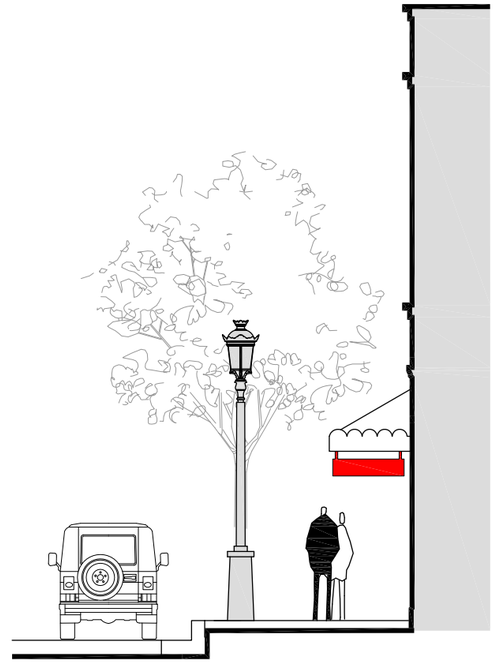
8) Projecting Sign 1



8) Projecting Sign 3



8) Projecting Sign 2



8) Projecting Sign 4

ii) Projecting Signs incorporating a distinctive shape relating to the business are recommended, as well as signs utilizing three-dimensional and well-crafted designs.

9) Awning Face Signs

Awning Face Signs are signs applied to the primary face of an awning, including sloped awning faces and vertical box awning faces.

a) Number of Signs

Awning Face Signs shall only be permitted for non-residential uses with a dedicated ground floor entrance.

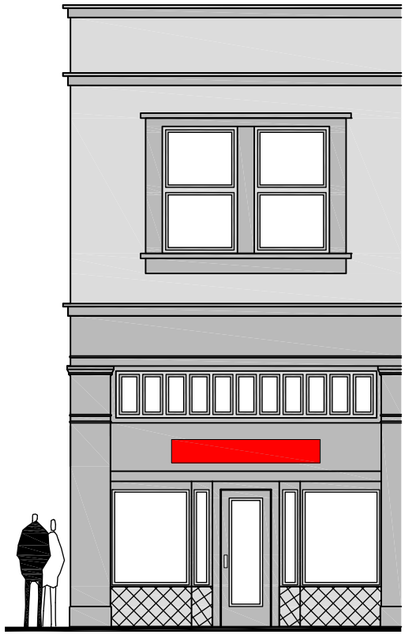
b) Design

i) Awning Face Signs shall project no farther from the building than its associated awning.

ii) No portion of an Awning Face Sign shall be less than eight (8) feet above the level of the sidewalk or other public right-of-way over which it projects.

iii) Awning Face Signs should consist of vinyl or paint applied directly to the awning, or as printed or woven directly into the awning fabric.

iv) Awning Face Signs shall not be illuminated.



9) Awning Face Sign

c) Guidelines

i) Awning materials should be canvas or nylon; plastic should not be used.

10) Awning Valance Signs

Awning Valance Signs are signs applied to the awning valence.

a) Number of Signs

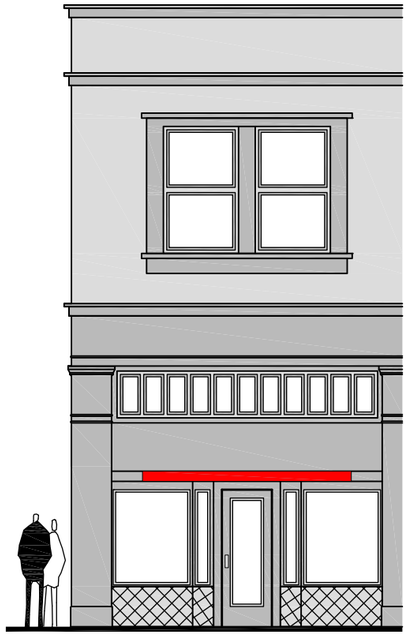
Awning Valance Signs shall only be permitted for non-residential uses with a dedicated ground floor entrance and multi-family buildings with a common lobby entry.

b) Design

i) Lettering for Awning Valance Signs shall not exceed one (1) line of lettering.

ii) Awning Valance Signs should consist of vinyl or paint applied directly to the awning, or as printed or woven directly into the awning fabric.

iii) Awning Valance Signs shall not be illuminated.



10) Awning Valance Sign

c) Guidelines

Awning materials should be canvas or nylon; plastic should not be used.

11) Awning Side Signs

Awning Side Signs are signs applied to the side panel of an awning, perpendicular to the building wall surface.

a) Number of Signs

Awning Side Signs shall only be permitted for non-residential uses with a dedicated ground floor entrance and multi-family buildings with a common lobby entry.

b) Design

i) The area of Awning Side Signs shall not count towards the total sign area permitted based on the Linear Frontage Ratio.

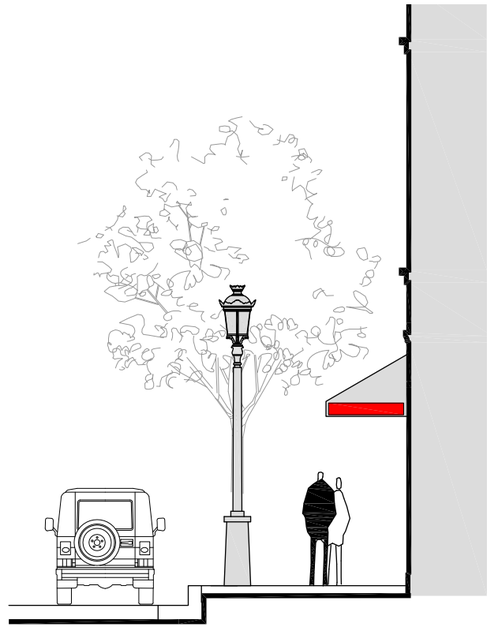
ii) Lettering for Awning Side Signs shall not exceed one (1) line of lettering.

iii) Awning Side Signs shall project no farther from the building than its associated awning.

iv) No portion of an Awning Side Sign shall be less than eight (8) feet above the level of the sidewalk or other public right-of-way over which it projects.

v) Awning Side Signs should consist of vinyl or paint applied directly to the awning, or as printed or woven directly into the awning fabric.

vi) Awning Side Signs shall not be illuminated.



11) Awning Side Sign

c) Guidelines

Awning materials should be canvas or nylon; plastic should not be used.

12) Canopy Fascia Signs

Canopy Fascia Signs are signs that are mounted to the front or side fascia of a canopy, contained completely within that fascia, and oriented parallel to the building wall surface.

a) Number of Signs

Canopy Fascia Signs shall only be permitted for non-residential uses with a dedicated ground floor entrance and multi-family buildings with a common lobby entry.

b) Design

i) Canopy Fascia Signs shall project no farther from the building than its associated canopy.

ii) No portion of a Canopy Fascia Sign shall be less than eight (8) feet above the level of the sidewalk or other public right-of-way over which it projects.

iii) Canopy Fascia Signs shall consist of only one (1) line of lettering articulated as individual letters mounted directly to the canopy.

c) Guidelines

i) Materials used in Canopy Fascia Signs should be metal, wood, and paint only.

ii) Canopy Fascia Signs should be illuminated by external, halo, exposed LED, or exposed neon tube illumination only.

13) Above Canopy Sign

Above Canopy Signs are signs which are mounted partially or entirely above the front fascia of a canopy and oriented parallel to the building wall surface.

a) Number of Signs

Above Canopy Signs shall only be permitted for non-residential uses with a dedicated ground floor entrance and multi-family buildings with a common lobby entry.

b) Sign Location

Above Canopy Signs are permitted only above the front fascia of a canopy.

c) Design

i) Above Canopy Signs shall project no farther from the building than its associated canopy.

ii) No portion of an Above Canopy Sign shall be less than eight (8) feet above the level of the sidewalk or other public right-of-way over which it projects.

iii) Lettering for Above Canopy Signs shall include only one (1) line of lettering using individual letters only.

d) Guidelines

i) Exposed materials used in Above Canopy Signs should be wood, metal, and paint only.

ii) Above Awning Signs should be illuminated by external, halo, exposed neon tube, exposed incandescent bulb, or exposed LED illumination only. They may also be translucent letters that are edge-lit.

14) Café Umbrella Signs

a) Number of Signs

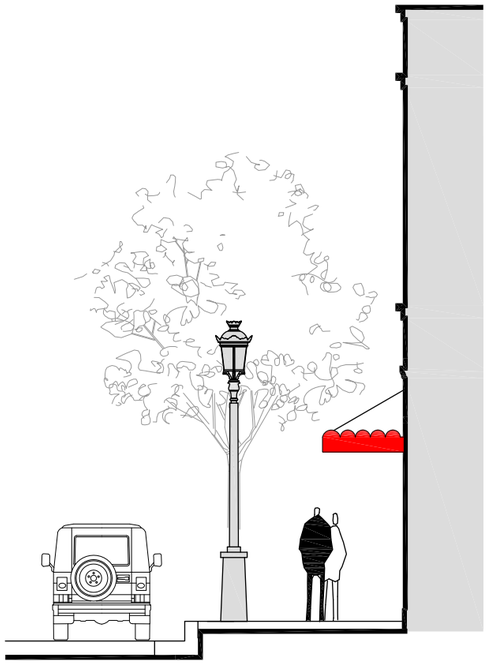
Café Umbrella Signs shall only be permitted for non-residential uses with a dedicated ground floor entrance.

b) Design

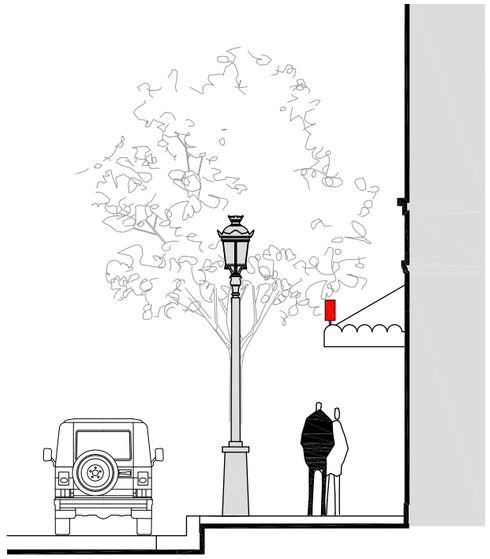
i) The area of café umbrella signs shall not count towards the total sign area permitted based on the Linear Frontage Ratio.

ii) Café Umbrella Signs shall only be permitted to display the name and/or a business logo of the business. Generic advertising such as a product name shall not be permitted.

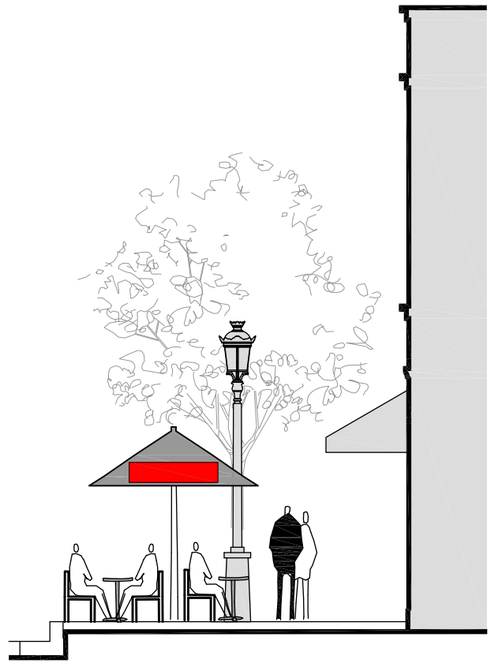
iii) Sign letter height shall be a maximum of six (6) inches.



12) Canopy Facia Sign



13) Above Canopy Sign



14) Cafe Umbrella Sign

iv) A business logo shall not exceed one (1) square foot in area.

c) Guidelines

The color combination of signs and umbrella fabric should be simple and contrasting for legibility and avoidance of visual clutter.

15) Recessed Entry Signs

Recessed Entry Signs are signs which are oriented parallel to the building façade and which are suspended over a recessed entry.

a) Number of Signs

Recessed Entry Signs shall only be permitted for non-residential uses with a dedicated ground floor entrance and multi-family buildings with a common lobby entry.

b) Design

i) Recessed Entry Signs shall not project beyond the façade of the building.

ii) No portion of a Recessed Entry Sign shall be lower than eight (8) feet above the level of the sidewalk.

iii) If illuminated, recessed Entry Signs shall utilize external illumination only.

c) Guidelines

Exposed materials used in Recessed Entry Signs should be wood, metal, and paint only.

16) Window Signs

Window Signs are signs which are applied directly to a window or mounted or suspended directly behind a window.

a) Number of Signs

Window Signs shall only be permitted for non-residential uses with a dedicated ground floor entrance.

b) Sign Location

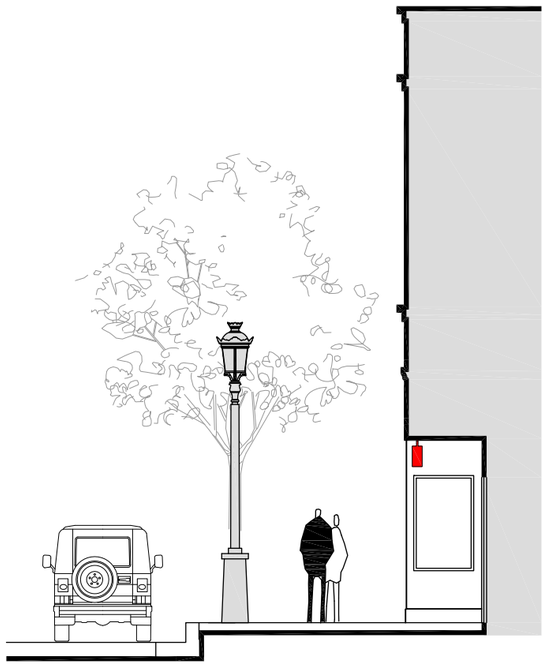
Window Signs shall be permitted on windows below the second floor level only.

c) Design

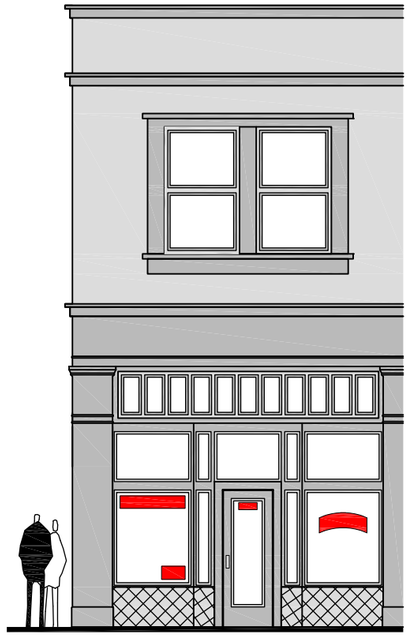
The letter height of each Window Sign shall not exceed twelve (12) inches.

d) Guidelines

i) Ground floor Window Signs should consist of gold or silver leaf, vinyl, or paint applied to the glass, neon mounted or suspended behind the glass, or framed and mounted paper signs. For metallic leaf or vinyl signs, a drop shadow behind



15) Recessed Entry Sign



16) Window Sign

should be avoided. Can signs will only be considered for use to incorporate longs, and are not permitted as the primary wall sign. If used, one of the following treatments should be applied:

- A sheet metal or opaque sign surface with letters cut out so that only letter shapes or outlines are illuminated from within by translucent surfaces;
- Or, a color scheme of translucent panels with dark colored background with light colored letters.

3) Recommended exposed and non-exposed illumination (light source) types include incandescent, halogen, neon, warm-white encapsulated compact fluorescent, warm-white encapsulated induction lamps, and LED light sources. Exposed spiral-tube compact fluorescent, fluorescent tube, metal halide, and cold-cathode light sources should only be used for non-exposed illumination, i.e. where lamps are shielded from view. Exposed high pressure sodium and low pressure sodium light sources are not recommended due to their color. The use of energy-efficient illumination sources is strongly encouraged.

4) For legibility, contrasting colors should be used for the color of the background and the color of the letters or symbols. Light letters on a dark background or dark letters on a light background are most legible.

5) Colors or color combinations that interfere with the legibility of the sign copy should be avoided. Too many colors can weaken the legibility of the sign.

6) Fluorescent paint or material colors should not be used as predominant colors in permanent signs or on their structural supports (except as required for municipal traffic and public safety signs). When fluorescent colors are used as part of temporary signage, they should be limited to ten (10) square feet of sign area per façade per establishment.

7) Sign design, including color, should be appropriate to the establishment, conveying a sense of what type of business is being advertised.

8) The location of all permanent building-mounted signs should be incorporated into the architectural design and composition of the building. Placement of signs should be considered an integral part of the overall facade design. Locations should be carefully composed and align with major architectural features. Visible architectural features such as panels, columns, etc. should not be haphazardly overlapped by building-mounted signs.

9) Storefront signage should help create architectural variety from establishment to establishment. In multi-tenant buildings, signage should be used to create interest and variety.

10) All signs (including temporary signs) should present a neat and aligned appearance.

- All signs (including temporary signs) should be constructed and installed utilizing the services of a professional sign fabricator.

The revitalization and ongoing development of the Beach and Edinger Corridors will be supported by a program of community action and investment. Given the substantial length of the corridors and the multiplicity of needs represented, this program will be implemented in phases in accordance with the availability of city resources. The prioritization of public improvements will be guided by the goals and strategies of this Specific Plan. Complementing the Development Standards, the strategic investment of community resources planned in this section are intended to accelerate the revitalization process and to add to the appeal and success of the corridors as the central spines of the city. As opportunities arise that were not known at the time of the Plan's adoption, the city may consider alternative investment strategies to more effectively realize the community's vision for the Beach Boulevard and Edinger Avenue Corridors.

3.1 Circulation Plan

To stimulate and to support the envisioned growth and change along the Beach and Edinger Corridors, the City of Huntington Beach intends to invest capital improvement resources strategically as part of this document's circulation plan. This section describes the primary features of those anticipated investments.

3.1.1 Streetscape Improvements

The City plans to implement phased streetscape improvements that will contribute significantly to the enhancement of the visual appeal and identity of the corridors. Streetscape improvements have been designed to promote the type of change envisioned by the community by providing attractive and compatible environments for the desired types of new development, as well as for highly valued existing development

Implementation

Streetscape improvements will be installed and paid for by a combination of public and private investment. New private development along the corridors will include the installation of (or in-lieu payment for the future installation of) sidewalk and landscaping improvements between property line and curb. Private investors in corridor properties will also provide payment for the costs of installing public improvements to the centerline of the street, as specified in the Development Code portion of this Specific Plan (See Section 2.5 - Street Regulations). Improvements in the public right-of-way required in the Development Code match the improvements contained in this section.

Public implementation of streetscape improvements will be staged over time, and as financial resources allow. Public implementation of streetscape improvements in various segments of the corridors would provide improvements between curbs as well as improvements along public frontage areas of properties that have not yet been improved per the standards of this portion of the Specific Plan.

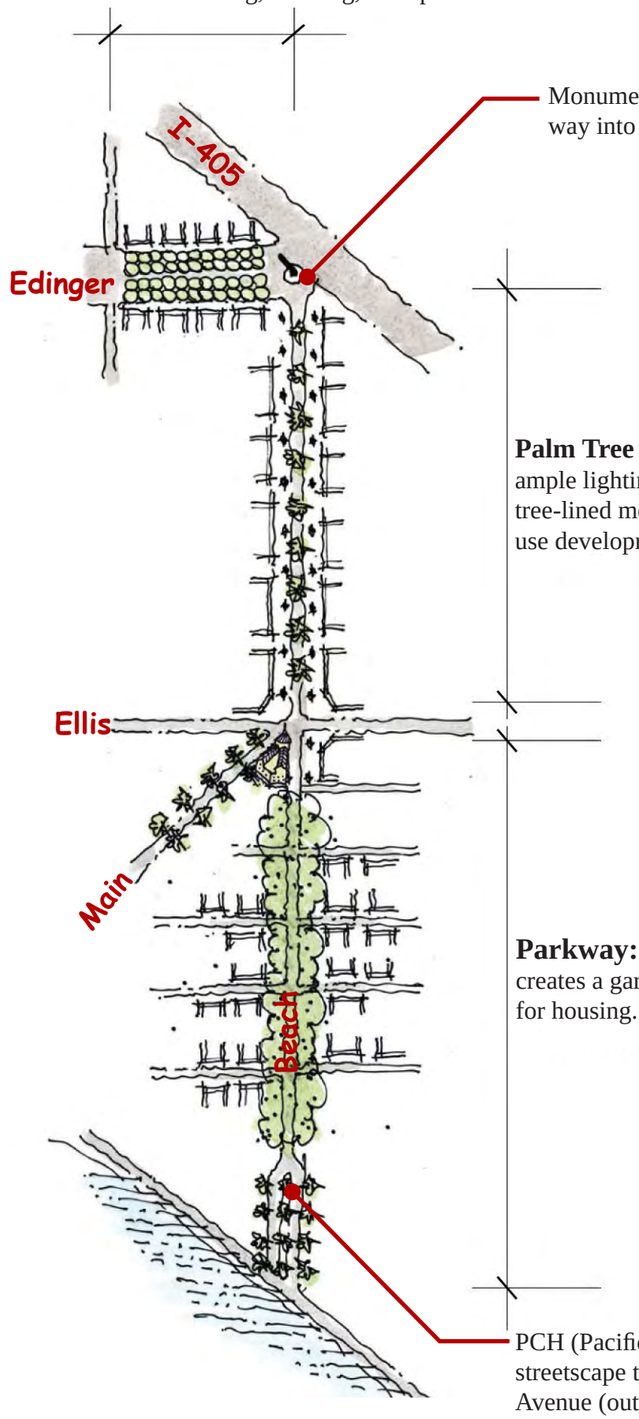
The Beach Boulevard right-of-way is owned by the State of California. Intended design improvements will need to be coordinated with Caltrans as part of the design development process.

Design

The design of specific streetscape improvements is integrated with the configuration of Center and Segment types that are the fundamental organizing principal of this Specific Plan. The integration of street design with building disposition and site improvements will result in the emergence of increasingly cohesive and iconic city corridors.

The coordination of street design with development design results in the organization of streetscape improvements into three discrete segment improvement types: "Classic Boulevard" improvements along Edinger Avenue, "Palm Tree Boulevard" improvements along Beach Boulevard north of Main Street and "Parkway" improvements along Beach Boulevard south of Main Street, as illustrated in the diagram to the right. Schematic design details intended for each of these three corridor segments are provided in the following sections.

Classic Boulevard: A formal, signature streetscape with multiple rows of trees, parking for retail shops, a broad promenade sidewalk with street trees for shopping, outdoor dining, strolling, and special events.



Monument Signage: Announces the gateway into Huntington Beach

Palm Tree Boulevard: Wide sidewalks, ample lighting, shopfront visibility, and a palm tree-lined median support business and mixed-use development.

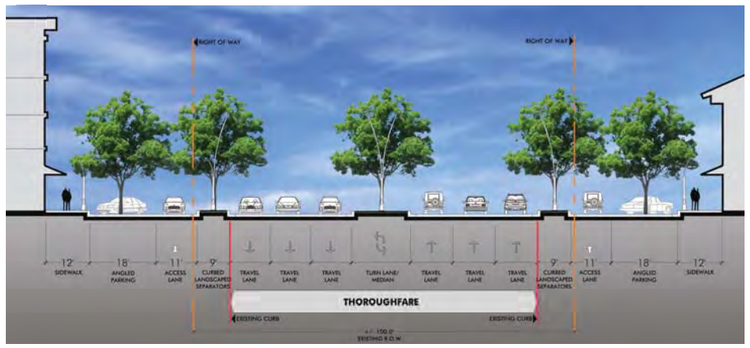
Parkway: Significant, informal landscaping creates a garden-like environment appropriate for housing.

PCH (Pacific Coast Highway) gateway streetscape treatment south of Pacific View Avenue (outside of Specific Plan Area)

CLASSIC & PALM TREE BOULEVARD STREET LIGHT

CLASSIC & PALM TREE BOULEVARD BENCHES AND TRASH RECEPTACLE

NORTH SIDE SOUTH SIDE



NORTH SIDE SOUTH SIDE

1) Classic Boulevard Improvements (Edinger Avenue, between Goldenwest and Parkside)

a) Configuration:

i) As illustrated in the plan and cross-section diagrams to the left, Classic Boulevard Improvements retain the three existing through-lanes in each direction along Edinger Avenue, and features a landscaped center median with left turn pockets at select intersections. New protected services lanes and curbside parking (parking may be angled or parallel; diagrams on this page illustrate the option of angle parking) run parallel to the through-lanes, and are separated from the through-lanes by curbed landscape separators. New sidewalks run along the building frontages.

ii) This schematic design assumes the maintenance of existing curb locations. The service lane, curbside parking, sidewalk and landscaped separator are constructed in part within the front setback zone of each property. That is, the new public frontage is constructed behind the existing curb.

b) Streetscape Elements:

i) Sidewalk: 12 foot wide, scored concrete.

ii) Curbed separator (between through-lanes and service lanes) – 9 foot wide.

iii) Street lighting

(1) Iconic Boulevard scale street-lighting (matches the Palm Tree Boulevard lighting on Beach Blvd). Selected model/design featured in photograph to the left labeled “Classic & Palm Tree Boulevard Street Light.”

(2) Double arm boulevard-scale and pedestrian-scale street lighting located within the curbed landscaped separators with a spacing of approximately 90 feet on-center. Light source should be located 25-30 feet above finished grade for boulevard-scale street lighting and 12-14 feet above finished grade for pedestrian-scale street lighting.

(3) Double arm boulevard-scale street lighting located within the center planted median with a spacing of approximately 90 feet on-center. Light source should be located 25-30 feet above finished grade.

(4) Single arm, pedestrian-scale street lighting located on the sidewalk at back-of-curb and spaced approximately at 60 feet on-center.

iv) Other Furnishing: benches with wood or metal slats and metal trash receptacles with an aesthetic that evokes the beach and surf culture. All metalwork to be painted to match the street lighting. Selected models/designs featured in pictures to the left labeled “Classic & Palm Tree Boulevard Benches and Trash Receptacle.”

v) Street Trees: Formal planting arrangement with street trees located in regularly spaced alee pattern.

(1) Street Tree Selection: Jacaranda mimosifolia

(2) Trees are located within the median, the curbed landscape separators, and in flush tree grates in the angled parking zone at approximately 30 feet on-center, and are planted as close to corner curb-returns as possible.

(3) Trees align across the street as much as possible.

vi) Other planting: median and curbed landscaped separators are planted with native, low groundcover with green foliage, which does not require irrigation or extensive maintenance.

2) Palm Tree Boulevard Improvements (Beach Blvd. north of 5 Points intersection):

a) Configuration:

i) As illustrated in the plan and cross-section diagrams to the right, Palm Tree Boulevard Improvements retain the existing four through-lanes in each direction, and feature a landscaped center median with left turn pockets at select intersections.

ii) This schematic design assumes the maintenance of existing curb locations.

b) Streetscape Elements:

i) Sidewalk and Sidewalk Buffer: street improvements feature a 6 foot sidewalk separated from the back-of-curb by a 4 foot continuous planter strip.

ii) Street lighting:

(1) Iconic Boulevard scale street-lighting (matches the Classic Boulevard lighting on Edinger Ave). The finish color is to be determined.

(2) Double arm boulevard-scale and pedestrian-scale street lighting located within the planter strip with a spacing of approximately 90 feet on-center. Light source should be located 25-30 feet above finished grade for boulevard-scale street lighting and 12-14 feet above finished grade for pedestrian-scale street lighting.

(3) Double arm boulevard-scale street lighting located within the center planted median with a spacing of approximately 100-120 feet on-center (or every 3 clusters of palm trees). The street lighting will be the first vertical element at the ends of the median and the light source should be located 25-30 feet above finished grade.

iii) Other Furnishing: benches with wood or metal slats, and metal trash receptacles with an aesthetic that evokes the beach and surf culture. All metalwork to be painted white or fresh green.

iv) Street Trees

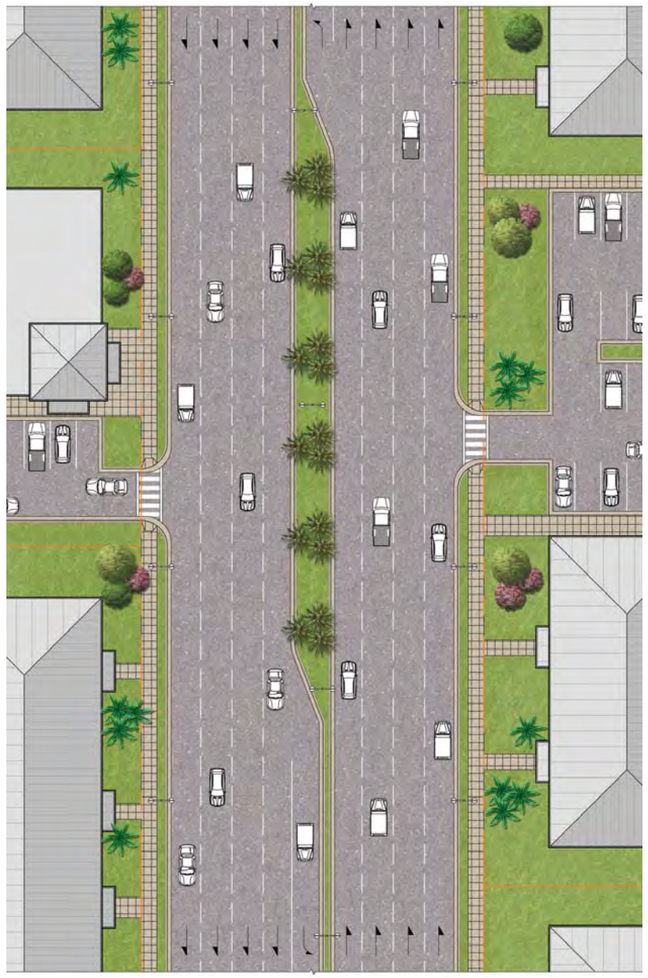
(1) Behind the curbs: Intermittent clusters of three, single-species, tall palm trees, with very slim trunks.

(2) Palm Tree Species Selection: Washingtonia robusta

(3) Center Median Palm Tree Planting: Palm trees planted in an alee arrangements, approximately 30- 35 feet on center in two rows where possible.

(4) Street Tree Lighting: Trees to be up-lit at night, with one 150 watt up-light on the side closest to moving traffic lanes.

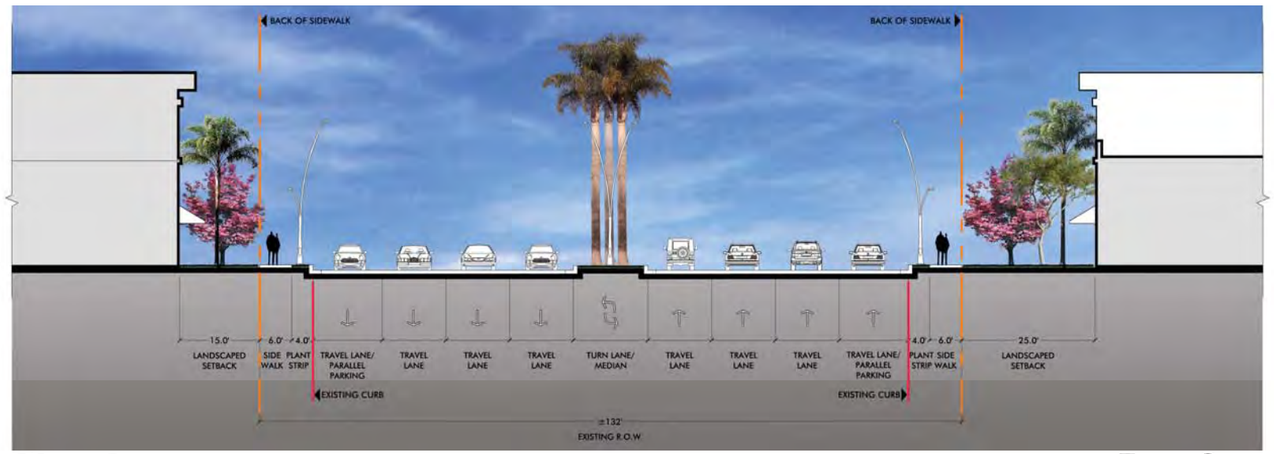
v) Other planting: planter strips and the center median are landscaped with native, low groundcover with green foliage, which does not require irrigation or high level of maintenance.



WEST SIDE EAST SIDE

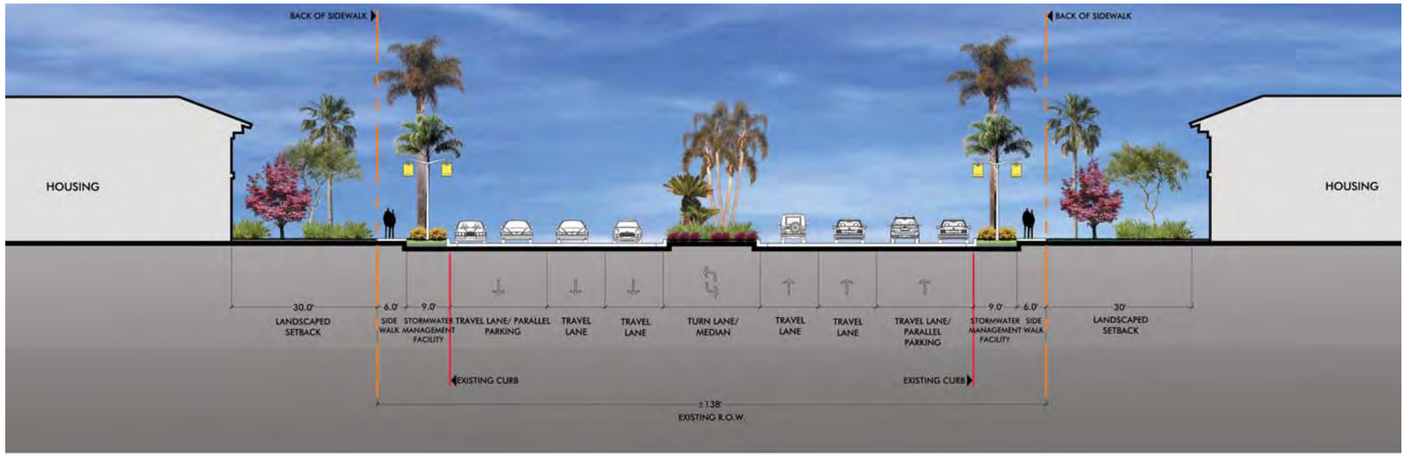
PALM TREE BOULEVARD TREES

Roystonea Regia - Royal Palm (Photo by: D. Comaggia)



WEST SIDE EAST SIDE

WEST SIDE EAST SIDE



WEST SIDE EAST SIDE

3) Parkway Improvements (Beach Blvd. south of Main Street to Specific Plan Boundary):

a) Typical Configuration:

i) As illustrated in the plan and cross-section diagrams to the left, Parkway Improvements retain the existing three through-lanes in each direction, with occasional parallel parking along the sidewalk curb, and features a landscaped center median with left turn pockets at select intersections.

ii) This schematic design assumes the maintenance of existing curb locations and in many cases assumes the retention of the existing back-of-sidewalk location. In instances where public frontages feature narrow monolithic curb, gutter and sidewalk, it may not be possible to implement envisioned parkway strip and sidewalk improvements until and unless new development occurs.

b) Typical Streetscape Elements:

i) Sidewalk and Sidewalk Buffer: street improvements include a 6 foot sidewalk with a 9 foot continuous planter strip along the back-of-curb.

ii) Street lighting:

(1) Unique pedestrian-scale street lighting (reminiscent of colored Venetian lanterns, that express the romance and festive atmosphere of the beach in a modern way). Selected model/ design featured in photographs on the following page labeled “Parkway Street Light.”

(2) Finish color: gun-metal

(3) Streetlights are to be positioned within the planting strip at approximately 80 feet on-center.

(4) The light source should be located at 14 feet from the finished grade and use filters within the luminaires to create colored effects through a wrap-around foliage mask.

iii) Other Furnishing: benches with wood or metal slats, and metal trash receptacles with an aesthetic that evokes the beach and surf culture. All metalwork to be painted white.

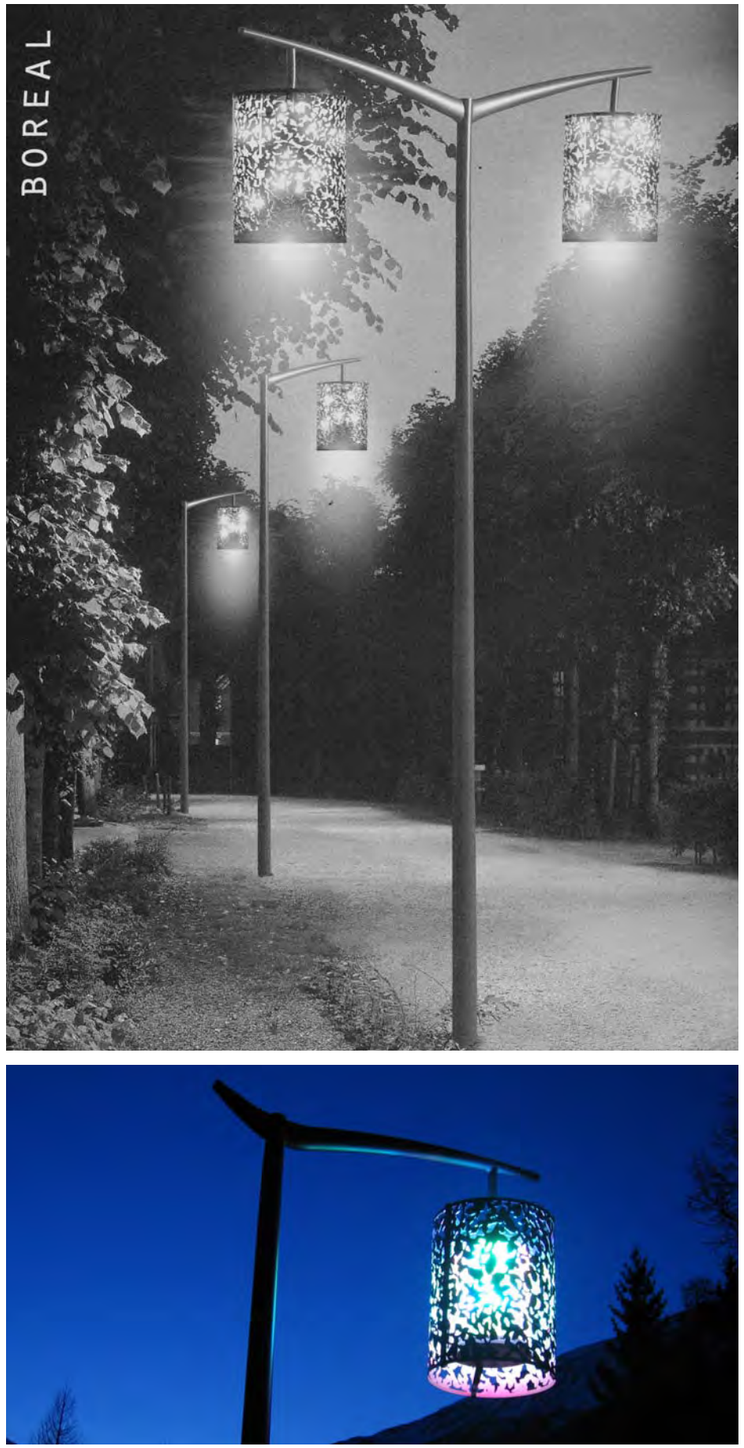
iv) Planting: Parkway Improvements feature an arrangement of alternating, informally shaped clusters of vegetation (Type A and Type B – described below) planted on the center median roughly every 50-60 feet on-center, and up-lit at night. Low, native groundcover with green foliage to alternate with the vegetation clusters.

(1) Type A cluster: a single multi-trunk palm tree - Phoenix reclinata or Chamaerops humilis, broad-leaf tall grasses and medium-height groundcover with small, showy flowers and native grasses.

(2) Type B cluster: a cluster of single-trunk, medium-height palm trees - Wodyetia bifurcata (trees selected from nurseries that seeded the trees in California), small accent palm-like trees - Cycas revolute, and low groundcover, preferably with flowers and native grasses.

v) Other planting: Planter strips to be built as functional stormwater management facilities, landscaped with a mix of native, low groundcovers and native grasses. Arrangements of two tall palm trees with thick and very straight trunks (Phoenix dactylifera or Roystonea regia) with a street light in the middle at 15’ from the light poles are intermittent with an informal composition of medium-height palm trees (Wodyetia bifurcata) and small accent palm-like trees (Cycas revoluta).

Parkway Street Light



Parkway Palm Trees

Phoenix roebelenii - Pigmy Date Palm

Phoenix reclinata - Senegal Date Palm

Wodyetia bifurcata - Foxtail Palm

Roystonea Regia - Royal Palm

c) Special Conditions:

i) There are special conditions along the length of the Parkway Improvement segment that will require the streetscape treatment to be tailored for these areas. These special conditions include:

(1) Large canopies of existing trees at back of sidewalk that limit installation of sidewalk planter strip vegetation.

(a) A closer look at this condition will be required to determine if the existing tree canopies should be pruned to allow for the new streetscape treatment, or if the installation of low-medium height groundcover and streetlights is more appropriate.

(2) Narrow existing sidewalks that do not allow for a 9' wide planter strip.

(a) Trees will be located in a narrower continuous planter strip or in tree grates.

(3) A frontage road with curbed landscaped separators

(a) A closer study is required to determine if the proposed sidewalk planter strip treatment can be installed in the separator.

4) Gateway Monmument – Beach Blvd. & Edinger Ave.

As part of the City's ongoing sign program, a new city entry sign will be built at the intersection of Beach Blvd. and Edinger Ave. to mark this major gateway into the City.

5) Connection between Town Center Neighborhood and Village at Bella Terra

As a supplement to an on-site pedestrian walkway system, potential future pedestrian and bicycle access such as an at-grade crossing or an above-ground crossing shall be pursued across the existing rail line between the former Levitz and Montgomery Ward (Village at Bella Terra) sites. Funding mechanisms, including a fair share analysis for the Edinger Corridor, shall be pursued by the City of Huntington Beach in conjunction with affected property owners.

3.1.2 Traffic / Street Network Improvements

To accommodate ongoing growth and investment along the Corridors, the City intends to place the highest priority on the implementation of improvements to expand vehicular capacity. This section outlines an assessment of needed improvements based on Environmental Impact Report No. 08-008

1) Beach Boulevard & Edinger Avenue Intersection

The intersection of Beach Boulevard and Edinger Avenue is the most critical intersection with respect to the corridors, particularly Edinger Avenue, since it will likely be impacted by short-term development. Improvements are intended to be implemented in stages allowing a linked program of land use and traffic improvements.

The critical part of the circulation system to accommodate future growth is the northern part of Beach Boulevard. As part of this Plan's adoption, the Beach Boulevard/Edinger Avenue intersection is operating deficiently, a situation that is exacerbated by the I-405 interchange immediately to the north. Similarly the Beach Boulevard/Talbert Avenue intersection is close to capacity. The following improvements for the Beach Boulevard/Edinger Avenue intersection address the operational and issues and also increase the capacity:

i) Signal timing optimization along Edinger Avenue between Beach Boulevard and Goldenwest Avenue.

ii) Operational changes: allowing two lanes to enter the eastbound Edinger I-405 slip ramp (i.e., one dedicated lane and one optional lane).

iii) The addition of a third westbound through lane at the intersection.

iv) The addition of a fourth northbound through lane at the intersection (coupled with operational changes to the loop off-ramp just north of the intersection).

These improvements will require coordination with Caltrans. Implementation of all four will address the operational problems and increase capacity by as much as 30 percent.

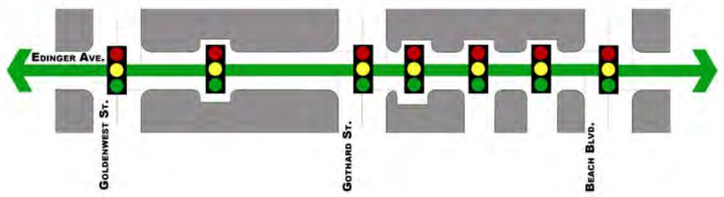


Fig 3.1 Edinger Ave. Signal Timing

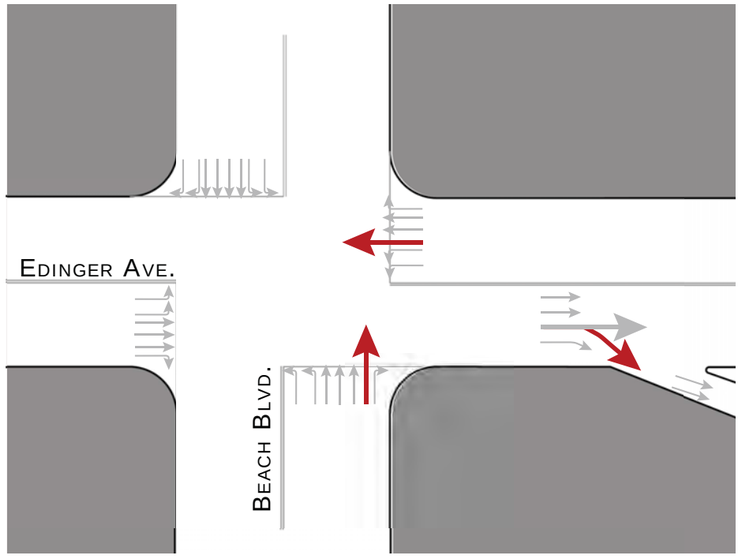


Fig 3.2 Beach Blvd. & Edinger Ave. Intersection Area Traffic Improvements

2) Beach Boulevard & Talbert Avenue Intersection

The Beach Boulevard/Talbert Avenue intersection appears to be less likely to be impacted by short-term changes in land use, allowing some time to assess the most effective long-term improvement strategies for this intersection. Based on current land use in the area, potential redevelopment and traffic volumes, the most feasible improvements that provide acceptable intersection operations are the addition of an unmarked westbound right turn lane and a second westbound left turn lane. Implementation of these improvements would require acquisition of right-of-way, impacting some of the properties near the intersection. Alternative improvement strategies may prove to be more viable if developed in conjunction with redevelopment of parcels adjacent to the intersection.

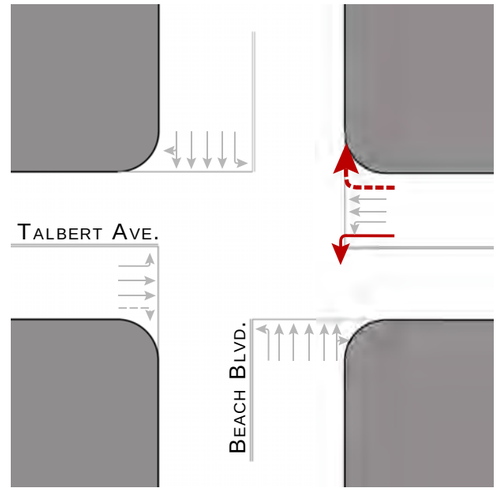


Fig 3.3 Beach Blvd. & Talbert Ave. Intersection Improvements

3) Beach Boulevard & Warner Avenue

Several potential strategies for improving operations at the intersection of Beach Boulevard & Warner Avenue are available. In general, relatively modest additions to traffic capacity are needed at the intersection in the long-term. The addition of a separate right turn lane for the eastbound, westbound and northbound approaches to the intersection would each provide an incremental improvement to capacity/efficiency in intersection operations. All would have some degree of property impacts to the adjacent parcels. At this time, it appears that the addition of the westbound right turn lane, by itself would be sufficient to ensure acceptable long-term operations with the least impact to adjacent parcels. However, alternative improvement strategies may prove to be more viable if developed in conjunction with redevelopment of parcels adjacent to the intersection.

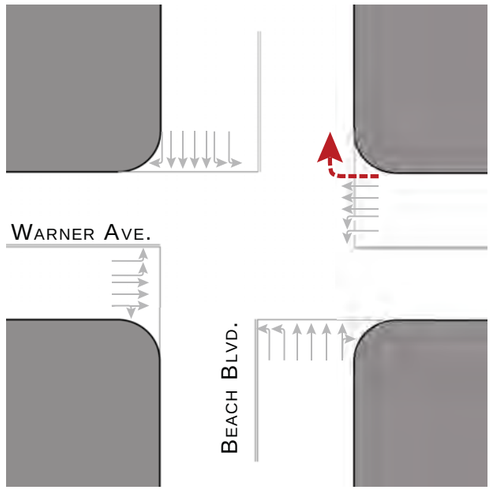


FIG 3.4 BEACH BLVD. & WARNER AVE. INTERSECTION IMPROVEMENTS

4) Beach Boulevard & Heil Avenue

Traffic projections for the intersection of Beach Boulevard and Heil Avenue indicate that there will be a need for capacity improvements to meet both City and Caltrans operational requirements. In general, significant capacity improvements at the intersection are likely to be challenging due to the presence of a drainage channel that passes under the intersection diagonally from the northeast to the southwest. An effective improvement that appears to be most feasible at this time is the addition of a second northbound left turn lane.

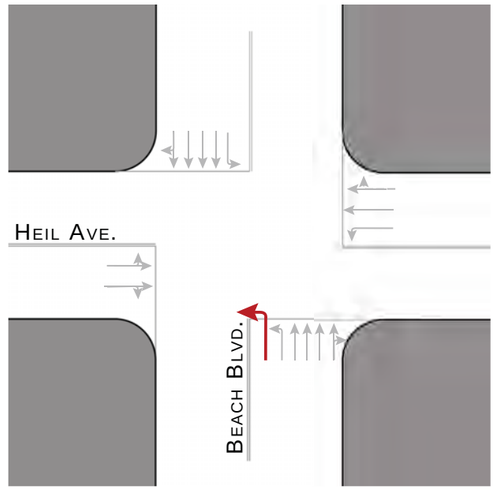


FIG 3.5 BEACH BLVD. & HEIL AVE. INTERSECTION IMPROVEMENTS

5) Beach Boulevard & Garfield Avenue

Significant capacity improvements are needed to maintain acceptable long-term traffic operations at the intersection of Beach Boulevard and Garfield Avenue. Second northbound and southbound left turn lanes are needed. The existing right-of-way and pavement width appear to be adequate to provide the additional lanes. However, removal of on-street parking near the intersection would be needed along with narrowing of the median adjacent to the existing left turn lanes.

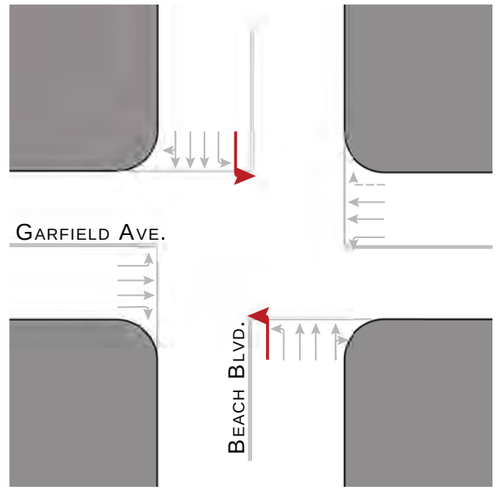


FIG 3.6 BEACH BLVD. & GARFIELD AVE. INTERSECTION IMPROVEMENTS

6) Beach Boulevard, Main Street & Ellis Avenue

An operational deficiency is noted at the Beach Boulevard/Main Street intersection and at the immediately adjacent Main Street/Ellis Avenue intersection. This is related to the close spacing between the intersections and the resulting queue interference.

A number of improvement options at this intersection are available, mostly dealing with the role of Ellis Avenue west of Main Street in the circulation system for this area. Such options range from lane configuration changes, possibly with some individual movement prohibitions, to full closure of Ellis Avenue at this location and conversion to pedestrian use. These improvements require further evaluation and development of a circulation plan to achieve both planning and traffic operations objectives.

3.1.3 Improvements Supporting Future Transit Services

Planning for future transit services on the Beach and Edinger Corridors requires an understanding of existing services, those that are planned and other services that could be developed, and integrating those services with the anticipated land use pattern changes. While the Specific Plan includes many details for developing along each of the corridor segments, it is virtually impossible to include a detailed plan for transit services since the implementation of transit services are beyond the scope of what the plan can accomplish. Identifying appropriate goals and strategies for encouraging transit use and mandating the considering or inclusion of significant elements is appropriate for the Specific Plan and can help regional service providers maximize service potential within the corridors.

One of the key transportation benefits of mixed use development with increased residential density is the decrease in the propensity of residents to be reliant upon the automobile for daily activities. In addition to walking to area businesses and services, a higher percentage of residents of this type of development are interested in using public transportation. The increased density also makes service options with fewer stops more viable.

The following sections provide guidance in developing services that integrate existing and new transit services with redevelopment of the corridors. The sections are intended to be guides that allow for substantial flexibility in implementation in order to adapt to changes in potential services and development scenarios.

Goal:

Provide greater opportunity and convenience for residents and visitors to the corridor to use public transit options, by incorporating appropriate infrastructure to support transit in development plans and amenities to make these options appealing to users.

1) Residential Parkway Segment

Very few changes are expected to occur within Residential Parkway Segment that would necessitate significant changes in transit service needs. There may be limited opportunities to integrate expanded amenities for future transit services that might include Bus Rapid Transit or local circulator services within the segment. Based on current projections for street capacity, it would appear that sufficient right-of-way is available throughout this segment to meet future transit amenity needs. As future service programs develop, additional facilities may be required and should be reviewed as new development occurs.

2) Neighborhood Parkway Segment

Anticipated land use scenarios within this segment are generally characterized as being lower in density with most commercial development serving local needs. As such, the need for expanded local transit service alternatives along Beach Boulevard may require the development of special facilities to expedite transit vehicle flow and service. Areas near major intersections could provide opportunities for transit bypass lanes/queue jumping facilities and modification of traffic signal operations to facilitate transit flow. The most likely areas within this segment where this approach could be used are at Adams, Garfield and Ellis. Detailed evaluation of development proposals on approaches to these intersections should be undertaken in the context of developing new transit services to ensure that appropriate public infrastructure can be provided to support the service.

3) Neighborhood Centers/5 Points

In addition to the potential improvements identified in the Neighborhood Parkway Segment, the Neighborhood Centers may be prime areas for providing future local transit services. Depending on the types of services available, on-site and on-street infrastructure may be needed to maximize the effectiveness of the services. Incorporating on-site transit stops in new development plans should be considered for local circulator services. Roadside bust stops and turnouts should be considered to facilitate regional transit services.

4) Neighborhood Boulevard

As with the Neighborhood Parkway Segment, development within the Neighborhood Boulevard Segment is generally lower in density with a few possible pockets of higher density development. Expanding local transit service in this area is expected to be confined to facilitating express regional services and incorporating local circulator options into development. Expanding local transit service in this area is expected to be confined to facilitating express regional services and incorporating local circulator options into development. Development of new transit service alternatives along Beach Boulevard may require the development of special facilities to expedite transit vehicle flow and service. Areas near major intersections could provide opportunities for transit bypass lanes/queue jumping facilities and modification of traffic signal operations to facilitate transit flow. The most likely areas within this segment where this approach could be used are at each of the major intersections of Ellis, Talbert, Slater and Warner. Detailed evaluation of development proposals on approaches to these intersections should be undertaken in the context of developing new transit service to ensure that appropriate public infrastructure can be provided to support the service. The areas near Warner Avenue and Ellis/Main present the greatest potential for higher density development and inclusion of transit facilities with new development. Special attention should be given to enhancing transit services at these key nodes.

5) Town Center Boulevard - Beach Boulevard

The Beach Boulevard portion of the Town Center Boulevard segment is expected to include greater concentrations of commercial development. Transit needs within this segment will be greatly dependent on the type of development that occurs. At the transition point near Warner Avenue, integration of transit service facilities supporting various transit options should be considered with any new development. Further north, key facilities should be planned at approximately 1/2 mile intervals, integrated with appropriate development proposals and existing traffic signals for pedestrian circulation. Local circulator options may require additional stops while express commuter services may have fewer, more limited stops.

6) Town Center Boulevard/Town Center Neighborhood - Edinger Avenue

The Edinger Avenue Corridor is comprised of Town Center Boulevard, Town Center Neighborhood and the Town Center Core. The development standards for this area encourage greater residential and mixed use densities that would suggest a greater opportunity for effective transit service options. The creation of smaller blocks within each development along with the development of the Classic Boulevard street section, provide many options for servicing transit in the area. Transit service points should be located outside of the main line of Edinger Avenue as much as possible. Transit stops and amenities should be incorporated into the public frontage areas, within developments and along secondary arterials such as Center Avenue and Gothard Street. Certain transit services, such as bus rapid transit may necessitate including a very limited number of stops within the mainline section of Edinger Avenue to meet performance specifications for the individual service. Transit service within this district will also take full advantage of the existing transit service point at the OCTA transit center at the corner of Gothard Street and Center Avenue. Expansion of the OCTA transit center to adjacent properties, such as the Southern California Edison right-of-way and the Redevelopment Agency-owned parcel, should be evaluated.

3.2 Public Facilities

The Public Facilities plans identify proposed infrastructure, wastewater, water and storm drain facility improvements to serve development within the Specific Plan area. An analysis of infrastructure requirements can be found in Environmental Impact Report No 08-008, a program level environmental analysis for the Beach and Edinger Corridors Specific Plan.

3.2.1 Wastewater Facilities

The City of Huntington Beach is responsible for the review and approval of the collection of wastewater within the Specific Plan area, and the Orange County Sanitation District (OCSD) is responsible for the treatment of wastewater.

The land use changes and increases in development intensity proposed with the Beach and Edinger Corridors Specific Plan would result in additional growth within each of the Specific Plan segments. In order to estimate the additional wastewater generated from the buildout of the proposed Specific Plan and to identify potential capacity constraints within the City's sewer system, a "Sewer Analysis Report" was prepared by PBS&J and is presented in Appendix H, Volume II of the Specific Plan EIR. Assumptions were made on where development would most likely occur and wastewater flow generation calculations were performed on each of these development areas that would discharge to the various City sewer systems. The resulting wastewater flow calculations were used to perform hydraulic calculations for each pipe segment in the affected sewer system, and based on City sewer design criteria, recommendations were made on pipe segments needing to be upsized as a result of the Specific Plan buildout. The results of the analysis are presented in Figure 3.7. Note that the portion of the necessary upsizing on Beach Blvd. between Talbert Ave. and Slater Ave. was identified by the City's Citywide Sewer Master Plan (SMP) and was completed in 2003.

It is important to note that the sewer pipe upgrades recommended here are based on the best available data, including existing flow data, calculated flow data, and future land use assumptions. Future development may vary substantially from those assumed here, varying the location and amount of sewer flows generated, which would in turn require a different pipe size upgrade than those shown here. For each individual project that may be developed under the proposed Specific Plan, a Sewer Analysis Report shall be prepared and submitted for review and approval, and shall identify constraints, requirements for new connections or upgrades associated with development of the individual project.

Sewer lines within the Specific Plan area will be contained in public or private roads or in easements that will ultimately be dedicated to the City of Huntington Beach. Sewer improvements will be designed to the City of Huntington Beach standards. Developers will be responsible for the construction or funding of sewer facilities within their project and/or off-site facilities necessary to serve the development.

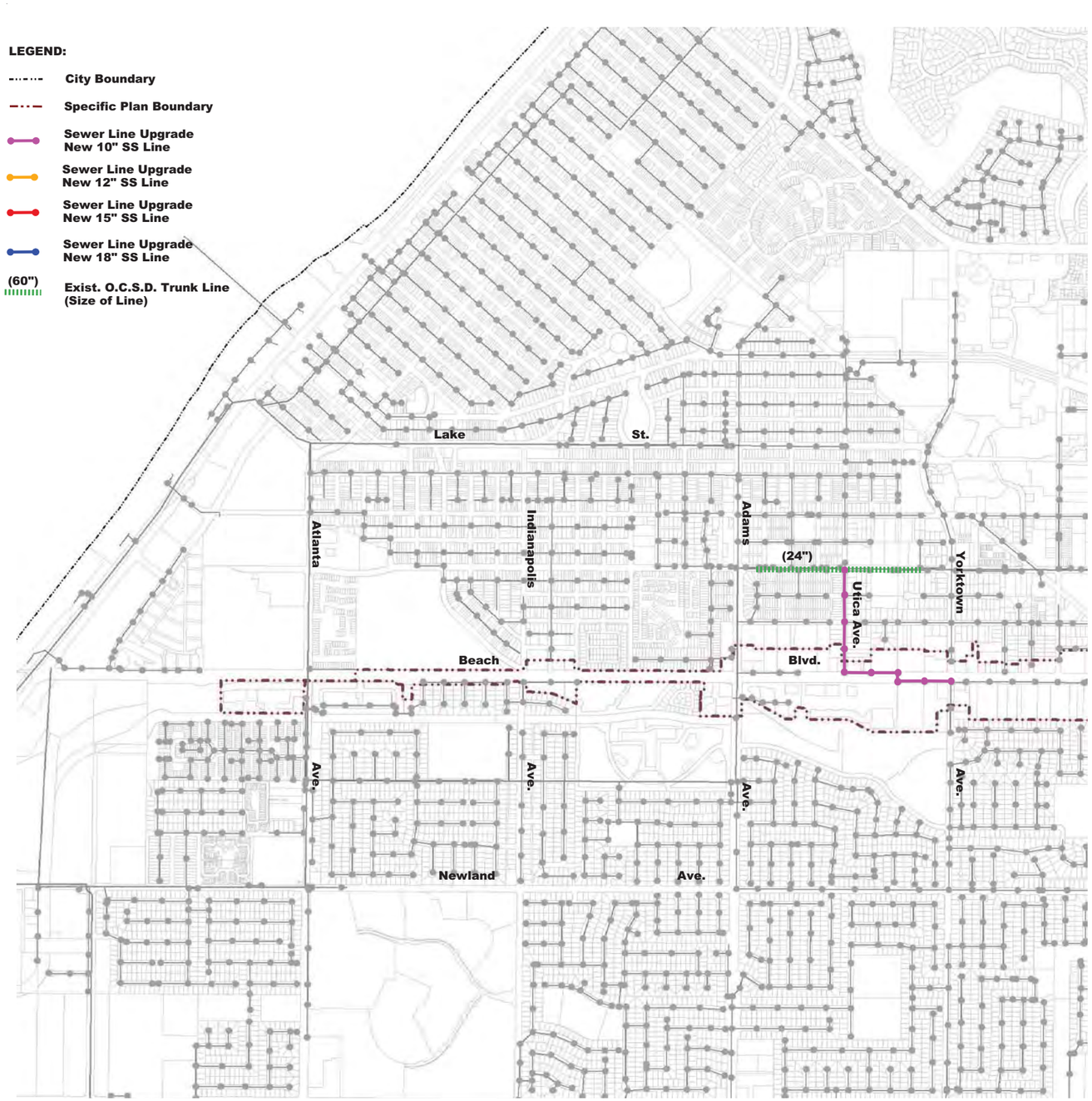


Fig 3.7 Wastewater Facilities

FIG 3.7 WASTEWATER FACILITIES

3.2.2 Domestic Water Facilities

The City of Huntington Beach provides the domestic water for the Specific Plan area and all of the customers within the City of Huntington Beach.

The land use changes and increases in development intensity proposed with the Beach and Edinger Corridors Specific Plan would likely result in increased fire flow protection within each of the Specific Plan segments and water facilities. Existing water pipes throughout the project site provide some of the infrastructure necessary to provide water service to future users under buildout of the Specific Plan. However, it is likely that new on-site and off-site improvements (both public and private) may be required to provide adequate service for the increase in water demand. Based on City requirements, it is expected that 12-inch diameter lines will be required to serve much of the Specific Plan area. Due to the width and character of Beach Boulevard, installation of water lines on both sides will typically be required. Figure 3.8 Domestic Water Facilities illustrates what is anticipated to be needed at full buildout.

It is important to note that the water pipe upgrades recommended here are based on the best available data, current Public Works Department standards, including hydraulic modeling data, and future land use assumptions. Future development may vary substantially from those assumed here, varying the location and amount of necessary fire flow, which may in turn require a different pipe size upgrade than those shown here. For each individual project that may be developed under the proposed Specific Plan, a hydraulic capacity analysis shall be prepared and submitted for review and approval, and shall identify constraints, requirements for new connections or upgrades associated with development of the individual project.

All water improvements will be designed to the City of Huntington Beach water standards. Locations of fire hydrants and apparatuses will be reviewed for each development by the City of Huntington Beach to ensure adequate fire flow and pressure. Developers will be responsible for the construction or funding of water facilities within their project and/or off-site facilities necessary to serve the development.

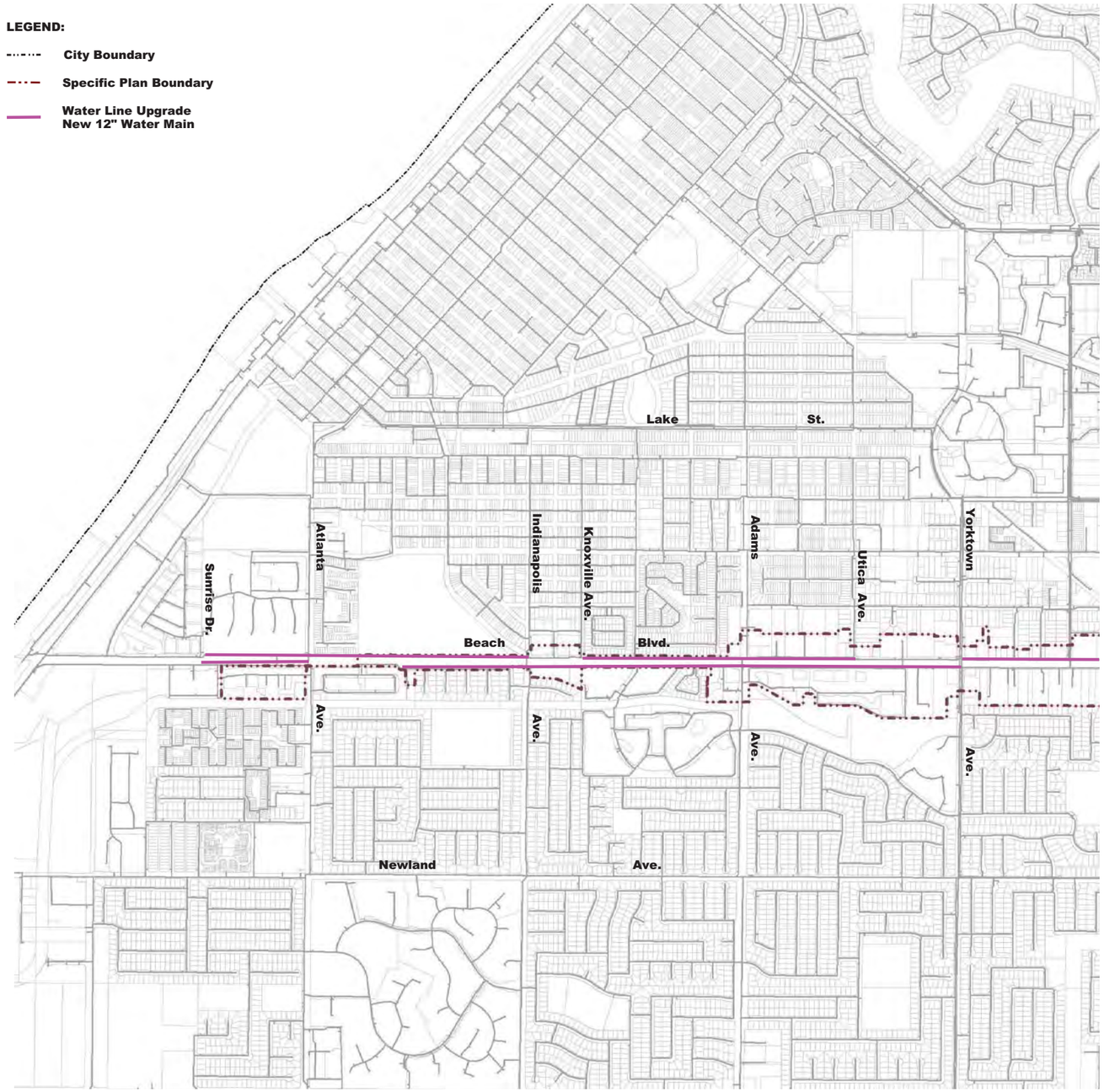


Fig 3.8 Water Facilities

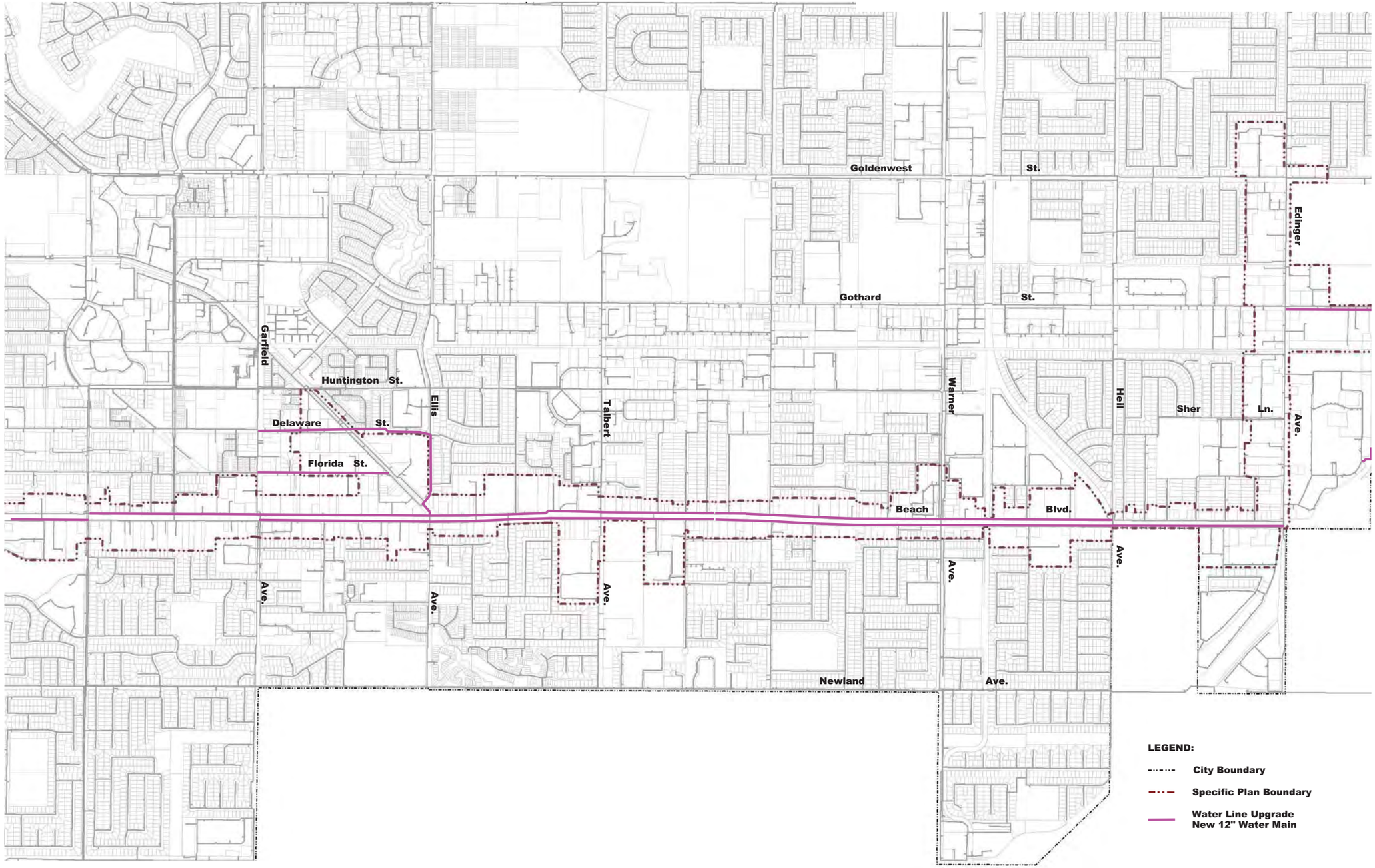


FIG 3.8 WATER FACILITIES

3.2.3 Storm Drain Facilities

Existing storm drain facilities are maintained by the City of Huntington Beach. Currently, the City has in place a Master Plan of Drainage (MPD), which is a comprehensive drainage study of the community that identifies and creates an inventory of existing storm drain facilities and identifies where system elements would be deficient in a General Plan buildout scenario. The MPD ranks the severity of the difference between existing capacity and the capacity needed to support the buildout of the General Plan and recommends system improvements to initiate the corrections.

As analyzed in Environmental Impact Report No. 08-008, the majority of the land within the Specific Plan Area is currently developed and in comparison to existing conditions, the proposed land use changes and increases in development intensity would not result in a significant increase in impervious surfaces and storm runoff. Therefore, the recommendations here mirror those deficient storm drain pipes identified in the MPD that fall within the Specific Plan area. While the majority of the drainage facilities identified are those that are deficient and in need of upgrade improvements, some facilities are new and are proposed for areas where no storm drain currently exists.

It is important to note that the storm drain pipe upgrades recommended here are based on the best available data. Future development may vary substantially from those assumed here. For each individual project that may be developed under the proposed Specific Plan, a Hydrology and Hydraulics Report shall be prepared and submitted for review and approval, and shall identify system constraints, requirements for new connections or upgrades associated with development of the individual project.

Storm drain lines will be designed to the City of Huntington Beach standards. Developers will be responsible for construction or funding of storm drain facilities within their project and/or off-site facilities necessary to serve the development.

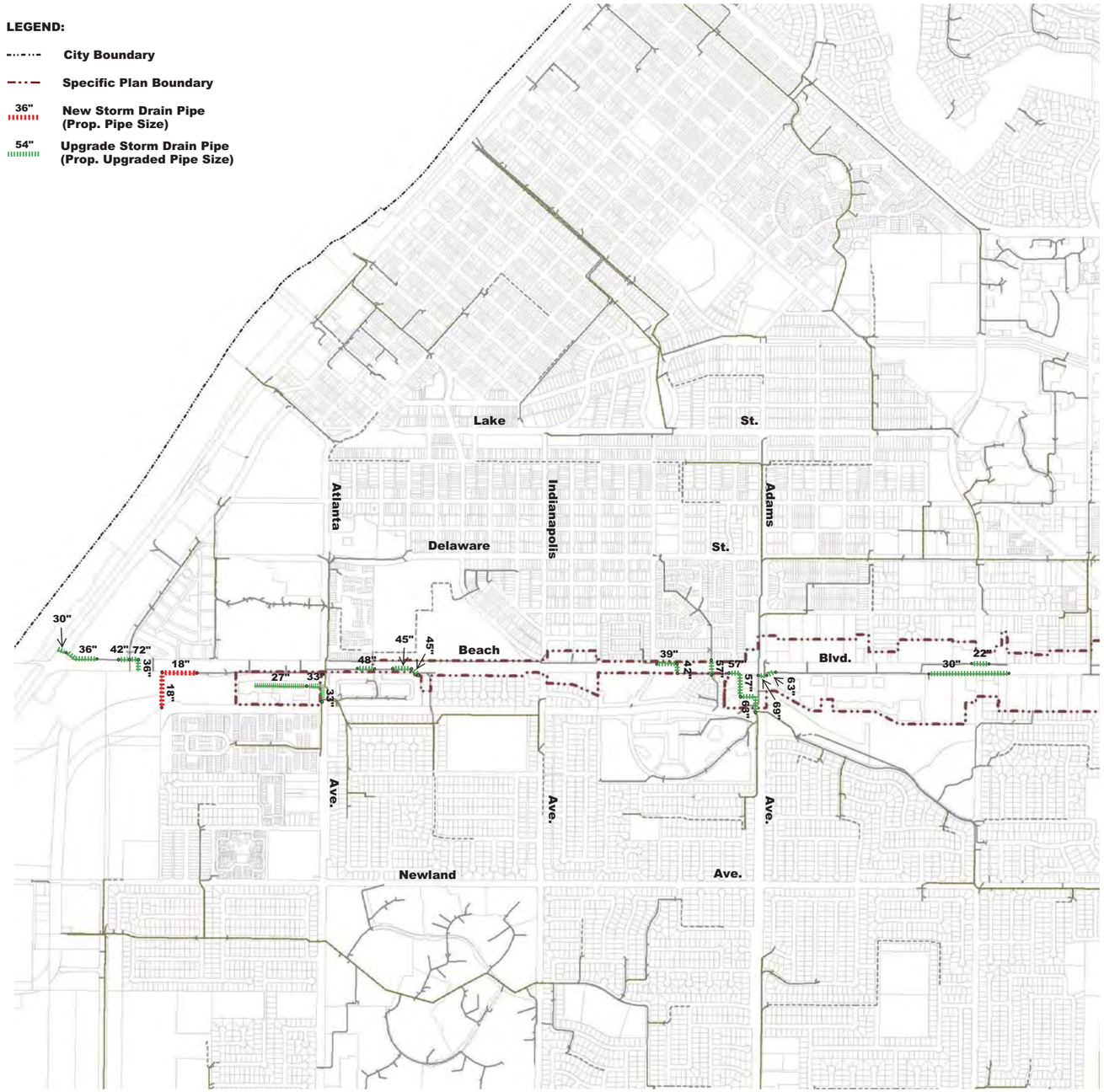


Fig 3.9 Storm Drain Facilities

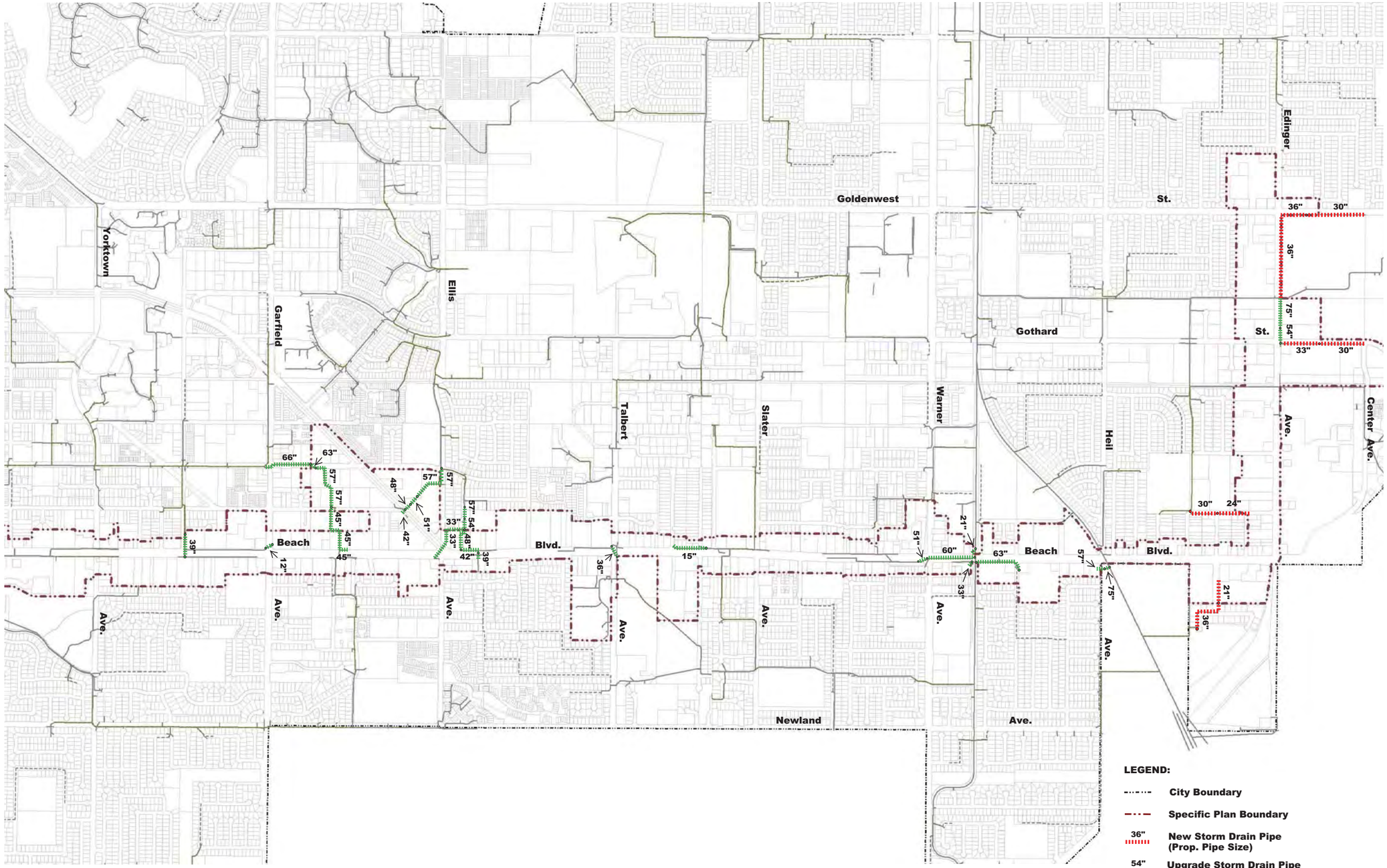


FIG 3.9 STORM DRAIN FACILITIES

3.2.4 Parks

The City of Huntington Beach's Community Services Department operates seventy parks, two beaches and a golf course. The General Plan sets a standard of five acres of park space per 1,000 people. Based on the current inventory of recreational space and the City's population, the City is approximately 4.2 acres below the park standard.

The projected development within the Specific Plan area is estimated to require up to 60 acres of additional park space within the city. Due to the linear and built-out nature of the majority of the Specific Plan area, it is not expected that much, if any, of the park space would be located within its boundaries. Figure 3.10 depicts the locations of parks within 1.5 miles of the Specific Plan area. It is expected that Specific Plan residents will utilize these facilities as well as others that may be developed. In addition, the Specific Plan requires that projects provide on-site public and private open space and specifically calls for a half-acre public open space area on the existing Levitz site, north of Edinger Ave.

Due to the 20 year timeframe over which development within the Specific Plan area is expected to occur and the inherent challenges in acquiring land in a predominantly built-out city, Environmental Impact Report No. 08-008 did not identify specific properties that may be converted to parks. However, the following areas have been identified as options for expanding the City's park inventory.

Location	**Acres**
Future Parks – within the Specific Plan Area	
Levitz site	0.5
Pacifica area	0.5
Subtotal	1
Future Parks – already approved by the City	
Bauer Park	2
Pacific City	2
Parkside Estates	1.67
Subtotal	5.67
Potential Parks – in planning stages or requires acquisition	
Community Garden	2.52
Magnolia/Banning	1.14
Current Closed School Sites (Open Space Only)	53.5
Nesi/Ascon Site	10-20.00
Subtotal	67.16-77.16
Total	**73.83-83.83**

The City's regulations provide that non-subdivided residential development pay a park-in lieu fee. Projects with subdivisions, e.g. condominiums, may either dedicate land or pay an in-lieu fee. It is expected that much of the development that occurs in the Specific Plan area will pay in-lieu fees. These monies can be used to implement the parks projects identified that are not already approved.

Payment of the in-lieu fee may also be used to improve existing unimproved park space as follows:

Existing, Unimproved Park	
Bartlett Park	25.13

Note: 2.0 acres of the park is improved.

Bartlett Park's total 27.13 acres is already counted as part of the City's park inventory. However, because it is largely unimproved, it will effectively be new park space.

Finally, there are existing parks, e.g. Murdy Community Park, which has a proposed phase II project to reconfigure the park to provide additional sports amenities for youth and adults, and Huntington Central Park, which has the undeveloped former Gun Range. Similar to Bartlett Park, these areas are already counted in the City's park inventory. However, improving the use of the facilities increases recreational opportunities for the community.

Developers will be responsible for complying with Chapters 230 and 254 of the Huntington Beach Zoning and Subdivision Ordinance as applicable.

Except properties with a Special Public Open Space Requirement pursuant to Section 2.6.2 on-site public open space shall not be used to satisfy compliance with park dedication or park in-lieu fee requirements pursuant to the Huntington Beach Zoning and Subdivision Ordinance.

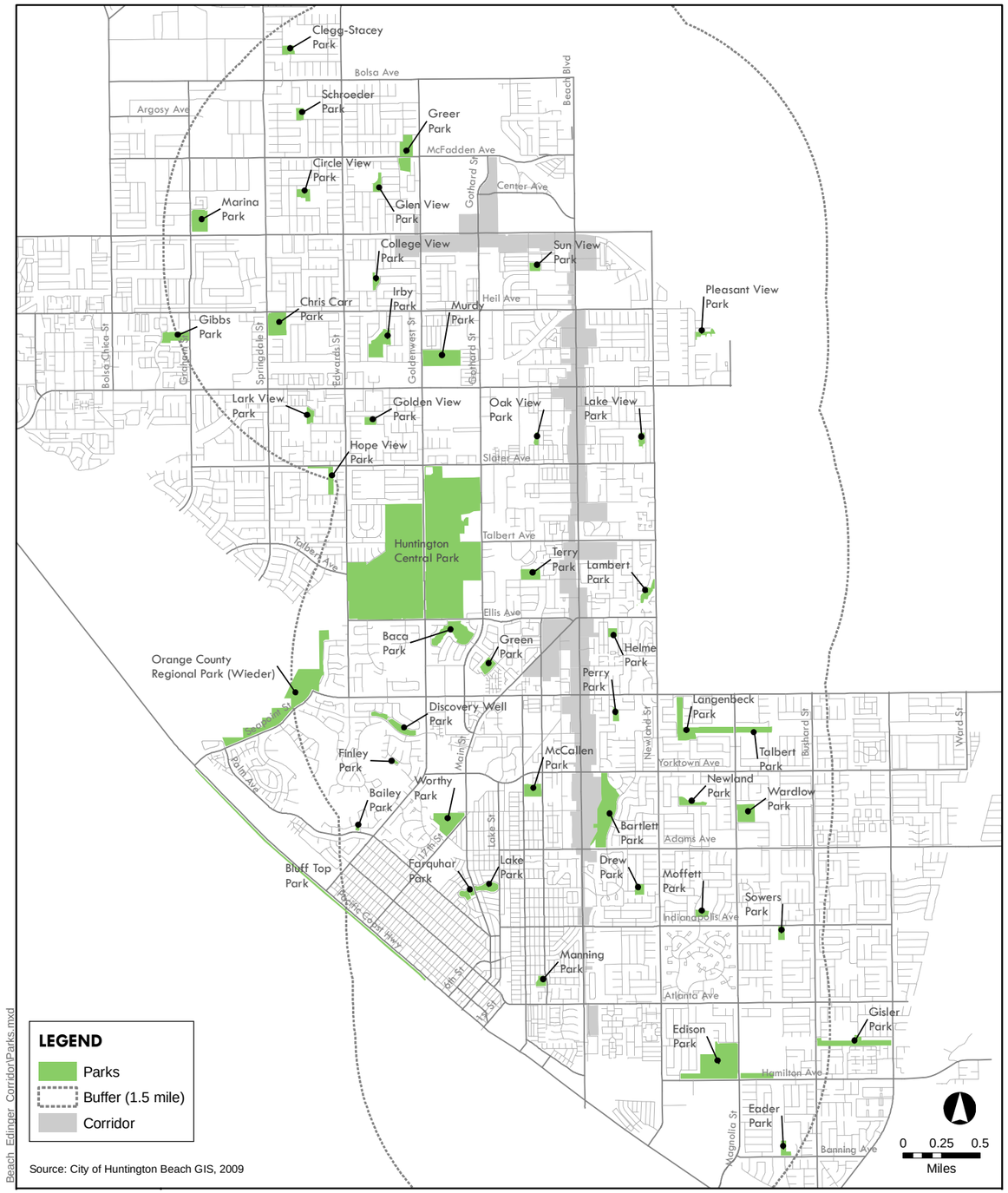


FIG 3.10 PARKS WITHIN A 1.5 MILE RADIUS OF PROJECT SITE

3.2.5 Water Quality

Water quality in California is regulated by the U.S. Environmental Protection Agency's (EPA) National Pollution Discharge Elimination System (NPDES), which controls the discharge of pollutants to water bodies from point and non-point sources. Compliance with water quality regulations will be required for individual construction projects.

Through the NPDES Permit process, the City currently requires contributors to non-point runoff pollution to establish Best Management Practices (BMPs) to minimize the potential for pollution. Under this program, the developer is responsible for identification and implementation of a program of BMPs, which can include special scheduling of project activities, prohibition of certain practices, establishment of certain maintenance procedures, and other management practices to prevent or reduce the pollution of downstream waters. Typical elements of such a BMP program would include addressing the use of oil and grease traps, detention basins, vegetation filter strips, and common techniques in order to preclude discharge of pollutants into local storm drains and channels. Post construction BMPs will be identified with a Water Quality Management Plan (WQMP). The WQMP will also address continued maintenance requirements. The continued maintenance will be performed by the home owners association, property owner, and/or property management company.

Pursuant to the analysis in Environmental Impact Report No. 08-008, new development and significant redevelopment projects within the Specific Plan area will be required to prepare a project WQMP in accordance with the Orange County Drainage Area Management Plan (DAMP) and the City of Huntington Beach requirements. Section 2.6.6 of this Specific Plan further addresses water quality requirements. In summary, Developer shall comply with the latest NPDES requirements at the time of development.

3.2.6 Utilities

There are several public utility providers in the Specific Plan area. Adequate facilities exist for the current service needs of the area, however, additional facilities may be required as additional development occurs.

3.2.7 Electricity

Electrical service to the area is provided by the Southern California Edison Company. Existing transmission and distribution lines are adequate to service current and potential future needs. Any new or existing utilities (excluding 66kv) shall be undergrounded per the City's undergrounding ordinance (Chapter 17.64 HBMC)

3.2.8 Natural Gas

Natural gas service in the Specific Plan area is provided by the Southern California Gas Company. Adequate facilities exist for current and projected future needs. Relocation of existing facilities shall be concurrent with project development.

3.2.9 Communications

Telephone service in the Specific Plan area is provided by General Telephone (GTE). Relocation of existing facilities and new installation shall be concurrent with project development.

Cable television service within Huntington Beach is provided by Time Warner Communications. Installation of new services shall be concurrent with project development.

3.2.10 Solid Waste Disposal

Rainbow Disposal Company currently provides solid waste disposal services for the area. Based on service projections and anticipated demand increase, an adequate level of service will be maintained. No solid waste disposal facilities are planned to be located in the Specific Plan area.

3.3 Infrastructure and Public Facilities Improvement Responsibilities

In order to provide for public facilities improvements necessary to serve all future development within the Specific Plan Area, developers will have a fair-share responsibility for either (1) constructing the necessary improvements required as described in the Specific Plan Environmental Impact Report 08-008 or other subsequent project-level environmental document concurrent with project development, or (2) funding such necessary improvements if constructed by other developers.

The City will determine and administer the fair-share responsibility for the public facilities improvements, including sewer, water, drainage, roads and traffic controls as described in the Specific Plan. If a developer provides the necessary facilities beyond their fair-share responsibility, that developer shall be reimbursed for costs beyond their fair-share contribution from funds collected from other developers that use said facilities. If that developer is required to pay fees, those fees will be based on a development's proportional use of the public facilities improvements necessary to serve the development utilizing assessment on a dwelling unit, acreage, building square footage or front footage basis.

These mitigation measures are required of development in the Beach and Edinger Corridors Specific Plan area pursuant to certified Environmental Impact Report No. 08-008.

Aesthetics

MM4.1-1 For projects that may result in a potential shade/shadow impact on nearby light-sensitive uses, the following mitigation measure shall be implemented at the City's discretion:

Prior to issuance of a building permit, the Applicant shall be required to perform a shade and shadow analysis that demonstrates that the project will not result in significant impacts according to the following criteria. Shadowing impacts in the Specific Plan boundary are considered significant when shadows would be cast upon potentially sensitive uses during a substantial portion (greater than 50 percent) of the main daylight hours (9:00 A.M. to 3:00 P.M. during the fall, winter, and spring seasons, and 9:00 A.M. to 5:00 P.M. [daylight savings time] during the summer season). Light-sensitive uses are those that depend upon light for their operation (e.g., solar panels) or for which solar access is essential for their function (e.g., swimming pools). Light-sensitive uses also include public parks and routinely useable outdoor spaces associated with residences and schools (e.g., yards and playgrounds).

MM4.1-2 Proposed new structures shall be designed to maximize the use of non-reflective façade treatments, such as matte paint or glass coatings. Prior to issuance of building permits for the proposed project, the Applicant shall indicate provision of these materials on the building plans.

Air Quality

MM4.2-1 Project applicants shall require by contract specifications that all diesel-powered equipment used will be retrofitted with after-treatment products (e.g., engine catalysts). Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Huntington Beach prior to issuance of a grading permit.

MM4.2-2 Project applicants shall require by contract specifications that all heavy-duty diesel-powered equipment operating and refueling at the project site use low-NO_X diesel fuel to the extent that it is readily available and cost effective (up to 125 percent of the cost of California Air Resources Board diesel) in the South Coast Air Basin (this does not apply to diesel-powered trucks traveling to and from the project site). Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Huntington Beach prior to issuance of a grading permit.

MM4.2-3 Project applicants shall require by contract specifications that construction equipment engines be maintained in good condition and in proper tune per manufacturer's specification for the duration of construction. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Huntington Beach prior to issuance of a grading permit.

MM4.2-4 Project applicants shall require by contract specifications that construction operations rely on the electricity infrastructure surrounding the construction site rather than electrical generators powered by internal combustion engines. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Huntington Beach prior to issuance of a grading permit.

MM4.2-5 As required by South Coast Air Quality Management District Rule 403—Fugitive Dust, all construction activities that are capable of generating fugitive dust are required to implement dust control measures during each phase of project development to reduce the amount of particulate matter entrained in the ambient air. These measures include the following:

- Application of soil stabilizers to inactive construction areas
- Quick replacement of ground cover in disturbed areas
- Watering of exposed surfaces three times daily
- Watering of all unpaved haul roads three times daily
- Covering all stock piles with tarp
- Reduction of vehicle speed on unpaved roads
- Post signs on-site limiting traffic to 15 miles per hour or less
- Sweep streets adjacent to the project site at the end of the day if visible soil material is carried over to adjacent roads
- Cover or have water applied to the exposed surface of all trucks hauling dirt, sand, soil, or other loose materials prior to leaving the site to prevent dust from impacting the surrounding areas
- Install wheel washers where vehicles enter and exit unpaved roads onto paved roads to wash off trucks and any equipment leaving the site each trip.

MM4.2-6 Project applicants shall require by contract specifications that construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 30 minutes. Diesel-fueled commercial motor vehicles with gross vehicular weight ratings of greater than 10,000 pounds shall be turned off when not in use for more than 5 minutes. Contract

specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach.

MM4.2-7 Project applicants shall require by contract specifications that construction parking be configured to minimize traffic interference during the construction period and, therefore, reduce idling of traffic. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach.

MM4.2-8 Project applicants shall require by contract specifications that temporary traffic controls are provided, such as a flag person, during all phases of construction to facilitate smooth traffic flow. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach.

MM4.2-9 Project applicants shall require by contract specifications that construction activities that affect traffic flow on the arterial system be scheduled to off-peak hours (10:00 A.M. to 4:00 P.M.). Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach.

MM4.2-10 Project applicants shall require by contract specifications that dedicated on-site and off-site left-turn lanes on truck hauling routes be utilized for movement of construction trucks and equipment on site and off site to the extent feasible during construction activities. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach.

MM4.2-11 Upon issuance of building or grading permits, whichever is issued earlier, notification shall be mailed to owners and occupants of all developed land uses within 300 feet of a project site within the Specific Plan providing a schedule for major construction activities that will occur through the duration of the construction period. In addition, the notification will include the identification and contact number for a community liaison and designated construction manager that would be available on site to monitor construction activities. The construction manager shall be responsible for complying with all project requirements related to PM_{10} generation. The construction manager will be located at the on-site construction office during construction hours for the duration of all construction activities. Contract information for the community liaison and construction manager will be located at the construction office, City Hall, the police department, and a sign on site.

MM4.2-12 Project applicants shall require by contract specifications that the architectural coating (paint and primer) products used would have a VOC rating of 125 grams per liter or less. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed and approved by the City of Huntington Beach.

MM4.2-13 Project applicants shall require by contract specifications that materials that do not require painting be used during construction to the extent feasible. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed and approved by the City of Huntington Beach.

MM4.2-14 Project applicants shall require by contract specifications that pre-painted construction materials be used to the extent feasible. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed and approved by the City of Huntington Beach.

Biological Resources

MM4.3-1 Nesting avian species protected by the MBTA:

a. Prior to any construction or vegetation removal between February 15 and August 31, a nesting bird survey shall be conducted by a qualified biologist of all habitats within 250 feet of the construction area. Surveys shall be conducted no less than 14 days and no more than 30 days prior to commencement of construction activities and surveys will be conducted in accordance with CDFG protocol as applicable. If no active nests are identified on or within 250 feet of the construction site, no further mitigation is necessary. A copy of the pre-construction survey shall be submitted to the City of Huntington Beach. If an active nest of a MBTA protected species is identified onsite (per established thresholds) a 100-foot no-work buffer shall be maintained between the nest and construction activity. This buffer can be reduced in consultation with CDFG and/or USFWS.
b. Completion of the nesting cycle shall be determined by qualified ornithologist or biologist.

MM4.3-2 Wetland Habitat

a. For projects located on vacant (nondeveloped) land, preparation of a wetland delineation shall be required as deemed necessary by the City of Huntington Beach. The delineation shall be conducted in accordance with the 1987 Corps of Engineers Wetlands Delineation Manual, and the September 2008 Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region (Version 2.0), The delineation report shall be prepared and submitted to the U.S. Army Corps of Engineers (USACE) for their verification. A copy of the USACE's verification letter and the delineation report shall be provided to the City of Huntington Beach. If no wetlands are present on the project site, no additional measures shall be required.
b. Prior to the issuance of grading permits by the City, if wetlands are present on the project site (based on the verified wetland delineation), the project applicant shall acquire all applicable wetland permits. These permits include, but would not be limited to, a Section 404 Wetlands Fill Permit from the USACE, or a Report of Waste Discharge from the Regional Water Quality Control Board (RWQCB), and a Section 401 Water Quality Certification from the RWCQB. Additionally, a Section 1602 Streambed Alteration Agreement from the California Department of Fish and Game (CDFG) would be required for development that would cross or affect any stream course (including the Barge Canal).
c. The project applicant shall, where feasible, preserve the maximum amount of existing wetlands and establish minimum 25- to 50-foot buffers around all sides of these features. In addition, the final project design shall not cause significant changes to the pre-project hydrology, water quality, or water quantity in any wetland that is to be retained on site. This shall be accomplished by avoiding or repairing any disturbance to the hydrologic conditions supporting these wetlands, as verified through wetland protection plans.
d. Where avoidance of existing wetlands and drainages is not feasible, then mitigation measures shall be implemented for the project-related loss of any existing wetlands on site, such that there is no net loss of wetland acreage or habitat value.

   Wetland mitigation shall be developed as a part of the Section 404 CWA permitting process, or for nonjurisdictional wetlands, during permitting through the RWQCB and/or CDFG. Mitigation is to be provided prior to construction related impacts on the existing wetlands. The exact mitigation ratio is variable, based on the type and value of the wetlands affected by the project, but agency standards typically require a minimum of 1:1 for preservation and 1:1 for construction of new wetlands. In addition, a wetland mitigation and monitoring plan shall be developed that includes the following:

- Descriptions of the wetland types, and their expected functions and values
- Performance standards and monitoring protocol to ensure the success of the mitigation wetlands over a period of five to ten years
- Engineering plans showing the location, size and configuration of wetlands to be created or restored
- An implementation schedule showing that construction of mitigation areas shall commence prior to or concurrently with the initiation of construction
- A description of legal protection measures for the preserved wetlands (i.e., dedication of fee title, conservation easement, and/or an endowment held by an approved conservation organization, government agency or mitigation bank)

Cultural and Paleontological Resources

MM4.4-1 Prior to development activities that would demolish or otherwise physically affect buildings or structures 45 years old or older or affect their historic setting, the project applicant shall retain a cultural resource professional who meets the Secretary of the Interior's Professional Qualifications Standards for Architectural History to determine if the project would cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the CEQA Guidelines. The investigation shall include, as determined appropriate by the cultural resource professional and the City of Huntington Beach, the appropriate archival research, including, if necessary, an updated records search of the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System and a pedestrian survey of the proposed development area to determine if any significant historic-period resources would be adversely affected by the proposed development. The results of the investigation shall be documented in a technical report or memorandum that identifies and evaluates any historical resources within the development area and includes recommendations and methods for eliminating or reducing impacts on historical resources. The technical report or memorandum shall be submitted to the City of Huntington Beach for approval. As determined necessary by the City, environmental documentation (e.g., CEQA documentation) prepared for future development within the project site shall reference or incorporate the findings and recommendations of the technical report or memorandum. The project applicant shall be responsible for implementing methods for eliminating or reducing impacts on historical resources identified in the technical report or memorandum.

MM4.4-2(a) Prior to any earth-disturbing activities (e.g., excavation, trenching, grading) that could encounter undisturbed soils, the project applicant shall retain an archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards for Archaeology to determine if the project could result in a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines or disturb human remains. The investigation shall include, as determined appropriate by the archaeologist and the City of Huntington Beach, an updated records search of the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System, updated Native American consultation, and a pedestrian survey of the area proposed for development. The results of the investigation shall be documented in a technical report or memorandum that identifies and evaluates any archaeological resources within the development area and includes recommendations and methods for eliminating or avoiding impacts on archaeological resources or human remains. The measures shall include, as appropriate, subsurface testing of archaeological resources and/or construction monitoring by a qualified professional and, if necessary, appropriate Native American monitors identified by the applicable tribe (e.g., the Gabrieliño Tongva Nation) and/or the Native American Heritage Commission. The methods shall also include procedures for the unanticipated discovery of human remains, which shall be in accordance with Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. The technical report or memorandum shall be submitted to the City of Huntington Beach for approval. As determined necessary by the City, environmental documentation (e.g., CEQA documentation) prepared for future development within the project site shall reference or incorporate the findings and recommendations of the technical report or memorandum. The project applicant shall be responsible for implementing methods for eliminating or avoiding impacts on archaeological resources identified in the technical report or memorandum. Projects that would not encounter undisturbed soils and would therefore not be required to retain an archaeologist shall demonstrate non-disturbance to the City through the appropriate construction plans or geotechnical studies prior to any earth-disturbing activities. Projects that would include any earth disturbance (disturbed or undisturbed soils) shall comply with MM4.4 2(b).

MM4.4-2(b) If evidence of an archaeological site or other suspected historical resource as defined by CEQA Guidelines Section 15064.5, including darkened soil representing past human activity ("midden"), that could conceal material remains (e.g., worked stone, fired clay vessels, faunal bone, hearths, storage pits, or burials) are discovered during any project-related earth-disturbing activities (including projects that would not encounter undisturbed soils), all earth-disturbing activity within 100 feet of the find shall be halted and the City of Huntington Beach shall be notified. The project applicant shall retain an archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards for Archaeology to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by the archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 (A-L) form and filed with the appropriate Information Center.

MM4.4-3(a) Prior to any earth-disturbing activities (e.g., excavation, trenching, grading) that could encounter undisturbed soils, the project applicant shall retain a professional paleontologist to determine if the project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. The investigation shall include, as determined appropriate by the paleontologist and the City of Huntington Beach, a paleontology records check and a pedestrian survey of the area proposed for development. The results of the investigation shall be documented in a technical report or memorandum that identifies the paleontological sensitivity of the development area and includes recommendations and methods for eliminating or avoiding impacts on paleontological resources or unique geologic features. The technical report or memorandum shall be submitted to the City of Huntington Beach for approval. As determined necessary by the City, environmental documentation (e.g., CEQA documentation) prepared for future development within the project site shall reference or incorporate the findings and recommendations of the technical report or memorandum. The project applicant shall be responsible for implementing methods for eliminating or avoiding impacts on paleontological resources or unique geologic features identified in the technical report or memorandum. Projects that would not encounter undisturbed soils and would therefore not be required to retain a paleontologist shall demonstrate non-disturbance to the City through the appropriate construction plans or geotechnical studies prior to any earth-disturbing activities. Projects that would include any earth disturbance (disturbed or undisturbed soils) shall comply with MM4.4-3(b).

MM4.4-3(b) Should paleontological resources (i.e., fossil remains) be identified at a particular site during project construction, the construction foreman shall cease construction within 100 feet of the find until a qualified professional can provide an evaluation. Mitigation of resource impacts shall be implemented and funded by the project applicant and shall be conducted as follows:

1. Identify and evaluate paleontological resources by intense field survey where impacts are considered high
2. Assess effects on identified sites
3. Consult with the institutional/academic paleontologists conducting research investigations within the geological formations that are slated to be impacted
4. Obtain comments from the researchers
5. Comply with researchers' recommendations to address any significant adverse effects where determined by the City to be feasible

In considering any suggested mitigation proposed by the consulting paleontologist, the City of Huntington Beach staff shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, applicable policies and land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for paleontological resources is carried out.

Geology and Soils

MM4.5-1 Future development in the Beach Boulevard and Edinger Avenue Corridors Specific Plan area shall prepare a grading plan to contain the recommendations of the final soils and geotechnical report. These recommendations shall be implemented in the design of the project, including but not limited to measures associated with site preparation, fill placement, temporary shoring and permanent dewatering, groundwater seismic design features, excavation stability, foundations, soil stabilization, establishment of deep foundations, concrete slabs and pavements, surface drainage, cement type and

corrosion measures, erosion control, shoring and internal bracing, and plan review.

Hazards and Hazardous Materials

MM4.6-1 Prior to the issuance of grading permits on any project site, the site developer(s) shall:

- Investigate the project site to determine whether it or immediately adjacent areas have a record of hazardous material contamination via the preparation of a preliminary environmental site assessment (ESA), which shall be submitted to the City for review. If contamination is found the report shall characterize the site according to the nature and extent of contamination that is present before development activities precede at that site.
- If contamination is determined to be on site, the City, in accordance with appropriate regulatory agencies, shall determine the need for further investigation and/or remediation of the soils conditions on the contaminated site. If further investigation or remediation is required, it shall be the responsibility of the site developer(s) to complete such investigation and/or remediation prior to construction of the project.
- If remediation is required as identified by the local oversight agency, it shall be accomplished in a manner that reduces risk to below applicable standards and shall be completed prior to issuance of any occupancy permits.
- Closure reports or other reports acceptable to the Huntington Beach Fire Department that document the successful completion of required remediation activities, if any, for contaminated soils, in accordance with City Specification 431-92, shall be submitted and approved by the Huntington Beach Fire Department prior to the issuance of grading permits for site development. No construction shall occur in the affected area until reports have been accepted by the City.

MM4.6-2 In the event that previously unknown or unidentified soil and/or groundwater contamination that could present a threat to human health or the environment is encountered during construction of the proposed project, construction activities in the immediate vicinity of the contamination shall cease immediately. If contamination is encountered, a Risk Management Plan shall be prepared and implemented that (1) identifies the contaminants of concern and the potential risk each contaminant would pose to human health and the environment during construction and post-development and (2) describes measures to be taken to protect workers, and the public from exposure to potential site hazards. Such measures could include a range of options, including, but not limited to, physical site controls during construction, remediation, long-term monitoring, post-development maintenance or access limitations, or some combination thereof. Depending on the nature of contamination, if any, appropriate agencies shall be notified (e.g., City of Huntington Beach Fire Department). If needed, a Site Health and Safety Plan that meets Occupational Safety and Health Administration requirements shall be prepared and in place prior to commencement of work in any contaminated area.

MM4.6-3 Prior to the issuance of grading permits, future development in the Specific Plan shall comply with HBFD City Specification No. 429, Methane District Building Permit Requirements. A plan for the testing of soils for the presence of methane gas shall be prepared and submitted by the Applicant to the HBFD for review and approval, prior to the commencement of sampling. If significant levels of methane gas are discovered in the soil on the future development project site, the Applicant's grading, building and methane plans shall reference that a sub-slab methane barrier and vent system will be installed at the project site per City Specification No. 429, prior to plan approval. If required by the HBFD, additional methane mitigation measures to reduce the level of methane gas to acceptable levels shall be implemented.

MM4.6-4 To ensure adequate access for emergency vehicles when construction activities would result in temporary lane or roadway closures, the developer shall consult with the City of Huntington Beach Police and Fire Departments to disclose temporary lane or roadway closures and alternative travel routes. The developer shall be required to keep a minimum of one lane in each direction free from encumbrances at all times on perimeter streets accessing the project site. At any time only a single lane is available, the developer shall provide a temporary traffic signal, signal carriers (i.e., flagpersons), or other appropriate traffic controls to allow travel in both directions. If construction activities require the complete closure of a roadway segment, the developer shall coordinate with the City of Huntington Beach Police and Fire Departments to designate proper detour routes and signage indicating alternative routes.

Hydrology and Water Quality

MM4.7-1 City of Huntington Beach shall require Applicants for new development and significant redevelopment projects within the Specific Plan area to prepare a project Water Quality Management Plan (WQMP) in accordance with the DAMP requirements and measures described below and with all current adopted permits. The WQMP shall be prepared by a Licensed Civil Engineer and submitted for review and acceptance prior to issuance of a Precise Grading or Building permit.

BMPs in the WQMP shall be designed in accordance with the Municipal NPDES Permit, Model WQMP, DAMP, and City of Huntington Beach LIP. As noted in the Specific Plan, all development projects shall include site design and source control BMPs in the project WQMP. Additionally, new development or significant redevelopment projects and priority projects shall include LID principles to reduce runoff to a level consistent with the maximum extent practicable and treatment control BMPs in the WQMP.

If permanent dewatering is required and allowed by the City, OCWD, and other regulatory agencies, the Applicant shall include a description of the dewatering technique, discharge location, discharge quantities, chemical characteristics of discharged water, operations and maintenance plan, and WDID number for proof of coverage under the De Minimus Threat General Permit or copy of the individual WDR in the WQMP. Additionally, the WQMP shall incorporate any additional BMPs as required by the City Public Works Department.

The WQMP shall include the following additional requirements:

<u>Project and Site Characterization Requirements</u>

- Entitlement Application numbers and site address shall be included on the title sheet of the WQMP
- In the project description section, explain whether proposed use includes onsite food preparation, eating areas (if not please state), outdoor activities to be expected, vehicle maintenance, service, washing cleaning (if prohibited onsite, please state)
- All potential pollutants of concern for the proposed project land use type as per Table 7.II-1 of the Orange County Model Water Quality Management Plan shall be identified
- A narrative describing how all potential pollutants of concern will be addressed through the implementation of BMPs and describing how site design BMP concepts will be considered and incorporated into the project design shall be included
- Existing soil types and estimated percentages of perviousness for existing and proposed conditions shall be identified
- In Section I of the WQMP, state verbatim the Development Requirements from the Planning Department's letter to the Applicant
- A site plan showing the location of the selected treatment control BMPs and drainage areas shall be included in the WQMP
- A Geotechnical Report shall be submitted to address site conditions for determination of infiltration limitations and other pertinent characteristics.

<u>Project-Based Treatment Control BMPs</u>

- Infiltration-type BMPs shall not be used unless the Geotechnical Report states otherwise. Depth to seasonal high groundwater is determined to provide at least a 10-foot clearance between the bottom of the BMP and top of the water table. It is expected that infiltration BMPs may be feasible between Holland Drive and Utica Drive, however, a Geotechnical Investigation must be conducted to ensure sufficient properties
- Wet swales and grassed channels shall not be used because of the slow infiltration rates of project site soils, the potentially shallow depth to groundwater, and water conservation needs
- If proprietary Structural Treatment Control devices are used, they shall be sited and designed in compliance with the manufacturers design criteria
- Surface exposed treatment control BMPs shall be selected such that standing water drains or evaporates within 24 hours or as required by the County's vector control

- Excess stormwater runoff shall bypass the treatment control BMPs unless they are designed to handle the flow rate or volume from a 100-year storm event without reducing effectiveness. Effectiveness of any treatment control BMP for removing the pollutants of concern shall be documented via analytical models or existing studies on effectiveness.
- The project WQMP shall incorporate water efficient landscaping using drought tolerant, native plants in accordance with Landscape and Irrigation Plans as set forth by the Association (see below)
- Pet waste stations (stations that provide waste pick-up bags and a convenient disposal container protected from precipitation) shall be provided and maintained
- Building materials shall minimize exposure of bare metals to stormwater. Copper or Zinc roofing materials, including downspouts, shall be prohibited. Bare metal surfaces shall be painted with non-lead-containing paint

The following BMPs shall not be used because they have not been shown to be effective in many situations. Therefore, unless sufficient objective studies and review are available and supplied with the WQMP to correctly size devices and to document expected pollutant removal rates the WQMP shall not include:

- Hydrodynamic separator type devices as a BMP for removing any pollutant except trash and gross particulates
- Oil and Grit separators

Any Applicant proposing development in the Specific Plan Area is encouraged to consider the following BMPs:

- Sand filters or other filters (including media filters) for rooftop runoff
- Dry swales. A dry swale treatment system could be used if sufficient area, slope gradient, and length of swale could be incorporated into the project design. Dry swales could remove substantial amounts of nutrients, suspended solids, metals, and petroleum hydrocarbons
- Other proprietary treatment devices (if supporting documentation is provided)

Non-Structural BMPs

The WQMP shall include the following operations and maintenance BMPs under the management of a Homeowners/Business Association (Association), where applicable. The Association shall fund and implement an operational and maintenance program that includes the following:

- The Association shall dictate minimum landscape maintenance standards and tree trimming requirements for the total project site. Landscape maintenance shall be performed by a qualified landscape maintenance company or individual in accordance with a Chemical Management Plan detailing chemical application methods, chemical handling procedures, and worker training. Pesticide application shall be performed by a certified applicator. No chemicals shall be stored on-site unless in a covered and contained area and in accordance with an approved Materials Management Plan. Application rates shall not exceed labeled rates for pesticides, and shall not exceed soil test rates for nutrients. Slow release fertilizers shall be used to prevent excessive nutrients in stormwater or irrigation runoff.
- The Association shall have the power and duty to establish, oversee, guide, and require proper maintenance and tree trimming procedures per the ANSI A-300 Standards as established by the International Society of Arborist. The Association shall require that all trees be trimmed by or under the direct observation/ direction of a licensed/certified Arborist for the entire area. The Association shall establish minimum standards for maintenance for the total community, and establish enforcement thereof for the total community. The Association shall rectify problems arising from incorrect tree trimming, chemical applications, and other maintenance within the total community.
- Landscape irrigation shall be performed in accordance with an Irrigation Management Plan to minimize excess irrigation contributing to dry- and wet-weather runoff. Automated sprinklers shall be used and be inspected at least quarterly and adjusted yearly to minimize potential excess irrigation flows. Landscape irrigation maintenance shall be performed in accordance with the approved irrigation plans, the City Water Ordinance and per the City Arboricultural and Landscape Standards and Specifications.
- Proprietary stormwater treatment systems maintenance shall be in accordance with the manufacturer's recommendations. If a nonproprietary treatment system is used, maintenance shall be in accordance with standard practices as identified in the current CASQA (2003) handbooks, operations and maintenance procedures outlined in the approved WQMP, City BMP guidelines, or other City-accepted guidance.
- Signage, enforcement of pet waste controls, and public education would improve use and compliance, and therefore, effectiveness of the program, and reduce the potential for hazardous materials and other pollution in stormwater runoff. The Association shall prepare and install appropriate signage, disseminate information to residents and retail businesses, and include pet waste controls (e.g., requirements for pet waste clean up, pet activity area restrictions, pet waste disposal restrictions) in the Association agreement/Conditions, Covenants, and Restrictions.
- Street sweeping shall be performed at an adequate frequency to prevent build up of pollutants (see http://www.fhwa.dot.gov/ environment/ultraurb/ for street sweeping effectiveness).
- The Association shall develop a maintenance plan for BMPs and facilities identifying responsible parties and maintenance schedules and appropriate BMPs to minimize discharges of contaminants to storm drain systems during maintenance operations.
- Reporting requirements: the Association shall prepare an annual report and submit the annual report to the City of Huntington Beach documenting the BMPs operations and maintenance conducted that year. The annual report shall also address the potential system deficiencies and corrective actions taken or planned.

Site Design BMPs

Any Applicant proposing development in the Specific Plan Area is required to incorporate LID principles as defined in the Municipal NPDES Permit and is encouraged to consider the following BMPs, if allowed in accordance with the Geotechnical Report and limitations on infiltration BMPs:

- Use of porous concrete or asphalt (if acceptable to the Geotechnical Engineer and where infiltration will not adversely affect groundwater) or other pervious pavement for driveways, paths, sidewalks, and courtyards/open space areas, to the maximum extent practicable, would reduce pollutants in stormwater runoff as well as provide some detention within the material void[1] space. If porous paver blocks are used, they shall be adequately maintained to provide continued porosity (effectiveness)
- Incorporation of rain gardens or cisterns to reuse runoff for landscape irrigation
- Green roofs to reduce runoff and treat roof pollutants
- Site design and landscape planning to group water use requirements for efficient irrigation

MM4.7-2 The City of Huntington Beach shall require that any Applicant prepare a Groundwater Hydrology Study to determine the lateral transmissivity of area soils and a safe pumping yield such that dewatering activities do not interfere with nearby water supplies. The Groundwater Hydrology Study shall make recommendations on whether permanent groundwater dewatering is feasible within the constraints of a safe pumping level. The Applicant's engineer of record shall incorporate the Hydrology Study designs and recommendations into project plans. If safe groundwater dewatering is determined to not be feasible, permanent groundwater dewatering shall not be implemented. The City Director of Public Works, OCWD, and other regulatory agencies shall approve or disapprove any permanent groundwater dewatering based on the Groundwater Hydrology Study and qualified Engineers' recommendations.

MM4.7-3 The City of Huntington Beach shall require that the Applicant's Licensed Civil Engineer for each site-specific development prepare a Hydrology and Hydraulic Study to identify the effects of potential stormwater runoff from the specific development on the existing storm drain flows for the 10-, 25-, and 100-year design storm events. The Hydrology and Hydraulic Study shall identify existing runoff and proposed runoff, in addition to existing storm drain system capacity at the development site discharge location to the nearest down-gradient main junction. The Applicant shall design site drainage and document that the proposed development would not increase peak storm event flows over existing conditions for the design storm events. The final site plan shall not exceed an impervious fraction of 0.9, unless sufficient retention is incorporated into the site design to accommodate excess runoff. The Hydrology and Hydraulic Study shall also incorporate all current adopted Municipal NPDES Permit

1 Void space is the empty space between individual particles.

requirements for stormwater flow calculations and retention/detention features in effect at the time of review.

MM4.7-4 The City of Huntington Beach shall require that adequate capacity in the storm drain system is demonstrated from the specific development site discharge location to the nearest main channel to accommodate discharges from the specific development. If capacity is demonstrated as adequate, no upgrades will be required. If capacity is not adequate, the City of Huntington Beach shall identify corrective action(s) required by the specific development Applicant to ensure adequate capacity. Corrective action could include, but is not limited to:

- Construction of new storm drains, as identified in the MPD or based on the Hydrology and Hydraulic Study, if the Hydrology and Hydraulic Study identifies greater impacts than the MPD
- Improvement of existing storm drains, as identified in the MPD or based on the Hydrology and Hydraulic Study, if the Hydrology and Hydraulic Study identifies greater impacts than the MPD
- In-lieu fees to implement system-wide storm drain infrastructure improvements
- Other mechanisms as determined by the City Department of Public Works.
- For nonresidential areas, if redevelopment would result in an impervious fraction of less than 0.9 and does not increase the directly connected impervious area compared to existing conditions, runoff is expected to remain the same or less than as assessed in the MPD and only MPD improvements would be required.

Because some storm drain system constraints may be located far downgradient from the actual development site, several properties may serve to contribute to system capacity constraints. Therefore, the City Department of Public Works shall assess each site development and system characteristics to identify the best method for achieving adequate capacity in the storm drain system. Drainage assessment fees/districts to improve/implement storm drains at downstream locations or where contributing areas are large are enforced through *Municipal Code* (Section 14.20).

The City Department of Public Works shall review the Hydrology and Hydraulic Study and determine required corrective action(s) or if a waiver of corrective action is applicable. The site-specific development Applicant shall incorporate required corrective actions into their project design and/or plan. Prior to receiving a Certificate of Occupancy or final inspection, the City Department of Public Works shall ensure that required corrective action has been implemented.

Noise

MM4.9-1 Project applicants shall require by contract specifications that the following construction best management practices (BMPs) be implemented by contractors to reduce construction noise levels:

- Two weeks prior to the commencement of construction, notification must be provided to surrounding land uses within 300 feet of a project site disclosing the construction schedule, including the various types of activities that would be occurring throughout the duration of the construction period
- Ensure that construction equipment is properly muffled according to industry standards and be in good working condition
- Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible
- Schedule high noise-producing activities between the hours of 8:00 A.M. and 5:00 P.M. to minimize disruption on sensitive uses, Monday through Saturday. Schedule pile-driving activities between the hours of 8:00 A.M. and 4:00 P.M. on Mondays through Fridays only.
- Implement noise attenuation measures, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources
- Use electric air compressors and similar power tools rather than diesel equipment, where feasible
- Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 10 minutes
- Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party.

Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City prior to issuance of a grading permit.

MM4.9-2 Project applicants shall require by contract specifications that construction staging areas along with the operation of earthmoving equipment within the project area would be located as far away from vibration and noise sensitive sites as possible. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City prior to issuance of a grading permit.

MM4.9-3 Project applicants shall require by contract specifications that heavily loaded trucks used during construction would be routed away from residential streets. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City prior to issuance of a grading permit.

MM4.9-4 Project applicants shall provide proper shielding for all new HVAC systems used by the proposed residential and mixed-use buildings to achieve a noise attenuation of 15 dBA at 50 feet from the equipment.

MM4.9-5 Prior to issuance of building permits, project applicants shall submit an acoustical study for each development, prepared by a certified acoustical engineer. Should the results of the acoustical study indicate that that exterior (e.g., patios and balconies) and interior noise levels would exceed the standards set forth in the City of Huntington Beach Municipal Code Sections 8.40.050 through 8.40.070, the project applicant shall include design measures that may include acoustical paneling or walls to ensure that noise levels do not exceed City standards. Final project design shall incorporate special design measures in the construction of the residential units, if necessary.

Public Services

MM4.11-1 Subject to the City's annual budgetary process, which considers available funding and the staffing levels needed to provide acceptable response time for fire and police services, the City shall provide sufficient funding to maintain the City's standard, average level of service through the use of General Fund monies.

Transportation/Traffic

MM4.13-1 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a separate westbound right turn lane to the intersection of Beach Boulevard at Warner Avenue. Implementation of this improvement would require Caltrans approval.

MM4.13-2 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of dual northbound and southbound left turn lanes to the intersection of Beach Boulevard at Garfield Avenue. Implementation of this improvement would require Caltrans approval.

MM4.13-3 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a fourth northbound through lane to the intersection of Brookhurst Street at Adams Avenue.

MM4.13-4 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a separate northbound right turn lane to the intersection of Brookhurst Street at Adams Avenue.

MM4.13-5 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a fourth southbound through lane to the intersection of Brookhurst Street at Adams Avenue.

MM4.13-6 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a fourth eastbound through lane to the intersection of Brookhurst Street at Adams Avenue.

MM4.13-7 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a fourth westbound through lane to the intersection of Brookhurst Street at Adams Avenue.

MM4.13-8 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution to allow a right turn overlap for a westbound right turn at the intersection of Brookhurst Street at Adams Avenue.

MM4.13-9 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution to allow a right turn overlap for a northbound right turn at the intersection of Brookhurst Street at Adams Avenue.

MM4.13-10 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a fourth northbound through lane to the intersection of Beach Boulevard at Edinger Avenue. Implementation of this improvement would require Caltrans approval.

MM4.13-11 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a third westbound through lane to the intersection of Beach Boulevard at Edinger Avenue. Implementation of this improvement would require Caltrans approval.

MM4.13-12 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a separate southbound right turn lane to the intersection of Beach Boulevard at Bolsa Avenue. Implementation of this improvement would require Caltrans and City of Westminster approvals.

MM4.13-13 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a second westbound left turn lane to the intersection of Beach Boulevard at Talbert Avenue. Implementation of this improvement would require Caltrans approval.

MM4.13-14 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a de facto westbound right turn lane to the intersection of Beach Boulevard at Talbert Avenue. Implementation of this improvement would require Caltrans approval.

MM4.13-15 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the conversion of a separate westbound right turn lane to a de facto right turn lane at the intersection of Newland Street at Warner Avenue.

MM4.13-16 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a third westbound through lane to the intersection of Newland Street at Warner Avenue.

MM4.13-17 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a separate southbound right turn lane to the intersection of Beach Boulevard at McFadden Avenue. Implementation of this improvement would require Caltrans and City of Westminster approvals.

MM4.13-18 For future projects that occur within the Specific Plan area, the project applicant(s) shall make a fair share contribution for the addition of a separate northbound right turn lane to the intersection of Beach Boulevard at McFadden Avenue. Implementation of this improvement would require Caltrans and City of Westminster approvals.

Utilities and Service Systems

MM4.14-1 The components of future projects in the Specific Plan area shall incorporate the following measures to ensure that conservation and efficient water use practices are implemented per project. Project proponents, as applicable, shall:

- Require employees to report leaks and water losses immediately and shall provide information and training as required to allow for efficient reporting and follow up.
- Educate employees about the importance and benefits of water conservation.
- Create water conservation suggestion boxes, and place them in prominent areas.
- Install signs in restrooms and cafeterias that encourage water conservation.
- Assign an employee to evaluate water conservation opportunities and effectiveness.
- Develop and implement a water management plan for its facilities that includes methods for reducing overall water use.
- Conduct a water use survey to update current water use needs. (Processes and equipment are constantly upgrading, thus changing the need for water in some areas.)
- Repair leaks. Check the water supply system for leaks and turn off unnecessary flows.
- Utilize water-efficient irrigation systems and drought tolerant plant palette and insure that sprinklers are directing water to landscape areas, and not to parking lots, sidewalks or other paved areas.
- Adjust the irrigation schedule for seasonal changes.
- Install low-flow or waterless fixtures in public and employee restrooms.
- Instruct cleaning crews to use water efficiently for mopping.
- Use brooms, squeegees, and wet/dry vacuums to clean surfaces before washing with water; do not use hoses as brooms. Sweep or blow paved areas to clean, rather than hosing off (applies outside, not inside).
- Avoid washing building exteriors or other outside structures.
- Sweep and vacuum parking lots/sidewalks/window surfaces rather than washing with water.
- Switch from “wet” carpet cleaning methods, such as steam, to “dry,” powder methods. Change window-cleaning schedule from “periodic” to “as required.”
- Set automatic optic sensors on icemakers to minimum fill levels to provide lowest possible daily requirement. Ensure units are air-cooled and not water-cooled.
- Control the flow of water to the garbage disposal
- Install and maintain spray rinsers for pot washing and reduce flow of spray rinsers for prewash
- Turn off dishwashers when not in use – wash only full loads
- Scrape rather than rinse dishes before washing
- Operate steam tables to minimize excess water use
- Discontinue use of water softening systems where possible
- Ensure water pressure and flows to dishwashers are set a minimum required setting
- Install electric eye sensors for conveyer dishwashers
- Retrofit existing flushometer (tankless) toilets with water-saving diaphragms and coordinate automatic systems with work hours so that they don’t run continuously
- Use a shut-off nozzle on all hoses that can be adjusted down to a fine spray so that water flows only when needed.
- Install automatic rain shutoff device on sprinkler systems
- Launder hotel linens per room by request or after vacancy

MM4.14-2 The City of Huntington Beach shall require that adequate capacity in the wastewater collection system is demonstrated from the specific development site discharge location to the nearest OCSD main or trunk line to accommodate discharges from the specific development project. If capacity is demonstrated as adequate, no upgrades will be required. If capacity is not adequate, the City of Huntington Beach shall identify corrective action(s) required by the specific development Applicant to ensure adequate capacity. Corrective action could include, but is not limited to:

- Upsize new sewer pipes, as identified in sewer analysis (CR4.14-3)
- Discharge assessment fees/districts to upsize sewer lines at downstream locations or where contributing areas are large

- In-lieu fees to implement system-wide wastewater collection infrastructure improvements
- Other mechanisms as determined by the City Department of Public Works.

Because some wastewater collection system constraints may be located far down gradient from the actual development site, several properties may serve to contribute to system capacity constraints. Therefore, the City Department of Public Works shall assess each development and system characteristics to identify the best method for achieving adequate capacity in the wastewater collection system.

The City of Huntington Beach Department of Public Works shall review the sewer analysis and determine required corrective action(s) or if a waiver of corrective action is applicable. The site-specific development Applicant shall incorporate required corrective actions into their project design and/or plan. Prior to Final Inspection, the City Department of Public Works shall ensure that required corrective action has been implemented.

Climate Change

MM4.15-1 The City shall require by contract specifications that all diesel-powered equipment used would be retrofitted with after-treatment products (e.g., engine catalysts and other technologies available at the time construction commences) to the extent that they are readily available and cost effective when construction activities commence. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach.

MM4.15-2 The City shall require by contract specifications that alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) would be utilized to the extent feasible at the time construction activities commence. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach.

MM4.15-3 The City shall require by contract specifications that developers within the project site use recycled and/or locally available building materials, to the extent feasible, such as concrete, stucco, and interior finishes, for construction of the project and associated infrastructure.

MM4.15-4 The City shall require developers within the project site to establish a construction management plan with Rainbow Disposal to divert a target of 50 percent of construction, demolition, and site clearing waste.

MM4.15-5 The City shall require by contract specifications that construction equipment engines will be maintained in good condition and in proper tune per manufacturer's specification for the duration of construction. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach.

MM4.15-6 The City shall require by contract specifications that construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than five minutes. Diesel-fueled commercial motor vehicles with gross vehicular weight ratings of greater than 10,000 pounds shall be turned off when not in use for more than five minutes. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach.

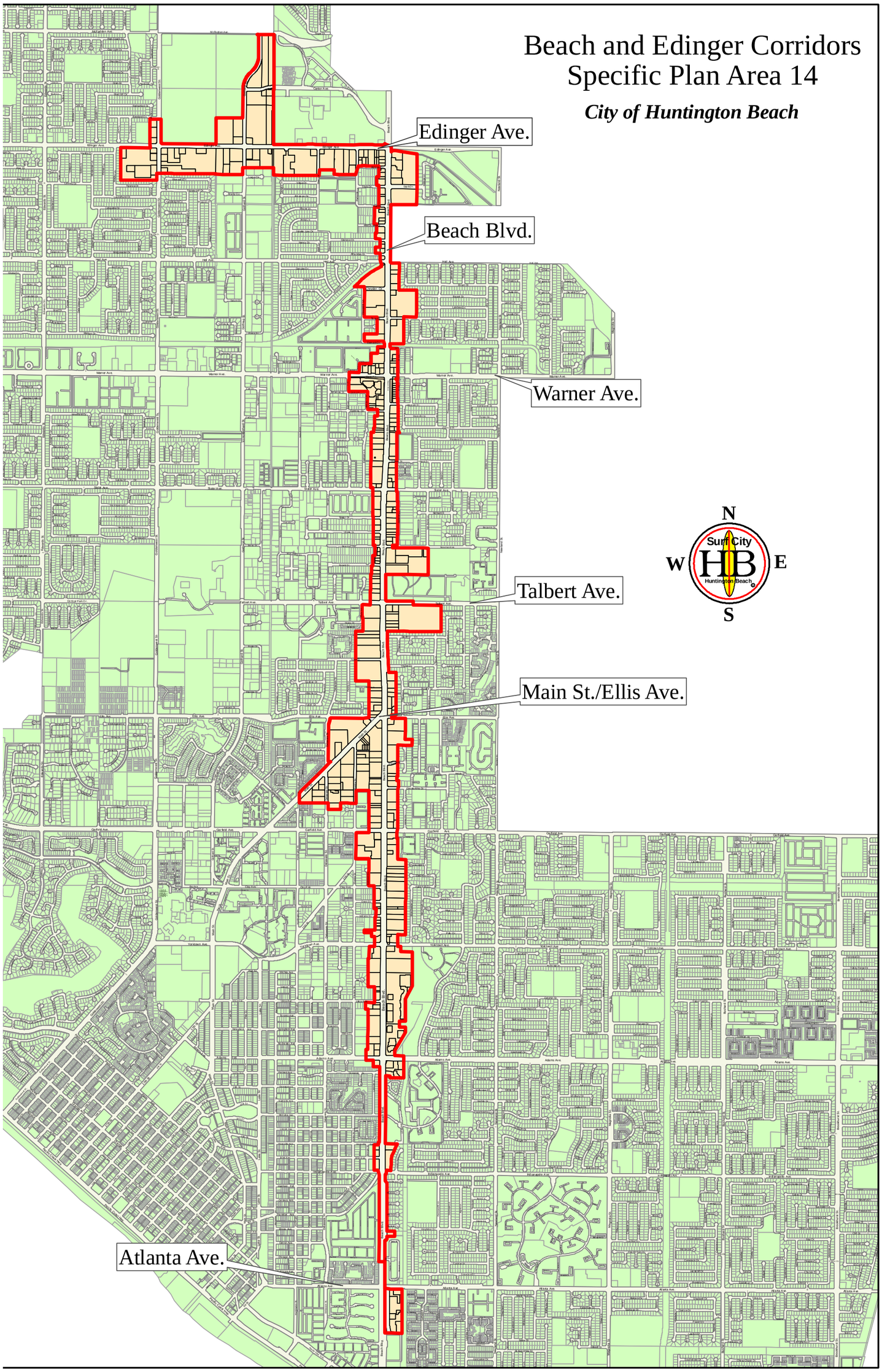
MM4.15-7 The City shall require that any new development within the Specific Plan area provide signs within loading dock areas clearly visible to truck drivers. These signs shall state that trucks cannot idle in excess of five minutes per trip.

MM4.15-8 The City shall require by contract specifications that electrical outlets are included in the building design of future loading docks to allow use by refrigerated delivery trucks. Future project-specific Applicants shall require that all delivery trucks do not idle for more than five minutes. If loading and/or unloading of perishable goods would occur for more than five minutes, and continual refrigeration is required, all refrigerated delivery trucks shall use the electrical outlets to continue powering the truck refrigeration units when the delivery truck engine is turned off.

MM4.15-9 The City shall require that any new development within the project site provide a bulletin board or kiosk in the lobby of each proposed structure that identifies the locations and schedules of nearby transit opportunities.

B.1 Beach and Edinger Corridors Specific Plan Boundary

The project area described herein is included in the Beach and Edinger Corridors Specific Plan consisting of 459 acres and shall be subject to policies and development standards set forth in this document. Precisely, the Beach and Edinger Corridors Specific Plan includes the following real property identified by Assessor Parcel Numbers and described as follows:


Beach and Edinger Corridors
Specific Plan Area 14
City of Huntington Beach
Edinger Ave.
Beach Blvd.
Warner Ave.
Talbert Ave.
Main St./Ellis Ave.
Atlanta Ave.
N
W
E
S
Surf City
HB
Huntington Beach

2.1.3 Town Center - Core		
APN	**CCS Description**	**Legal Description**
159-091-03	2.1.3 Town Center-Core	P BK 250 PG 9 PAR 1
159-091-04	2.1.3 Town Center-Core	TR 7 LOT 1 BLK D AND LOTS2, 3 & 7 AND POR OF LOT 4 ALL IN BLK D SURFACE AND 500 FT SUBSURFACE VERTIC
159-091-05	2.1.3 Town Center-Core	TR 7 BLK D LOT 5 AND BLK D LOTS 6 & 8
159-101-03	2.1.3 Town Center-Core	TR 7 LOT 4 BLK D POR OF LOT SURFACE AND 500 FT SUBSURFACE VERTICALLY
142-074-01	2.1.3 Town Center-Core	
142-074-02	2.1.3 Town Center-Core	T 5 R 11 SEC 14 POR SEC (POR. PAR A OF LLA 02/0954206.)
142-074-03	2.1.3 Town Center-Core	T 5 R 11 SEC 14 POR S1/2 (POR. PAR A OF LLA 02/0954206.)
142-074-04	2.1.3 Town Center-Core	SEC 14 T 5 R 11 8.99 AC M/L IN SE1/4 SW1/4
142-074-05	2.1.3 Town Center-Core	SEC 14 T 5 R 11 LOT IN SE1/4 SW1/4
2.1.4 Town Center - Neighborhood		
APN	**CCS Description**	**Legal Description**
142-073-01	2.1.4 Town Center-Neighborhood	
142-073-02	2.1.4 Town Center-Neighborhood	SEC 14 T 5 R 11 IRREG 3.05 AC M/L IN NE1/4 SW1/4 SEC
142-073-03	2.1.4 Town Center-Neighborhood	T 5 R 11 SEC 14 POR S1/2
142-074-01	2.1.4 Town Center-Neighborhood	
142-074-02	2.1.4 Town Center-Neighborhood	T 5 R 11 SEC 14 POR SEC (POR. PAR A OF LLA 02/0954206.)
142-074-03	2.1.4 Town Center-Neighborhood	T 5 R 11 SEC 14 POR S1/2 (POR. PAR A OF LLA 02/0954206.)
142-074-04	2.1.4 Town Center-Neighborhood	SEC 14 T 5 R 11 8.99 AC M/L IN SE1/4 SW1/4
142-074-06	2.1.4 Town Center-Neighborhood	PM 211-25 PAR 1 POR OF PAR
142-074-07	2.1.4 Town Center-Neighborhood	
142-074-08	2.1.4 Town Center-Neighborhood	
142-074-09	2.1.4 Town Center-Neighborhood	
142-074-10	2.1.4 Town Center-Neighborhood	
142-074-11	2.1.4 Town Center-Neighborhood	
142-074-12	2.1.4 Town Center-Neighborhood	PM 211-25 PAR 1 POR OF PAR
157-471-04	2.1.4 Town Center-Neighborhood	SEC 36 T 5 R 11 N1/2 NW1/4 NW1/4 SW1/4 -EX POR IN DD -7468/631 OR- & STS
157-471-05	2.1.4 Town Center-Neighborhood	SEC 36 T 5 R 11 POR NW1/4NW1/4 SW1/4 AS DESC IN LEASE -7468/631 OR
157-471-06	2.1.4 Town Center-Neighborhood	SEC 36 T 5 R 11 POR S1/2 NW1/4 NW1/4 SW1/4 AS PER DD -7263/194 OR
159-092-03	2.1.4 Town Center-Neighborhood	N TR 7 BLK G LOT 5
159-092-04	2.1.4 Town Center-Neighborhood	TR 7 LOTS 1/2 BLK G
159-092-07	2.1.4 Town Center-Neighborhood	TR 7 BLK G LOT 3 AND BLK G LOT 4
159-101-01	2.1.4 Town Center-Neighborhood	TR 7 LOT 4 BLK D POR OF LOT AS DESC IN DD -7833/255 OR
159-102-01	2.1.4 Town Center-Neighborhood	P BK 184 PG 17 PAR 1
159-102-14	2.1.4 Town Center-Neighborhood	TR 7 LOT 19 BLK H S 75 FTN 145.2 FT W 216 FT IN LOT
159-102-18	2.1.4 Town Center-Neighborhood	N TR 598 LOT 17
159-102-19	2.1.4 Town Center-Neighborhood	N TR 598 LOT 16
159-102-20	2.1.4 Town Center-Neighborhood	N TR 598 LOT 15
159-102-21	2.1.4 Town Center-Neighborhood	N TR 598 LOT 14
159-102-29	2.1.4 Town Center-Neighborhood	N TR 598 LOT 6
159-102-30	2.1.4 Town Center-Neighborhood	N TR 598 LOT 5
159-102-35	2.1.4 Town Center-Neighborhood	TR 598 LOT 7 AND LOTS 8-13 INC (PM 126-21 PAR 1)
159-102-36	2.1.4 Town Center-Neighborhood	P BK 150 PG 1 PAR 1
159-102-43	2.1.4 Town Center-Neighborhood	TR 7 BLK H LOT 4 AND BLK H LOTS 5 & 6 AND POR OF LOT 3 AND TR 598 LOT 1
159-102-44	2.1.4 Town Center-Neighborhood	TR 598 LOT 2 AND LOTS 3 &4
159-102-46	2.1.4 Town Center-Neighborhood	P BK 168 PG 44 PAR 1
159-121-02	2.1.4 Town Center-Neighborhood	TR 7 LOT 9 BLK G N1/2
159-121-03	2.1.4 Town Center-Neighborhood	TR 7 LOT 9 BLK G S1/2
159-121-28	2.1.4 Town Center-Neighborhood	
159-121-30	2.1.4 Town Center-Neighborhood	P M 175-07 PAR 2 POR OF PAR
159-121-31	2.1.4 Town Center-Neighborhood	PARCEL MAPS 175 PG 8 LOT 1
159-262-01	2.1.4 Town Center-Neighborhood	TR 7 LOTS 1/2 BLK F
159-262-02	2.1.4 Town Center-Neighborhood	N TR 7 BLK F LOT 3
159-262-03	2.1.4 Town Center-Neighborhood	TR 7 LOT 4 BLK F THE SURFACE & 500 FT SUBSURFACE VERTICALLY OF ALL -EX S 126.58 FT & ST
159-262-04	2.1.4 Town Center-Neighborhood	TR 7 LOT 4 BLK F THE SURFACE & 500 FT SUBSURFACE VERTICALLY OF SLY 126.58 FT -EX ST
159-262-05	2.1.4 Town Center-Neighborhood	P BK 64 PG 33 PAR 1
159-262-06	2.1.4 Town Center-Neighborhood	P BK 64 PG 33 PAR 2
159-121-26	2.1.4 Town Center-Neighborhood	TR 7 LOT 6 BLK G N1/2
159-121-38	2.1.4 Town Center-Neighborhood	TR NO 7 BLK G LOT 7 POR OF LOT
159-121-37	2.1.4 Town Center-Neighborhood	TR NO 7 BLK G LOT 7 POR OF LOT
159-121-25	2.1.4 Town Center-Neighborhood	TR 7 LOT 6 BLK G S1/2 -EXST
157-341-01	2.1.4 Town Center-Neighborhood	SEC 36 T 5 R 11 POR NW1/4
157-341-02	2.1.4 Town Center-Neighborhood	SEC 36 T 5 R 11 POR NW1/4
157-341-03	2.1.4 Town Center-Neighborhood	SEC 36 T 5 R 11 POR NW1/4
157-341-04	2.1.4 Town Center-Neighborhood	P BK 39 PG 2 PAR 1
157-341-05	2.1.4 Town Center-Neighborhood	P BK 24 PG 44 PAR 2
157-341-06	2.1.4 Town Center-Neighborhood	P BK 24 PG 44 PAR 1
157-341-07	2.1.4 Town Center-Neighborhood	P BK 39 PG 2 PAR 2
157-341-08	2.1.4 Town Center-Neighborhood	P BK 38 PG 16 PAR 1
157-352-05	2.1.4 Town Center-Neighborhood	SEC 36 T 5 R 11 POR NW1/4
159-031-08	2.1.4 Town Center-Neighborhood	SEC 35 T 3 R 11 S 99 FT N1/2 SE1/4 SE1/4 NE1/4 -EXPOR TO STATE FOR ST
159-031-10	2.1.4 Town Center-Neighborhood	SEC 35 T 5 R 11 S 125 FT E 348.48 FT SE1/4 NE1/4 -EX ST & POR TO F REEWAY
159-031-16	2.1.4 Town Center-Neighborhood	SEC 35 T 5 R 11 POR NE1/4
159-031-17	2.1.4 Town Center-Neighborhood	P BK 76 PG 4 PAR 1
159-031-18	2.1.4 Town Center-Neighborhood	P BK 76 PG 4 PAR 2
159-031-22	2.1.4 Town Center-Neighborhood	T 5 R 11 SEC 35 POR NE1/4
159-031-23	2.1.4 Town Center-Neighborhood	
159-031-24	2.1.4 Town Center-Neighborhood	P M 138-29 PAR 3 AND PAR 4
159-031-01	2.1.4 Town Center-Neighborhood	PM 14-8 PAR 1 & 2
Railroad	2.1.4 Town Center-Neighborhood	
2.1.5 Neighborhood Center		
APN	**CCS Description**	**Legal Description**
165-364-03	2.1.5 Neighborhood Center	TR 436 BLK A LOT 2 POR OFLOT AND BLK A POR OF LOT 3
165-364-04	2.1.5 Neighborhood Center	P BK 100 PG 9 PAR 2
165-364-06	2.1.5 Neighborhood Center	P BK 185 PG 17 PAR 2
165-364-11	2.1.5 Neighborhood Center	P BK 204 PG 33 PAR A

165-364-12	2.1.5 Neighborhood Center	P BK 204 PG 33 PAR 1
165-364-13	2.1.5 Neighborhood Center	P BK 204 PG 33 PAR 2
165-364-14	2.1.5 Neighborhood Center	P BK 204 PG 33 PAR B
165-364-15	2.1.5 Neighborhood Center	P BK 204 PG 33 PAR 7
165-364-16	2.1.5 Neighborhood Center	P BK 204 PG 33 PAR 6
165-364-17	2.1.5 Neighborhood Center	P BK 204 PG 33 PAR D
165-364-18	2.1.5 Neighborhood Center	P BK 204 PG 33 PAR 5
165-364-19	2.1.5 Neighborhood Center	P BK 204 PG 33 PAR 8
165-364-20	2.1.5 Neighborhood Center	P BK 204 PG 33 PAR C
165-364-21	2.1.5 Neighborhood Center	P BK 204 PG 33 PAR 3
165-364-22	2.1.5 Neighborhood Center	P BK 204 PG 33 PAR 4
165-364-24	2.1.5 Neighborhood Center	P BK 260 PG 19 PAR 1
165-364-25	2.1.5 Neighborhood Center	PARCEL MAP 260-19 PAR 2 AND PM 185-17 PAR 4
165-321-05	2.1.5 Neighborhood Center	T 5 R 11 SEC 26 NE1/4 NE1/4 SE1/4 POR OF SEC - EX STR
167-472-16	2.1.5 Neighborhood Center	TRACT NO 405 LOTS 1 AND 2
165-181-35	2.1.5 Neighborhood Center	SEC 26 T 5 R 11 S 220 FT E 5 AC S1/2 SE1/4 SE1/4 -EX HWY & ST
157-481-01	2.1.5 Neighborhood Center	P BK 93 PG 13 PAR 2
157-481-02	2.1.5 Neighborhood Center	P BK 93 PG 13 PAR 1
157-481-03	2.1.5 Neighborhood Center	SEC 36 T 5 R 11 N 53 FT S451.29 FT W 330 FT NW1/4 NW1/4 NW1/4
157-481-04	2.1.5 Neighborhood Center	SEC 36 T 5 R 11 S 106 FT N 367.71 FT W 330 FT NW1/4 NW1/4 NW1/4(AN D N 53 FT S 292.29 FT W 330 FT NW
157-481-05	2.1.5 Neighborhood Center	P BK 56 PG 33 PAR 1
157-481-06	2.1.5 Neighborhood Center	P BK 56 PG 33 PAR 2
157-481-07	2.1.5 Neighborhood Center	SEC 36 T 5 R 11 S 92.29 FT W 330 FT NW1/4 NW1/4 NW1/4
157-481-08	2.1.5 Neighborhood Center	PM 317-35 PAR 1 THRU 4
159-141-66	2.1.5 Neighborhood Center	TR 172 BLK C LOT 4 POR OFLOT AND BLK C POR OF LOT S 5, 6, 10, 16, 22, 28, 34, 40, 46, 52, 58, 64, 70
153-091-19	2.1.5 Neighborhood Center	P BK 158 PG 43 PAR 1
153-091-21	2.1.5 Neighborhood Center	P BK 158 PG 43 PAR 3
153-091-22	2.1.5 Neighborhood Center	P BK 158 PG 43 PAR 4
153-091-23	2.1.5 Neighborhood Center	P BK 158 PG 43 PAR 5
153-091-25	2.1.5 Neighborhood Center	P BK 158 PG 43 PAR 7
153-091-26	2.1.5 Neighborhood Center	P BK 158 PG 43 PAR 8
153-091-27	2.1.5 Neighborhood Center	P BK 158 PG 43 PAR 9
153-091-28	2.1.5 Neighborhood Center	P BK 158 PG 43 PAR 10
153-091-31	2.1.5 Neighborhood Center	P BK 201 PG 15 PAR 1
153-091-32	2.1.5 Neighborhood Center	P BK 201 PG 15 PAR 2
148-021-12	2.1.5 Neighborhood Center	SEC 13 T 6 R 11 POR NW1/4
148-021-14	2.1.5 Neighborhood Center	SEC 13 T 6 R 11 POR NW1/4
148-021-15	2.1.5 Neighborhood Center	SEC 13 T 6 R 11 POR NW1/4
148-021-17	2.1.5 Neighborhood Center	SEC 13 T 6 R 11 POR NW1/4
148-021-18	2.1.5 Neighborhood Center	SEC 13 T 6 R 11 POR NW1/4(=PM BK 44 PG 40 PARS. 1 & 2)
148-021-19	2.1.5 Neighborhood Center	P BK 25 PG 27 PAR 2
159-161-24	2.1.5 Neighborhood Center	P BK 97 PG 14 PAR 1
159-161-25	2.1.5 Neighborhood Center	P BK 97 PG 14 PAR 2
159-161-26	2.1.5 Neighborhood Center	P BK 97 PG 14 PAR 3
159-161-27	2.1.5 Neighborhood Center	P BK 97 PG 14 PAR 4

2.1.6 Town Center Blvd. Segment		
APN	**CCS Description**	**Legal Description**
142-072-06	2.1.6 Town Center Blvd Segment	P BK 32 PG 48 PAR 1
142-072-08	2.1.6 Town Center Blvd Segment	P BK 44 PG 11 PAR 2
142-072-09	2.1.6 Town Center Blvd Segment	SEC 14 T 5 R 11 POR SW1/4(P M 44-11 PAR 1)
142-321-13	2.1.6 Town Center Blvd Segment	TR 4064 LOT 8 POR OF LOT (P M 5-36 PAR 2)
142-321-10	2.1.6 Town Center Blvd Segment	
142-321-01	2.1.6 Town Center Blvd Segment	N TR 4064 LOT 7
142-511-04	2.1.6 Town Center Blvd Segment	TR 4064 LOT 1 POR OF LOT
142-511-03	2.1.6 Town Center Blvd Segment	TR 4064 LOT 1 POR OF LOT
142-511-02	2.1.6 Town Center Blvd Segment	
142-511-05	2.1.6 Town Center Blvd Segment	TR 4064 LOT 1 S 182 FT W 316.70 FT
142-321-02	2.1.6 Town Center Blvd Segment	N TR 4064 LOT 6
142-321-12	2.1.6 Town Center Blvd Segment	
142-511-01	2.1.6 Town Center Blvd Segment	
142-111-18	2.1.6 Town Center Blvd Segment	SEC 23 T 5 R 11 POR NW1/4NE1/4 AS PER LEASE-L5966 /843 OR
142-111-27	2.1.6 Town Center Blvd Segment	SEC 23 T 5 R 11 W 126 FT E 340 FT N 630 FT NW1/4 NE1/4 NE1/4
142-111-32	2.1.6 Town Center Blvd Segment	SEC 23 T 5 R 11 POR NE1/4
142-111-33	2.1.6 Town Center Blvd Segment	SEC 23 T 5 R 11 POR N1/2
142-111-34	2.1.6 Town Center Blvd Segment	SEC 23 T 5 R 11 POR N1/2
142-111-39	2.1.6 Town Center Blvd Segment	P BK 189 PG 31 PAR 2
142-111-42	2.1.6 Town Center Blvd Segment	P BK 189 PG 31 PAR 1
142-112-05	2.1.6 Town Center Blvd Segment	P BK 3 PG 50 PAR 1
142-112-08	2.1.6 Town Center Blvd Segment	P M 003-50 PAR 2 POR OF PAR SURFACE AND 500 FT SUB-SURFACE VERTICALLY
142-112-09	2.1.6 Town Center Blvd Segment	P M 003-50 PAR 2 POR OF PAR SURFACE AND 500 FT SUB-SURFACE VERTICALLY
142-112-10	2.1.6 Town Center Blvd Segment	P M 003-50 PAR 2 POR OF PAR SURFACE AND 500 FT SUB-SURFACE VERTICALLY
107-781-03	2.1.6 Town Center Blvd Segment	P BK 51 PG 48 PAR 2
107-781-04	2.1.6 Town Center Blvd Segment	P BK 51 PG 48 PAR 1
107-781-05	2.1.6 Town Center Blvd Segment	PM 61-2 PAR A POR OF PAR
107-781-06	2.1.6 Town Center Blvd Segment	P BK 61 PG 2 PAR B
107-781-07	2.1.6 Town Center Blvd Segment	P BK 61 PG 2 PAR C
107-782-08	2.1.6 Town Center Blvd Segment	PARCEL MAP 49-45 PARS 1 AND 2
142-081-01	2.1.6 Town Center Blvd Segment	TR 417 LOTS 1 TO 4 INC
142-081-02	2.1.6 Town Center Blvd Segment	TR 417 LOT 14 ALL -EX ST
142-081-03	2.1.6 Town Center Blvd Segment	TR 417 LOT 15 ALL -EX ST
142-081-06	2.1.6 Town Center Blvd Segment	TR 417 LOT 19 ALL -EX ST-AND ALL -EX ST- LOT 20
142-081-09	2.1.6 Town Center Blvd Segment	TR 417 LOT 24 N 60 FT ANDN 60 FT LOT 25
142-081-10	2.1.6 Town Center Blvd Segment	TR 417 LOT 24 ALL -EX N 60 FT-(AND ALL -EX N 60 FT- LOT 25
142-081-11	2.1.6 Town Center Blvd Segment	TR 417 LOTS 26&27
142-081-12	2.1.6 Town Center Blvd Segment	N TR 417 LOT 28
142-081-16	2.1.6 Town Center Blvd Segment	N TR 417 LOT 32
142-081-17	2.1.6 Town Center Blvd Segment	N TR 417 LOT 33
142-081-18	2.1.6 Town Center Blvd Segment	TR 417 LOTS 5,6&7

142-081-25	2.1.6 Town Center Blvd Segment	TR 417 LOT 8(AND LOTS 9 &10
142-081-26	2.1.6 Town Center Blvd Segment	TR 417 LOT 11(AND LOT 12(AND ALL -EX ST- LOT 13
142-081-27	2.1.6 Town Center Blvd Segment	TR 417 LOT 16 ALL -EX ST-AND ALL -EX ST- LOTS 17, 18, 29, 30 & 31
142-081-28	2.1.6 Town Center Blvd Segment	TR 417 LOT 21 ALL -EX ST-AND ALL LOTS 22 & 23 -EX ST
142-082-02	2.1.6 Town Center Blvd Segment	TR 417 LOT 34 W 50 FT OF LOT AND W 50 FT OF LOT 35
142-082-22	2.1.6 Town Center Blvd Segment	TR 417 LOTS 42&43
142-082-26	2.1.6 Town Center Blvd Segment	TR 417 LOT 41 AND LOTS 38, 39 & 40
142-082-27	2.1.6 Town Center Blvd Segment	P BK 25 PG 44 PAR 1
142-082-35	2.1.6 Town Center Blvd Segment	TR 417 LOTS 36, 37 AND POR. OF LOTS 34, 35.
142-083-04	2.1.6 Town Center Blvd Segment	TR 417 LOTS 76&77
142-083-24	2.1.6 Town Center Blvd Segment	TR 417 LOT 71(AND LOTS 72TO 75 INC(AND ALL -EX ST- LOT 70
142-083-25	2.1.6 Town Center Blvd Segment	TR 417 LOT 78 AND LOTS 79-85 INC
142-091-09	2.1.6 Town Center Blvd Segment	TR 417 LOT 106 ALL -EX ST- AND ALL -EX ST- LOT 107
142-091-18	2.1.6 Town Center Blvd Segment	TR 417 LOT 119 AND ALL -EX ST- LOT 120 AND ALL -EXSTS- LOT 121
142-091-27	2.1.6 Town Center Blvd Segment	N TR 6234 LOT 1
142-091-32	2.1.6 Town Center Blvd Segment	TR 417 LOT 108 AND LOTS 109 & 110
142-091-33	2.1.6 Town Center Blvd Segment	P BK 227 PG 3 PAR 1
107-401-04	2.1.6 Town Center Blvd Segment	SEC 24 T 5 R 11 POR N1/2 NW1/4 SW1/4
107-401-32	2.1.6 Town Center Blvd Segment	SEC 24 T 5 R 11 S 147.6 FT W 303 FT N1/2 NW1/4 SW1/4 -EX FREEWAY
107-401-33	2.1.6 Town Center Blvd Segment	SEC 24 T 5 R 11 POR NW1/4SW1/4 AS PER DD -7231/388 OR
107-401-35	2.1.6 Town Center Blvd Segment	SEC 24 T 5 R 11 POR SW1/4
107-601-41	2.1.6 Town Center Blvd Segment	SEC 24 T 5 R 11 POR S1/2 NW1/4 SW1/4 AS PER LEASE -L5912/547 OR
107-601-48	2.1.6 Town Center Blvd Segment	P BK 55 PG 4 PAR 1
107-601-49	2.1.6 Town Center Blvd Segment	P BK 55 PG 4 PAR 2
142-092-15	2.1.6 Town Center Blvd Segment	TR 417 LOT 142 AND LOTS 143-148 INC
142-101-14	2.1.6 Town Center Blvd Segment	TR 522 LOT 10 BLK A AND LOTS 11-15 INC BLK A
142-102-20	2.1.6 Town Center Blvd Segment	TR 522 LOT 12 BLK B AND ALL -EX ST LOT 11 BLK B
142-102-47	2.1.6 Town Center Blvd Segment	TR 522 LOT 17 BLK B AND LOTS 18 THRU 20 ALL IN BLKB
142-102-48	2.1.6 Town Center Blvd Segment	N TR 522 BLK B LOT 30
142-102-49	2.1.6 Town Center Blvd Segment	TR 522 LOT 13 BLK B AND LOTS 14 THRU 16 ALL IN BLKB
142-103-17	2.1.6 Town Center Blvd Segment	TR 522 LOT 12 BLK C(AND ALL -EX ST LOT 11(AND ALL -EX ST- LOT 13(A ND ALL -EX ST- LOT 14 ALL IN BLK
142-173-01	2.1.6 Town Center Blvd Segment	SEC 23 T 5 R 11 POR SE1/4
142-173-02	2.1.6 Town Center Blvd Segment	SEC 23 T 5 R 11 POR NE1/4SE1/4 AS DESC IN DD -8355/779 OR
142-462-06	2.1.6 Town Center Blvd Segment	P BK 47 PG 27 PAR 2
142-462-09	2.1.6 Town Center Blvd Segment	P BK 47 PG 27 PAR 1
107-100-67	2.1.6 Town Center Blvd Segment	TR 528 LOT 1 BLK A ELY 46FT -INC W1/2 ALLEY ADJ ON E- -EX FREEWAY -(AND ELY 46 FT -INC W1/2 ALLEY AD
107-100-68	2.1.6 Town Center Blvd Segment	TR 528 LOT 2 BLK A ALL -EX ST & W 29 FT-(AND ALL -EX W 29 FT- LOTS 4/6 BLK A
107-100-70	2.1.6 Town Center Blvd Segment	TR 528 LOT 11 BLK A ELY 46 FT -INC W1/2 ALLEY ADJ ON E-(AND ALL -I NC E1/2 ALLEY ADJ ON W- LOT 12 BL
107-100-71	2.1.6 Town Center Blvd Segment	TR 528 LOT 7 BLK A ELY 46FT -INC W1/2 ALLEY ADJ ON E-(AND ALL -IN C E1/2 ALLEY ADJ ON W- LOT 8(ANDEL
107-100-75	2.1.6 Town Center Blvd Segment	N TR 528 BLK A LOT 14
107-100-77	2.1.6 Town Center Blvd Segment	TR 528 BLK A POR ABAND ALLEY
107-100-79	2.1.6 Town Center Blvd Segment	P BK 204 PG 43 PAR 1
107-100-80	2.1.6 Town Center Blvd Segment	P BK 204 PG 43 PAR 2
107-691-20	2.1.6 Town Center Blvd Segment	SEC 24 T 5 R 11 LOT IN N1/2 SW1/4 SW1/4
107-691-22	2.1.6 Town Center Blvd Segment	SEC 24 T 5 R 11 POR N1/2 SW1/4 SW1/4 (PM48-9 PAR 1 & 2)
142-191-01	2.1.6 Town Center Blvd Segment	TR 194 LOT 1 BLK A AND LOTS 2 TO 6 INC BLK A
142-191-12	2.1.6 Town Center Blvd Segment	TR 194 LOTS 101&102 BLK B
142-191-14	2.1.6 Town Center Blvd Segment	TR 194 LOT 118 BLK A(AND LOTS 143, 144 & 169 BLK A(AND LOTS 119 TO 122 INC, & 143 TO 146 INC ALL IN
142-191-15	2.1.6 Town Center Blvd Segment	TR 194 LOT 117 BLK A & LOT 97 BLK B
142-191-23	2.1.6 Town Center Blvd Segment	TR 194 LOT 99 BLK B AND LOTS 100, 103, 114 TO 118 INC, 123 TO 127 INC, 138 TO 142 INC AND ALL LOTS 1
142-191-24	2.1.6 Town Center Blvd Segment	N TR 194 BLK B LOT 98
142-191-27	2.1.6 Town Center Blvd Segment	TR 194 LOT 21 BLK A AND LOTS 22-32 INC BLK A
142-191-33	2.1.6 Town Center Blvd Segment	N TR 194 BLK B LOT 106
142-191-34	2.1.6 Town Center Blvd Segment	TR 194 LOT 104 BLK B AND LOTS 105, 111 TO 113 INC,128 TO 130 INC, 135 TO 137 INC AND ALL LOTS 152 TO
142-191-36	2.1.6 Town Center Blvd Segment	TR 194 BLK A LOT 110 AND BLK A LOTS 111, 112, 123,124 & 125
142-191-40	2.1.6 Town Center Blvd Segment	P BK 165 PG 38 PAR 1
142-191-42	2.1.6 Town Center Blvd Segment	TRACT NO 194 BLKA LOTS 119-122,139-142,145-148 AND165-168
142-191-43	2.1.6 Town Center Blvd Segment	TRACT NO 194 BLK A LOTS 113 TO 116 INC
142-191-44	2.1.6 Town Center Blvd Segment	P BK 159 PG 5 PAR 1
142-191-46	2.1.6 Town Center Blvd Segment	TR NO 194 BLK A LOTS 126 TO 129 AND LOTS 106 TO 109 AND POR OF LOTS 105 AND 130
142-191-47	2.1.6 Town Center Blvd Segment	TR 194 BLK A LOTS 41 TO 64 INC, LOTS 67 TO 90 INC & LOTS 93 TO 104 INC - EXSTR
142-481-11	2.1.6 Town Center Blvd Segment	P BK 83 PG 8 PAR 2
142-481-12	2.1.6 Town Center Blvd Segment	P BK 118 PG 16 PAR 2
142-131-05	2.1.6 Town Center Blvd Segment	P BK 98 PG 1 PAR 1
142-131-10	2.1.6 Town Center Blvd Segment	P BK 98 PG 1 PAR 6
142-131-11	2.1.6 Town Center Blvd Segment	P BK 98 PG 1 PAR 7
146-463-18	2.1.6 Town Center Blvd Segment	SEC 22 T 5 R 11 POR NE1/4NE1/4 AS DESC IN DD -8692/842 OR
146-463-25	2.1.6 Town Center Blvd Segment	SEC 22 T 5 R 11 POR NE1/4
142-131-04	2.1.6 Town Center Blvd Segment	TR 6181 LOT 286 N 150 FT W 150 FT
142-131-06	2.1.6 Town Center Blvd Segment	P BK 98 PG 1 PAR 2
142-131-07	2.1.6 Town Center Blvd Segment	P BK 98 PG 1 PAR 3
142-131-09	2.1.6 Town Center Blvd Segment	P BK 98 PG 1 PAR 5
142-131-12	2.1.6 Town Center Blvd Segment	P BK 153 PG 26 PAR 1
142-131-13	2.1.6 Town Center Blvd Segment	P BK 153 PG 26 PAR 2
145-252-54	2.1.6 Town Center Blvd Segment	TR 4138 LOT A
145-252-61	2.1.6 Town Center Blvd Segment	SEC 15 T 5 R 11 LOT IN SE1/4 SE1/4
145-252-63	2.1.6 Town Center Blvd Segment	SEC 15 T 5 R 11 POR SE1/4
145-252-64	2.1.6 Town Center Blvd Segment	SEC 15 T 5 R 11 POR SE1/4

145-252-65	2.1.6 Town Center Blvd Segment	E 188 FT OF S 185 FT SEC 15 T 5 R 11
146-463-14	2.1.6 Town Center Blvd Segment	SEC 22 T 5 R 11 POR NE1/4NE1/4
146-463-16	2.1.6 Town Center Blvd Segment	SEC 22 T 5 R 11 POR NE1/4NE1/4 AS DESC IN LEASE -8538/684 OR
146-463-20	2.1.6 Town Center Blvd Segment	SEC 22 T 5 R 11 POR NE1/4
146-463-24	2.1.6 Town Center Blvd Segment	SEC 22 T 5 R 11 POR NE1/4
Railroad	2.1.6 Town Center Blvd Segment	
2.1.7 Neighborhood Blvd. Segment		
APN	**CCS Description**	**Legal Description**
159-141-83	2.1.7 Neighborhood Blvd Segment	TR 172 BLK C LOT 83 AND BLK C LOTS 84, 89, 90, 95,96, 101, 102, 107, 108, 113, 114, 119, 120, 125, 1
159-271-67	2.1.7 Neighborhood Blvd Segment	SEC 35 T 5 R 11 POR NE1/4
159-271-68	2.1.7 Neighborhood Blvd Segment	SEC 35 T 5 R 11 S1/2 N1/2SE1/4 NE1/4 NE1/4 -EX HWY
159-271-69	2.1.7 Neighborhood Blvd Segment	SEC 35 T 5 R 11 N1/2 N1/2SE1/4 NE1/4 NE1/4 -EX N 82.50 FT & HWY
165-225-09	2.1.7 Neighborhood Blvd Segment	SEC 26 T 5 R 11 S 132 FT N 264 FT E 330 FT N1/2 SE1/4 NE 1/4 -EX HWY
165-225-10	2.1.7 Neighborhood Blvd Segment	SEC 26 T 5 R 11 N 132 FT E 330 FT SE1/4 NE1/4 -EX HWY
165-283-04	2.1.7 Neighborhood Blvd Segment	TR 436 LOT 1 BLK F POR OFLOT
165-283-05	2.1.7 Neighborhood Blvd Segment	TR 436 LOT 2 BLK F ALL -EX W 170 FT
165-283-13	2.1.7 Neighborhood Blvd Segment	TR 436 LOT 5 BLK F S1/2 -EX W 150 FT
165-283-14	2.1.7 Neighborhood Blvd Segment	TR 436 LOT 5 BLK F N1/2 -EX W 150 FT
165-283-16	2.1.7 Neighborhood Blvd Segment	P BK 130 PG 35 PAR 1
165-283-17	2.1.7 Neighborhood Blvd Segment	TR 436 BLK F LOT 3 POR OFLOT
167-311-02	2.1.7 Neighborhood Blvd Segment	SEC 25 T 5 R 11 POR NW1/4(PM 36-34 PAR 2)
167-324-01	2.1.7 Neighborhood Blvd Segment	N TR 298 LOT 23
167-324-04	2.1.7 Neighborhood Blvd Segment	N TR 298 LOT 17
167-324-05	2.1.7 Neighborhood Blvd Segment	N TR 298 LOT 15
167-324-06	2.1.7 Neighborhood Blvd Segment	N TR 298 LOT 13
167-324-07	2.1.7 Neighborhood Blvd Segment	N TR 298 LOT 11
167-324-09	2.1.7 Neighborhood Blvd Segment	N TR 298 LOT 5
167-324-10	2.1.7 Neighborhood Blvd Segment	TR 298 LOTS 1&3
167-324-11	2.1.7 Neighborhood Blvd Segment	TR 298 LOT 2 POR OF LOT(AND POR OF LOTS 4, 6, 8, 10, 12, 14, 16, 1 8, 20 AND 22
167-324-12	2.1.7 Neighborhood Blvd Segment	N TR 298 LOT 9
167-324-13	2.1.7 Neighborhood Blvd Segment	N TR 298 LOT 7
167-324-14	2.1.7 Neighborhood Blvd Segment	TR 298 LOT 19 AND LOT 21
167-325-15	2.1.7 Neighborhood Blvd Segment	SEC 25 T 5 R 11 1 AC IN S1/2 NW1/4 NW1/4
167-325-16	2.1.7 Neighborhood Blvd Segment	SEC 25 T 5 R 11 N 100 FT S 430 FT W 300 FT NW1/4 NW1/4 -EX POR TO STATE FOR ST
167-325-17	2.1.7 Neighborhood Blvd Segment	SEC 25 T 5 R 11 POR OF SEC AS DESC IN DD -6985/545OR
167-325-18	2.1.7 Neighborhood Blvd Segment	SEC 25 T 5 R 11 N 100 FT S 230 FT W 300 FT NW1/4 NW1/4 -EX POR TO ST TO STATE
167-325-19	2.1.7 Neighborhood Blvd Segment	SEC 25 T 5 R 11 POR NW1/4NW1/4
167-325-20	2.1.7 Neighborhood Blvd Segment	SEC 25 T 5 R 11 N 100 FT S 130 FT W 205 FT NW1/4 NW1/4 -EX POR TO STATE FOR ST
167-325-21	2.1.7 Neighborhood Blvd Segment	SEC 25 T 5 R 11 IRREG LOTIN S1/2 NW1/4 NW1/4
165-225-06	2.1.7 Neighborhood Blvd Segment	SEC 26 T 5 R 11 S 20 FT N601 FT W 20 FT E 248 FT NE1/4 SE1/4 NE1/4
165-225-07	2.1.7 Neighborhood Blvd Segment	SEC 26 T 5 R 11 POR NE1/4
165-225-08	2.1.7 Neighborhood Blvd Segment	SEC 26 T 5 R 11 S 132 FT N 396 FT E 330 FT SE1/4 NE1/4 -EX HWY
165-234-07	2.1.7 Neighborhood Blvd Segment	SEC 26 T 5 R 11 W 127.53 FT S 132 FT E1/4 S1/2 SE1/4 NE1/4
165-234-08	2.1.7 Neighborhood Blvd Segment	SEC 26 T 5 R 11 S 132 FT E1/2 SE1/4 SE1/4 NE1/4 -EX FREEWAY & W 127.53 FT
165-234-13	2.1.7 Neighborhood Blvd Segment	SEC 26 T 5 R 11 E1/4 S1/2SE1/4 NE1/4 -EX S 528 FT
165-234-18	2.1.7 Neighborhood Blvd Segment	P BK 123 PG 22 PAR 1
165-321-06	2.1.7 Neighborhood Blvd Segment	P BK 50 PG 39 PAR 1
165-321-07	2.1.7 Neighborhood Blvd Segment	P BK 50 PG 39 PAR 2
167-311-03	2.1.7 Neighborhood Blvd Segment	P BK 46 PG 20 PAR 2
167-311-04	2.1.7 Neighborhood Blvd Segment	P BK 46 PG 20 PAR 1
167-312-01	2.1.7 Neighborhood Blvd Segment	SEC 25 T 5 R 11 N 160 FT W 265.37 FT SW1/4 SW1/4 NW1/4 -EX POR TO HWY & ST
167-312-02	2.1.7 Neighborhood Blvd Segment	SEC 25 T 5 R 11 W 265.37 FT S 160 FT N 320 FT SW1/4 SW1/4 NW1/4 -E X HWY
167-312-03	2.1.7 Neighborhood Blvd Segment	SEC 25 T 5 R 11 N 160 FT S 340 FT W 265.37 FT SW1/4 SW1/4 NW1/4 -E X FREEWAY & POR TO LOCKWOOD -6426
167-312-04	2.1.7 Neighborhood Blvd Segment	SEC 25 T 5 R 11 POR SW1/4SW1/4 NW1/4
167-312-05	2.1.7 Neighborhood Blvd Segment	SEC 25 T 5 R 11 POR NW1/4DESC AS PARCEL 1 IN DD -6834/340 OR
167-312-06	2.1.7 Neighborhood Blvd Segment	SEC 25 T 5 R 11 S 180 FT W 265.37 FT -EX FREEWAY &POR TO DOAN-RUSSELL CO -6834/340 OR
167-472-03	2.1.7 Neighborhood Blvd Segment	TR 405 LOT 3 ALL -EX FREEWAY
167-472-04	2.1.7 Neighborhood Blvd Segment	TR 405 LOT 4 NLY 65 FT ELY 113 FT
167-472-05	2.1.7 Neighborhood Blvd Segment	TR 405 LOT 4 POR OF LOT
167-472-06	2.1.7 Neighborhood Blvd Segment	TR 405 LOT 4 POR OF LOT
167-472-07	2.1.7 Neighborhood Blvd Segment	TR 405 LOT 5 ALL -EX HWY
165-181-36	2.1.7 Neighborhood Blvd Segment	SEC 26 T 5 R 11 N 100 FT S 320 FT E1/2 SE1/4 SE1/4SE1/4 -EX HWY & ALLEY
165-181-37	2.1.7 Neighborhood Blvd Segment	SEC 26 T 5 R 11 E1/2 SE1/4 SE1/4 SE1/4 -EX S 320 FT & N 220.05 FT & HWY & ALLEY
165-181-38	2.1.7 Neighborhood Blvd Segment	SEC 26 T 5 R 11 S 110 FT N 220.05 FT W 228 FT E 330 FT SE1/4 SE1/4 SE1/4
165-181-39	2.1.7 Neighborhood Blvd Segment	SEC 26 T 5 R 11 POR SE1/4
165-181-40	2.1.7 Neighborhood Blvd Segment	SEC 26 T 5 R 11 POR SE1/4
165-301-22	2.1.7 Neighborhood Blvd Segment	SEC 26 T 5 R 11 W 50 FT E220 FT N 214 FT SE1/4 SE1/4
165-301-23	2.1.7 Neighborhood Blvd Segment	SEC 26 T 5 R 11 POR N1/2 SE1/4 SE1/4 AS DESC IN DD-7930/925 OR
165-301-24	2.1.7 Neighborhood Blvd Segment	SEC 26 T 5 R 11 LOT IN N1/2 SE1/4 SE1/4
165-301-25	2.1.7 Neighborhood Blvd Segment	
165-301-26	2.1.7 Neighborhood Blvd Segment	
165-301-27	2.1.7 Neighborhood Blvd Segment	
165-301-28	2.1.7 Neighborhood Blvd Segment	P M 125-10 PAR 1 POR OF PAR
165-302-21	2.1.7 Neighborhood Blvd Segment	TR 3478 LOT 18 N 100 FT IN LOT -EX ST
165-302-22	2.1.7 Neighborhood Blvd Segment	TR 3478 LOT 18 ALL -EX N 100 FT
165-311-16	2.1.7 Neighborhood Blvd Segment	TR 411 LOT 1 POR OF LOT AND POR OF LOT 2
165-311-17	2.1.7 Neighborhood Blvd Segment	TR 411 LOT 1 POR IN LOT &S1/2 LOT 2

165-312-17	2.1.7 Neighborhood Blvd Segment	TR 411 LOT 19 N 93.3 FT IN LOT(AND POR N 93.3 FT W30 FT LOT 20
165-312-18	2.1.7 Neighborhood Blvd Segment	TR 411 LOT 19 N 140 FT INLOT -EX N 93.4 FT-(AND W 30 FT -EX S 140 FT & N 93.4 FT- LOT 20
165-312-19	2.1.7 Neighborhood Blvd Segment	TR 411 LOT 19 ALL -EX N 140 FT- AND POR S 140 FT W30 FT LOT 20
167-472-08	2.1.7 Neighborhood Blvd Segment	N TR 405 LOT 6
167-472-09	2.1.7 Neighborhood Blvd Segment	N TR 405 LOT 7
167-472-10	2.1.7 Neighborhood Blvd Segment	TR 405 LOT 8 N 74.66 FT
167-472-11	2.1.7 Neighborhood Blvd Segment	TR 405 LOT 8 S 53.34 FT
167-472-12	2.1.7 Neighborhood Blvd Segment	N 1/2 TR 405 LOT 9
167-472-13	2.1.7 Neighborhood Blvd Segment	TR 405 LOT 9 RECTANGULAR LOT IN LOT AND RECTANGULAR LOT IN LOT 10
167-472-14	2.1.7 Neighborhood Blvd Segment	TR 405 LOT 9 POR OF LOT AS DESC IN DD -7658/624 OR-AND POR OF LOT 10 AS DESC IN DD -7658/624 OR
167-472-15	2.1.7 Neighborhood Blvd Segment	TR 405 LOT 10 POR OF LOT AS DESC IN DD -7624/483 OR
167-601-01	2.1.7 Neighborhood Blvd Segment	SEC 25 T 5 R 11 POR SW1/4
167-601-02	2.1.7 Neighborhood Blvd Segment	P BK 244 PG 48 PAR 4
167-601-03	2.1.7 Neighborhood Blvd Segment	P BK 244 PG 48 PAR 3
167-601-14	2.1.7 Neighborhood Blvd Segment	PM 244-48 PAR 1 POR OF PAR SURFACE AND 500 FT SUB-SURFACE VERTICALLY
167-601-15	2.1.7 Neighborhood Blvd Segment	PM 244-48 PAR 1 POR OF PAR SURFACE AND 500 FT SUB-SURFACE VERTICALLY
167-601-16	2.1.7 Neighborhood Blvd Segment	PM 244-48 PAR 5 POR OF PAR SURFACE AND 500 FT SUBSURFACE VERTICALLY
167-601-17	2.1.7 Neighborhood Blvd Segment	PM 244-48 PAR 5 POR OF PAR
167-601-20	2.1.7 Neighborhood Blvd Segment	P BK 244 PG 48 PAR 2
159-141-83	2.1.7 Neighborhood Blvd Segment	TR 172 BLK C LOT 83 AND BLK C LOTS 84, 89, 90, 95,96, 101, 102, 107, 108, 113, 114, 119, 120, 125, 1
159-271-67	2.1.7 Neighborhood Blvd Segment	SEC 35 T 5 R 11 POR NE1/4
159-271-68	2.1.7 Neighborhood Blvd Segment	SEC 35 T 5 R 11 S1/2 N1/2SE1/4 NE1/4 NE1/4 -EX HWY
159-271-69	2.1.7 Neighborhood Blvd Segment	SEC 35 T 5 R 11 N1/2 N1/2SE1/4 NE1/4 NE1/4 -EX N 82.50 FT & HWY
159-271-73	2.1.7 Neighborhood Blvd Segment	SEC 35 T 5 R 11 N 82.50 FT OF S1/4 NE1/4 NE1/4
2.1.8 Neighborhood Parkway Segment		
APN	**CCS Description**	**Legal Description**
157-451-07	2.1.8 Neighborhood Parkway Segment	SEC 36 T 5 R 11 POR SW1/4(P M 6-43 PAR 1)
157-451-08	2.1.8 Neighborhood Parkway Segment	SEC 36 T 5 R 11 POR SW1/4
157-451-09	2.1.8 Neighborhood Parkway Segment	SEC 36 T 5 R 11 N 65 FT E243 FT W 331 FT N1/2 NW1/4 SW1/4 SW1/4 -EX ST
157-452-03	2.1.8 Neighborhood Parkway Segment	SEC 36 T 5 R 11 S 200 FT W 238 FT SW1/4 SW1/4 SW1/4 -EX STS
157-452-34	2.1.8 Neighborhood Parkway Segment	P BK 92 PG 26 PAR 2
157-452-35	2.1.8 Neighborhood Parkway Segment	P BK 107 PG 38 PAR 3
157-452-36	2.1.8 Neighborhood Parkway Segment	P BK 107 PG 38 PAR 1
157-452-37	2.1.8 Neighborhood Parkway Segment	P BK 107 PG 38 PAR 2
157-452-38	2.1.8 Neighborhood Parkway Segment	P BK 107 PG 38 PAR 4
157-471-30	2.1.8 Neighborhood Parkway Segment	SEC 36 T 5 R 11 POR SW1/4
157-471-31	2.1.8 Neighborhood Parkway Segment	T 5 R 11 SEC 36 POR SW1/4
159-102-06	2.1.8 Neighborhood Parkway Segment	TR 7 LOT 7 BLK H ALL -EX ST- (P.M. 30-44 PAR. 1 & 2)
159-102-07	2.1.8 Neighborhood Parkway Segment	TR 7 LOT 8 BLK H N 100 FTIN LOT -EX POR TO STATE FOR ST
159-102-08	2.1.8 Neighborhood Parkway Segment	TR 7 LOT 8 BLK H S 50 FT -EX ST- AND ALL -EX ST- LOTS 9/10 BLK H
159-111-01	2.1.8 Neighborhood Parkway Segment	TR 7 LOT 11 BLK H N 37.5 FT IN LOT -EX POR TO STATE FOR ST
159-111-04	2.1.8 Neighborhood Parkway Segment	TR 7 LOT 12 BLK H ALL -EXELY 14 FT FOR ST
159-111-05	2.1.8 Neighborhood Parkway Segment	TR 7 LOT 13 BLK H N 125 FT E 170 FT IN LOT -EX PORTO STATE FOR ST
159-111-06	2.1.8 Neighborhood Parkway Segment	TR 7 LOT 13 BLK H ALL -EXN 125 FT E 170 FT & POR TO STATE FOR ST- (AND ALL-EX POR TO STATE FOR ST- L
159-111-07	2.1.8 Neighborhood Parkway Segment	TR 7 LOT 15 BLK H N 50 FTIN LOT -EX ELY 14 FT FOR ST
159-111-08	2.1.8 Neighborhood Parkway Segment	
159-111-09	2.1.8 Neighborhood Parkway Segment	
159-111-10	2.1.8 Neighborhood Parkway Segment	
159-111-21	2.1.8 Neighborhood Parkway Segment	N TR 7 BLK H LOT 18
159-111-22	2.1.8 Neighborhood Parkway Segment	TRACT 7 BLK H LOT 11 S 112.50 FT IN LOT -EX ELY 14 FT FOR ST
025-191-03	2.1.8 Neighborhood Parkway Segment	EAST SIDE VILLA TR LOT BLK 2308
025-191-32	2.1.8 Neighborhood Parkway Segment	EAST SIDE VILLA TR LOT BLK 2108 POR OF BLK
025-191-42	2.1.8 Neighborhood Parkway Segment	EAST SIDE VILLA TR LOT BLK 2108 POR OF BLK
025-191-43	2.1.8 Neighborhood Parkway Segment	P BK 43 PG 18 PAR 1
025-191-51	2.1.8 Neighborhood Parkway Segment	P BK 164 PG 18 PAR 1
025-191-53	2.1.8 Neighborhood Parkway Segment	PARCEL MAP 109-9 PAR 2 POR OF PAR AND ALL PAR 1 AND EAST SIDE VILLA TR LOT BLK 2408 POR OF BLK
025-191-54	2.1.8 Neighborhood Parkway Segment	P M 109-9 PAR 2 POR OF PAR AND EAST SIDE VILLA TR LOT BLK 2408 POR OF BLK
025-200-50	2.1.8 Neighborhood Parkway Segment	SLY 160 FT EAST SIDE VILLA TR BLK 1708
025-200-51	2.1.8 Neighborhood Parkway Segment	EAST SIDE VILLA TR LOT BLK 1708 POR OF BLK
025-200-61	2.1.8 Neighborhood Parkway Segment	P BK 35 PG 47 PAR 1
025-200-62	2.1.8 Neighborhood Parkway Segment	P BK 35 PG 47 PAR 2
025-200-63	2.1.8 Neighborhood Parkway Segment	EAST SIDE VILLA TR LOT BLK 2008 POR OF BLK
025-200-64	2.1.8 Neighborhood Parkway Segment	EAST SIDE VILLA TR BLK 2008 S 1/2 OF SAID BLK
025-200-68	2.1.8 Neighborhood Parkway Segment	EAST SIDE VILLA TR LOT 1808 POR OF LOT
025-200-69	2.1.8 Neighborhood Parkway Segment	EAST SIDE VILLA TR LOT 1707 POR OF LOT AND POR OF LOT 1708
025-200-72	2.1.8 Neighborhood Parkway Segment	EAST SIDE VILLA TRACT LOT 1908 POR OF LOT & POR OF LOT 1808 & TRACT 1916 LOTS 8, 9, 10, & POR OF LOT
153-091-05	2.1.8 Neighborhood Parkway Segment	SEC 1 T 6 R 11 IRREG 2.70AC M/L IN NW1/4 SW1/4
153-091-06	2.1.8 Neighborhood Parkway Segment	SEC 1 T 6 R 11 POR SW1/4 AS DESC IN DD -7376/379 OR
153-091-17	2.1.8 Neighborhood Parkway Segment	T 6 R 11 SEC 1 POR SW1/4
025-143-10	2.1.8 Neighborhood Parkway Segment	SEC 11 T 6 R 11 POR N1/2 NE1/4 NE1/4 NE1/4 AS DESCIN DD -7565/757 OR
151-282-03	2.1.8 Neighborhood Parkway Segment	SEC 12 T 6 R 11 POR NW1/4NW1/4 AS PER LEASE -6734/643 OR
151-282-26	2.1.8 Neighborhood Parkway Segment	T 6 R 11 SEC 12 POR NW1/4
151-282-27	2.1.8 Neighborhood Parkway Segment	P BK 247 PG 36 PAR 2
151-282-28	2.1.8 Neighborhood Parkway Segment	P BK 247 PG 36 PAR 1

151-282-31	2.1.8 Neighborhood Parkway Segment	P BK 180 PG 16 PAR 1
151-282-32	2.1.8 Neighborhood Parkway Segment	P BK 180 PG 16 PAR 3
151-282-33	2.1.8 Neighborhood Parkway Segment	P BK 180 PG 16 PAR 2
025-180-06	2.1.8 Neighborhood Parkway Segment	TR 837 LOT BLK C POR OFBLK
025-180-13	2.1.8 Neighborhood Parkway Segment	TR 837 LOT BLK C W 125 FT E 145 FT -EX N 70 FT &S 155 FT
025-180-14	2.1.8 Neighborhood Parkway Segment	TR 837 LOT BLK C N 55 FT S 155 FT WLY 125 FT ELY145 FT
025-180-21	2.1.8 Neighborhood Parkway Segment	EAST SIDE VILLA TR LOT BLK 2508 POR OF BLK
025-180-23	2.1.8 Neighborhood Parkway Segment	EAST SIDE VILLA TR LOT BLK 2508 POR OF BLK AND POR OF BLK 2507
025-180-24	2.1.8 Neighborhood Parkway Segment	TR 837 LOT BLK C S 92 FT W 125 FT E 145 FT
025-180-25	2.1.8 Neighborhood Parkway Segment	TR 837 LOT BLK C S 100 FT W 125 FT E 145 FT -EX S 92 FT
025-181-36	2.1.8 Neighborhood Parkway Segment	TR 837 BLK A LOT 1 AND BLK A LOTS 2 THRU 7 & LOT 26
025-182-22	2.1.8 Neighborhood Parkway Segment	TR 837 BLK B LOT 3 AND S 45 FT LOT 26 BLK B
025-182-32	2.1.8 Neighborhood Parkway Segment	P BK 238 PG 1 PAR 1
025-182-33	2.1.8 Neighborhood Parkway Segment	TRACT NO 837 BLK B LOTS 4TO 6 INC
153-041-13	2.1.8 Neighborhood Parkway Segment	SEC 1 T 6 R 11 N 54.76 FTS 1808.28 FT W 530 FT NW1/4 -EX ST
153-041-14	2.1.8 Neighborhood Parkway Segment	SEC 1 T 6 R 11 N 109.52 FT S 1753.52 FT W 530 FT NW1/4 -EX ST
153-041-15	2.1.8 Neighborhood Parkway Segment	SEC 1 T 6 R 11 N 82.20 FTS 1644 FT W 530 FT NW1/4 -EX ST
153-041-16	2.1.8 Neighborhood Parkway Segment	SEC 1 T 6 R 11 N 100 FT S1561.80 FT W 530 FT NW1/4 -EX ST
153-041-17	2.1.8 Neighborhood Parkway Segment	SEC 1 T 6 R 11 N 328.8 FTS 1561.8 FT W 530 FT NW1/4 -EX N 100 FT & ST
153-041-18	2.1.8 Neighborhood Parkway Segment	P BK 122 PG 1 PAR 2
153-041-28	2.1.8 Neighborhood Parkway Segment	P.M. 122-1 PAR 4 AND POR PAR 3
153-041-29	2.1.8 Neighborhood Parkway Segment	P.M. 122-1 PAR 3 POR OF PAR
153-041-34	2.1.8 Neighborhood Parkway Segment	P BK 324 PG 40 PAR 1
153-051-08	2.1.8 Neighborhood Parkway Segment	SEC 1 T 6 R 11 N 123.3 FTS 822 FT W 530 FT NW1/4 -EX ST
153-051-09	2.1.8 Neighborhood Parkway Segment	SEC 1 T 6 R 11 N 123.3 FTS 698.7 FT W 530 FT NW1/4 -EX ST
153-051-10	2.1.8 Neighborhood Parkway Segment	SEC 1 T 6 R 11 N 245.4 FTS 575.4 FT W 530 FT NW1/4 -EX ST
153-051-11	2.1.8 Neighborhood Parkway Segment	SEC 1 T 6 R 11 N 100 FT S330 FT W 530 FT NW1/4 -EX ST
153-051-14	2.1.8 Neighborhood Parkway Segment	SEC 1 T 6 R 11 W 25 FT E 100 FT W 430 FT S 230 FT SW1/4 NW1/4 AND S 230 FT E 170 FT W 330 FT NW1/4
153-051-15	2.1.8 Neighborhood Parkway Segment	SEC 1 T 6 R 11 N 50 FT S 230 FT W 200 FT SW1/4 OF NW1/4 -EX ST
153-051-16	2.1.8 Neighborhood Parkway Segment	SEC 1 T 6 R 11 RECTANG LOT IN SW1/4 NW1/4
153-051-17	2.1.8 Neighborhood Parkway Segment	SEC 1 T 6 R 11 IRREG LOT IN NW1/4
153-051-18	2.1.8 Neighborhood Parkway Segment	P BK 32 PG 49 PAR 1
153-051-19	2.1.8 Neighborhood Parkway Segment	P BK 32 PG 49 PAR 2
153-051-24	2.1.8 Neighborhood Parkway Segment	T 6 R 11 SEC 1 POR NW1/4
153-051-25	2.1.8 Neighborhood Parkway Segment	SEC 1 T 6 R 11 POR OF NW1/4 OF SEC 1
159-161-04	2.1.8 Neighborhood Parkway Segment	EAST SIDE VILLA TR LOT BLK 2908 ALL -EX ST
159-161-29	2.1.8 Neighborhood Parkway Segment	EAST SIDE VILLA TR BLK 3008

2.1.9 Residential Parkway Segment		
APN	**CCS Description**	**Legal Description**
151-351-14	2.1.9 Residential Parkway Segment	N TR 12820 LOT 1
151-351-43	2.1.9 Residential Parkway Segment	N TR 15816 LOT B
025-171-06	2.1.9 Residential Parkway Segment	VISTA DEL MAR TR LOT A BLK 1008 S 150 FT N 270 FT E 10 FT -EX ST-(AND S 150FT N 270 FT -EX STS- LOT
025-171-10	2.1.9 Residential Parkway Segment	VISTA DEL MAR TR BLK 1008LOT A POR OF LOT AND BLK 1008 POR OF LOT B
025-172-06	2.1.9 Residential Parkway Segment	VISTA DEL MAR TR LOT A BLK 908 ALL -EX PORS IN STS-(AND ALL -INC POR ABAN ST ADJ- -EX PORS IN STS- L
151-293-38	2.1.9 Residential Parkway Segment	SEC 12 T 6 R 11 POR NW1/4
151-293-39	2.1.9 Residential Parkway Segment	SEC 12 T 6 R 11 POR NW1/4
151-293-42	2.1.9 Residential Parkway Segment	P.M. 35-26 PCLS 2 AND 3
2.1.10 Residential Transition Zone		
APN	**CCS Description**	**Legal Description**
159-031-01	2.1.10 Residential Transition Zone	PM 14-8 PAR 1 & 2
142-131-05	2.1.10 Residential Transition Zone	P BK 98 PG 1 PAR 1
142-131-10	2.1.10 Residential Transition Zone	P BK 98 PG 1 PAR 6
142-131-11	2.1.10 Residential Transition Zone	P BK 98 PG 1 PAR 7
146-463-18	2.1.10 Residential Transition Zone	SEC 22 T 5 R 11 POR NE1/4NE1/4 AS DESC IN DD -8692/842 OR
146-463-22	2.1.10 Residential Transition Zone	SEC 22 T 5 R 11 POR NE1/4
146-463-25	2.1.10 Residential Transition Zone	SEC 22 T 5 R 11 POR NE1/4
2.1.14 Residential Required		
APN	**CCS Description**	**Legal Description**
159-121-26	2.14 Residential Required	TR 7 LOT 6 BLK G N1/2
159-121-38	2.14 Residential Required	TR NO 7 BLK G LOT 7 POR OF LOT
159-121-37	2.14 Residential Required	TR NO 7 BLK G LOT 7 POR OF LOT
159-121-25	2.14 Residential Required	TR 7 LOT 6 BLK G S1/2 -EXST
142-073-03	2.14 Residential Required	T 5 R 11 SEC 14 POR S1/2

GLOSSARY

This chapter sets forth definitions of certain words or phrases used in this Code in order to promote consistency and uniformity in their usage, thereby facilitating the interpretation of this Plan. The meaning and construction of words and phrases as set forth in this chapter shall apply throughout the Plan unless the context clearly indicates otherwise. Definitions contained in the city's Municipal Code shall be applicable except when in conflict with definitions contained in this chapter or elsewhere in this Code, in which case this Code's definitions shall prevail.

Accessory Building:
A building or structure which is located on the same lot and customarily, incidental and subordinate to the Primary Building or to the use of land such as a garage. Accessory buildings may be freestanding and are not considered part of the Primary Building Mass when attached to a Primary Building. Typically accessory building uses include vehicular parking, storage of lawn and garden equipment, storage of household items, play house or green house. Accessory buildings may include habitable area such as a home office, recreation room, guesthouse, or sleeping room(s).

Accessory Dwelling Unit:
A separate, detached, complete housekeeping unit with kitchen, sleeping and full bathroom facilities, located on the same parcel as a Primary Building but subordinate in size.

Active Living Spaces:
Habitable spaces such as dining rooms, living rooms, or bed rooms that accommodate living activities.

Active living spaces do not include kitchens, bathrooms, partially submerged basements, or utility spaces.

Alley:
A public or private way having an ultimate width of not less than 20 feet permanently reserved primarily for vehicular service access to the rear or side of properties otherwise abutting on a street.

Alley Setback:
The required minimum distance from an alley's edge of pavement to any building.

Articulation:
The use of architectural elements to create breaks in the horizontal and vertical surfaces or masses of buildings.

Base:
A base treatment is a horizontal articulation of the lower part of a building façade's design that serves to establish a human scale for pedestrian users and passers-by, and aesthetically "ties" a building to the ground.

Block:
An aggregate of land, including parcels, passages, rear lanes and alleys, bounded by streets or railroad rights-of-way. An alley does not constitute the boundary of a Block.

Block Perimeter:
The total length of the public rights-of-way along all block faces.

Breezeway
A covered driveway or walkway penetrating a building to connect to courtyards, parking areas, or alleys at the interior or rear of a parcel.

Building:
Any structure having a roof supported by columns or walls for the housing or enclosure of persons, animals, chattels, or property of any kind.

Building Composition:
A building's spatial arrangement of masses and architectural elements in relation to each other and the building as a whole.

Building Disposition:
The placement and orientation of a building or buildings on a parcel.

Building Envelope:
The maximum space a building or buildings may occupy on a parcel.

Building Height:
The vertical extent of a building measured in feet and stories, not including a raised basement or a habitable attic.

Building Orientation:
The direction that the primary building facade of a building faces.

Building Placement:
The location of a building on a parcel.

Building Volume:
Part or all of a building's three dimensional bulk.

Context:
Physical surroundings, including a combination of architectural, natural and civic elements that establish a specific district, neighborhood, or block character.

Corridor:
The combination of all elements that characterize a roadway. This consists of all elements within the public right-of-way/street (the vehicular realm / thoroughfare and the pedestrian realm / public frontage) as well as each adjacent property's private frontage.

Corridor Centers and Segments:
An area as defined in the Corridors Centers and Segments Map whose urban form has a unique character within the Plan Area. The range of Corridors Centers and Segments forms the basic organizing principle for the Plan's Development Code.

Corridor Centers and Segments Map:
The map that designates Corridor Centers and Segments and determines which regulations in the Development Code apply to each property within the Plan Area.

Development Code:
The chapter of the Specific Plan containing all Standards, Regulations, and Guidelines that apply to development within the Plan Area.

Density:
The number of dwelling units within a standard measure of land area, usually given as units per acre.

Development Regulations:

All Standards and Guidelines contained within this document.

Driveway:
A vehicular lane within a parcel, usually leading to a garage or parking area.

Dwelling Unit:
One or more habitable rooms with only one kitchen, and designed for occupancy as a unit by one or more persons living as a household unit with common access to all living, kitchen, and bathrooms areas..

Enfront:
To be located along a frontage line.

Entrance or Entry
A point of pedestrian access into a building.

Façade:
The exterior wall of a building. The front of a building or any of its sides facing a public way or spaces frequently distinguished by its architectural treatment.

Façade Composition:
The relationship between individual elements of a façade as they relate to the façade's overall design, articulation, and organization.

Façade Offset:
A horizontal or vertical plane break spanning a façade where one portion of a façade sets back from another.

Floor
See story

Front Street:
A street that a building's primary entrance is oriented towards.

Front Yard:
The area that results from a front yard setback.

Front Yard Setback:
The distance or range of distances (expressed in both minimum and maximum) required from the back-of-sidewalk to the primary building façade along a street.

Frontage Coverage:
The minimum percentage of the length of the frontage coverage zone that shall be occupied by a primary building façade(s).

Frontage Coverage Zone:
The space between the minimum and maximum front yard setback lines and the minimum side yard or side street setback lines.

Frontage Line:
A property line that coincides with the corridor public right-of-way.

Frontage Type:
A specific configuration of elements that define how public or private frontages may be designed.

Garage:
A building used for vehicular parking with no internal circulation.

Guidelines:
Principles that provide direction regarding the preferred method of addressing specified design considerations. Conformance with guidelines is recommended but not required.

Historic Resource:
A building, site or feature that is a local, state, or national historic landmark.

House Scale:
To be roughly equivalent in size and mass to a detached single family house.

Human Scale:
To have the size, height, bulk, massing, or detailing that creates a comfortable relationship to humans.

Liner Building/Uses:
A portion of a building, with distinct, habitable uses located along a property frontage such that it conceals the larger building behind. Typically, liner uses are located along parking garages or large format/anchor retail buildings.

Main Entrance:
See primary entrance.

Multi-Family:
The use of a single building for two or more dwellings.

Municipal Code:
A collection of regulations that guide local government.

Open Space (Usable):
Any side yard, courtyard, or other open space that is accessed directly by primary entrance(s) to housing units or office spaces. Outdoor or unenclosed area on the ground or on a balcony, deck, porch or terrace designed and accessible for outdoor living, recreation, pedestrian access or landscaping. Usable open space does not include parking facilities, driveways, utility or service areas.

Open Space (Public & Private):
Land that may be used for passive or active recreation. There are a wide range of open space types including parks, plazas, yards and other configurations as defined in the Development code.

Parcel or Assembled Parcel:
A legally defined area of land under single ownership.

Parking Lot:
A paved area, usually divided into individual spaces, intended for parking vehicles.

Parking Structure:
A structure used for parking or vehicles where parking spaces, turning radius, and drive aisles are incorporated within the structure.

Partially Submerged Podium:
A parking structure built below the main building mass and partially submerged underground.

Passage/paseo:
An at-grade pedestrian connector passing between buildings, providing shortcuts through long blocks and connecting sidewalks or front yards to rear yards, parking areas, and open spaces.

Path:
A pedestrian (or bike) way traversing a park or rural area, with landscape matching the contiguous open space.

Plan Area:
The land whose boundary includes all the properties that must adhere to the regulations within this document.

Planning and Building Director/Designee:
The head of a city's planning and building department or other individual who has the authority to make decisions regarding the implementation of the regulations within this plan.

Planter Strip:
An element of the public frontage, located in between the sidewalk and the thoroughfare curb face, which accommodates landscaping, including street trees. Planter strips may be continuous or individual.

Primary Building:
A main/principal building on a lot, including parking structures and excluding accessory buildings or structures, with a primary facade located within the frontage coverage zone.

Primary Building Façade:
The main/principal façade of a building that faces a street or open space.

Primary Building Mass:
The most prominent portion of the Primary Building's 3-dimensional bulk.

Primary Entrance:
The main/principal point of pedestrian access into a building configured as a Private Frontage Type.

Private Frontage:
1) The portion of a property between the back of sidewalk line and the primary building facade along any Street.

2) Portions of all primary building facades up to the top of the first or second floor, including building entrances, located along and oriented a street or active open space.

Physical elements of the Private Frontage include, but are not limited to a building's primary entrance treatments, setback areas and property edge treatments.

Property:
An individual/owner's land, including land improvements and any permanent fixtures on the land including buildings, trees and other fixtures.

Property Line:
The boundary that legally and geometrically demarcates a property.

Public Frontage:
The area between a thoroughfare curb face and the back of sidewalk line. Physical elements of the Public Frontage include, but are not limited to the type of curb, sidewalk, planter strip, street tree and streetlight.

Public Right-Of-Way:
For purposes of this plan, any area dedicated or subject to public fee ownership or an easement for public use for vehicular and/or pedestrian travel including, but not limited to, streets, alleys, and sidewalks.

Public Right-Of-Way Line:
The boundary that legally and geometrically demarcates the Public Right-Of-Way.

Public Works Director/Designee:
The head of a city's public works department or other individual who has the authority to make decisions regarding the implementation of the regulations within this plan.

Rear Yard:
The area that results from a rear yard setback.

Rear Yard Setback:
The distance between a rear property line and any building.

Regulations:
Regulations include Regulatory Definitions: The rules and performance measures that define Regulations and establish how Standards apply to properties. Regulatory Definitions do not vary from one District to another.

Regulations include General Requirements: Performance measures that do not vary from one District to another.

Ribbon Windows:
Ribbon windows are a series of long, horizontally proportioned windows interrupted by vertical mullions.

Roof
The top surface that covers a building.

Services:
Activities and, in some instances, their structural components that relate to the maintenance and basic functioning components of each land use. These activities may include, but are not limited to, trash and recycling areas and aboveground components of wet and dry utilities.

Shopfront:
A specific private frontage type. Shopfronts are the primary treatment for ground-level commercial uses, designed for active ground floor activities including retail, dining, and personal services.

Sidewalk:
The paved area of the public frontage dedicated exclusively to pedestrian activity.

Side Setback:
See Side Yard Setback

Side Street:
A street along a corner parcel that is not a front street.

Side Street Façade:
The façade of a building that typically faces a side street.

Side Yard:
The area that results from a side yard setback.

Side Yard Setback:
The distance between a side property line and any structure requiring a building permit.

Sign:
Any medium for visual communications, which is used or intended to be used to attract attention.

Significant:
An important part or area, or a large quantity.

Significant Additions:
Additions greater than 15% of the buildings floor area.

Single-Family:
The a single building for one dwelling.

Standards:
All required development specifications (such as permitted land use types, building height dimensions, and setback dimensions) that vary from one District to another.

Story:
A habitable level within a building as measured from finished floor to finished ceiling. Attics and raised basements are not considered stories for the purposes of determining building height.

Street:
The combination of all elements within the public right-of-way: the vehicular realm / thoroughfare and the pedestrian realm / public frontage.

Street Type:
A specific configuration of elements that define how new streets may be designed.

Streetscape:
The composition and design of all elements within the public right-of-way: the vehicular realm / thoroughfare (travel lanes for vehicles and bicycles, parking lanes for cars, and sidewalks or paths for pedestrians) and the amenities of the pedestrian realm / public frontage (sidewalks, street trees and plantings, benches, streetlights, etc.).

Sustainability
Physical or design elements that improve environmental performance, efficiency, and livability to "…meet the needs of the present without compromising the ability of future generations to meet their own needs." (quotation from the Our Common Future, World Commission on Environment and Development, United Nations 1987)

Tandem Parking:
An off-street parking arrangement where one vehicle is parked behind the other.

Thoroughfare:
The portion of the street between curbs that includes all vehicular lanes, including travel lanes, turn lanes, parking lanes.

Townhouse:
A home that is attached to one or more other houses, and which sits directly on a parcel of land that is owned by the owner of the house.

Urban Design Concept:
The district structure which serves as the conceptual basis for the regulations contained in Book II.

Use (as a verb):
To occupy land or water in any manner or to establish, carry out, maintain or continue any activity or development on land or in water regardless of whether the activity or development is established, carried out, maintained or continued in a manner that utilizes buildings or structures on land or in water.

Wall Cladding
The exposed materials of a façade that primary walls, base, wall accent, trim, and other articulation elements are made of or covered with.

Window Wall:
A wall entirely designed with windows usually from floor to floor.

Windows
Openings in a building façade that allow light and/or air into the building.

Zoning Ordinance:
The Zoning Ordinance of the City of Huntington Beach.

GLOSSARY

PROJECT PARTICIPANTS

City Council:

Mayor Cathy Green
Mayor Pro Tem Jill Hardy
Council Member Keith Bohr
Council Member Joe Carchio
Council Member Gil Coerper
Council Member Devin Dwyer
Council Member Don Hansen
Former Mayor Debbie Cook
Former Mayor Dave Sullivan

Planning Commission:

Chair Blair Farley
Vice-Chair Fred Speaker
Commissioner Barbera Delgleize
Commissioner Tom Livengood
Commissioner Janis Mantini
Commissioner John Scandura
Commissioner Elizabeth Shier-Burnett

City Administrator

Fred Wilson

City Staff Core Team Members:

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Other Participating Departments

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Fire Department
Police Department

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