FOUNTAIN VALLEY

SPECIFIC PLAN

CROSSINGS

Fountain Valley Crossings Specific Plan

Talbert Avenue - Ellis Avenue - Ward Street - Santa Ana River
I-405 - Euclid Street - Newhope Street

Adopted
January 23, 2018

Introduction

Book I: Community Intent

Book II: Development Code

Book III: City Actions

Reference Volume (Separately Bound)

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I: INTRODUCTION

0.0 PURPOSE

The *Fountain Valley Crossings Specific Plan* is established to orchestrate private and public investment activities in the Fountain Valley Crossings Specific Plan Area (see Section 0.2 - Specific Plan Area). The intent is to support and promote the type of investment that will enhance the beauty and vitality of this workplace district. To accomplish this, the Specific Plan first presents the community's vision for the evolution and continued growth of the District. It then establishes the primary means of regulating land use and development within the Specific Plan Area. Finally, the document contains planned actions and investments that the community intends to implement over time and as resources allow, to stimulate and to complement private investment in the District.

0.1 AUTHORITY AND PROCEDURE

The Specific Plan is established by the Fountain Valley City Council in accordance with Section 21.12.020 of the *Fountain Valley Municipal Code,* which establishes the Specific Plan (SP) Zoning District as an authorized mechanism for regulating land use and development in the City, as enabled by the State of California Government Code Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457; also as described in the "Specific Plan Areas" section under 2.3 Land Use Designations in Chapter 2.0 Land Use of *The City of Fountain Valley General Plan.*

A portion of the Plan area was previously identified by *The City of Fountain Valley General Plan* as the single Special Study Area in the City which "require(s) site analysis, master planning, and the development of goals and policies to address the unique constraints, opportunities and features of each site and its related uses." This Specific Plan implements the vision, goals, and policies established in the General Plan. The Development Code contained within the Specific Plan replaces previous land use and development regulations contained within the *Fountain Valley Municipal Code* for this area.

The Specific Plan document is based on community input resulting from three community meetings; several study sessions with the Planning Commission and City Council; and the public hearing process with the Planning Commission and City Council. A specific plan may be adopted either by ordinance or by resolution (State of California Government Code Section 65507). Should the legislative body wish to change a proposed specific plan recommended by the Planning Commission, the change must first be referred back to the Commission for consideration (State of California Government Code Section 65504).

A. CEQA Compliance

Adoption or amendment of a specific plan constitutes a project under the California Environmental Quality Act (CEQA). If the initial environmental review shows that the proposed or amended plan could significantly affect the environment, the jurisdiction must prepare an environmental impact report (EIR).

Pursuant to CEQA, the City of Fountain Valley determined that a Program EIR would be the appropriate level of environmental review for this Specific Plan.

All subsequent approvals necessary to develop property within the Specific Plan Area must be consistent with the Specific Plan and be within the scope of the Program EIR. Additional environmental documentation may be required in the future if significant changes are found to have occurred pursuant to the CEQA guidelines or if impacts associated with a development project are beyond the scope of the Program EIR.

B. Specific Plan Amendments

Specific Plan Amendments shall be made as described in Title 21 Zoning, Chapter 21.34 Amendments of the *Fountain Valley Municipal Code*, subject to the consideration and approval of the Planning Commission and City Council.

C. Severability

If any section, subsection, sentence, clause, phrase, or portion of this document, or any future amendments or additions hereto, is for any reason held to be invalid or unconstitutional by the decision of any court or competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Specific Plan document, or any future amendments or additions hereto. The City hereby declares that it would have adopted this document and each sentence, subsection, clause, phrase, or portion or any future amendments or additions thereto, irrespective of the fact that any one or more sections, subsections, clauses, phrases, portions or any future amendments or additions thereto may be declared invalid or unconstitutional.

0.2 SPECIFIC PLAN AREA

The Specific Plan pertains to all private and public properties that come under the purview of the Specific Plan as indicated in Figure 0.1 Specific Plan Area Map. The total acreage of the Area is approximately 162 acres. Development standards and regulations contained in this Specific Plan apply solely to properties formally located within the Specific Plan Area.

Notwithstanding these formal policy-area boundaries, there are major developments located outside the boundaries that will influence the future of all properties in the Plan Area such as those within the Southpark Specific Plan area, the Fountain Valley Medical Center Specific Plan area, and the Harbor Boulevard South Island Specific Plan Area. Although these properties are outside of the formal Fountain Valley Crossings Specific Plan Area for regulatory purposes, the first section of this Specific Plan - Book I, Community Intent reflects the interconnectedness of these locations. Development regulations pertaining to properties related to but outside of the Specific Plan Area presented in Figure 0.1 can be found in the *Southpark Specific Plan*, the *Fountain Valley Medical Center Specific Plan*, and the *Harbor Boulevard South Island Specific Plan*, as well as to the *Fountain Valley Municipal Code*.

The Fountain Valley Crossings Specific Plan Area is composed of public and private properties and rights-of-way north of Ellis Avenue, south of Talbert Avenue, west of the Santa Ana River, and east of Ward Street.

See Figure 2.1 Districts Map in Book II: Development Code for a property-specific regulatory map.

0.3 DOCUMENT ORGANIZATION

The *Fountain Valley Crossings Specific Plan* is organized into three mutually reinforcing "Books" or primary sections, as follows:

Book I: Community Intent describes the community objectives that the Specific Plan is intended to achieve and the primary means by which the community intends to support the emergence of those desired outcomes.

Book II: Development Code establishes the primary means of regulating land use and development on properties located within the Plan Area.

Book III: City Actions describes the planned investment of City resources and infrastructure needed to stimulate, promote and support the desired growth and change in the Plan Area.

In addition to these three primary sections, there are appendices that present the existing conditions, community outreach, and technical analysis information upon which the Specific Plan is founded.

FIG.0.1 SPECIFIC PLAN AREA MAP

BOOK I: COMMUNITY INTENT

The purpose of this Specific Plan is to establish a planning and design framework that orchestrates public and private investments to ultimately build greater value than any separate project could practically achieve - in accordance with market forces and the community's vision. It is intended to embody a common purpose that all investors can rely upon, contribute to, and derive value from.

As the first of three "Books" of this Specific Plan, Book I describes the Plan's intended physical outcomes as new investment creates change in the Plan Area and its environs. This Book also describes the means by which the community intends to both encourage new investment and guide its form to the mutual benefit of both private and public interests. The intended physical outcomes and revitalization strategies form the basis of the regulations and planned public actions contained in Book II and Book III of this Plan, respectively. By making the community's intent clear, Book I can provide guidance for instances or opportunities not specifically covered by the development regulations or public improvements contained in Books II and III.

1.1 COMMUNITY OBJECTIVES

The community's primary goal is to enhance the overall economic performance, physical attractiveness, community value and functionality of the Crossings District. More specifically, the community objectives include the following:

1. Plan Comprehensively: While recognizing largely built-out conditions, orchestrate new public and private investment toward a lasting framework for growth and development - a clearly defined district with centers, street patterns, and local identity within which both new and existing development can thrive. Maintain Fountain Valley's historic leadership in proactive planning.
2. Capture Value: Plan the district to anticipate significant workplace, retail and housing trends and capture value in the present and future marketplace. At the same time, allow transition over time in relation to market realities.
3. Instigate a New Activity Center: In sync with workplace attraction factors, changing demographics and community aspirations, enable and promote new investment that supports a successful district cluster of experiential retail, dining, and entertainment activity in the district. By creating a "place to go" for district workers and the larger community, help to recapture retail and services leakage.
4. Support Existing Businesses: Upgrade the district for businesses and workers through new lunchtime and after-work retail destinations, improved pedestrian, bike and transit facilities, enhanced landscaping, and modernized infrastructure.
5. Protect Adjacent Neighborhoods: Ensure that new development adjacent to existing residential neighborhoods is shaped in scale and character for compatibility. Use streetscape improvements to strengthen corridor identity and value.
6. Synergize with City Assets: Build on the district's access and visibility, its presence among neighboring and regional concentrations of workplace areas extending toward John Wayne Airport, its proximity to major retail concentrations, hospitals, institutions, and the presence of the Santa Ana River Trail to grow a vital and attractive urban district. Make it a "place asset" for its "people asset" - the mix of workers, customers, city residents, pedestrians, transit-riders, and visitors that will use it. In the long term, allow for office users that seek I-405 visibility and access to attract high-value employment, strengthen the City's image, and build on the presence of major workplace investments in the district.
7. Help Satisfy Unmet Housing Demand: In formats and locations compatible with workplace settings, enable housing development that helps meet "niche" demand from seniors/empty nesters, younger workers and small families looking for compact and convenient housing – who prioritize close proximity to shopping, dining, entertainment, and work. Its presence will also make successful experiential retail more likely.
8. Improve Multi-modal Mobility: While continuing to improve motor vehicle access, evolve the street network into more pedestrian, transit and bicycle-friendly "Complete Streets" to better connect within the district and link it with the City's bike and transit network, the Santa Ana River Trail, and surrounding districts and neighborhoods.
9. Integrate Mobility with Land Use: Balance mobility, livability, equity and economic development objectives by 1) maintaining minimum community mobility standards, and 2) furthering patterns of land use and development that maximize return on investment in transit and contribute at the regional scale.
10. Ensure Prosperity and Sustainability: Shape each increment of new development to build toward a more prosperous and environmentally sustainable city and region.

1.2 STARTING POINT: SUMMARY OF PLAN INPUTS

The primary factors determining the optimum future for the district are the physical and economic conditions present at the start of the Plan. More specifically, the Envisioned Future District and Revitalization Strategy described in the subsequent sections of Book I, and the regulations and public improvements that follow in Books II and III to implement the community's intent for the district, are conditioned by the following factors: existing pattern of development, market trends, infrastructure capacity, principles of sustainability, and established principles of good place-making (see Figure 1.1 – Conditioning Factors of the Specific Plan).

Existing Plan Area conditions at the time of adoption of this Specific Plan are detailed in Appendix A, in combination with the separately bound technical report appendices. Ultimately, the implementation of the planning framework contained herein will result in cumulative modifications to the conditions present at the time of the Plan's adoption. The community intends to monitor changes in the Plan Area over time and amend the Specific Plan as necessary to keep it current.

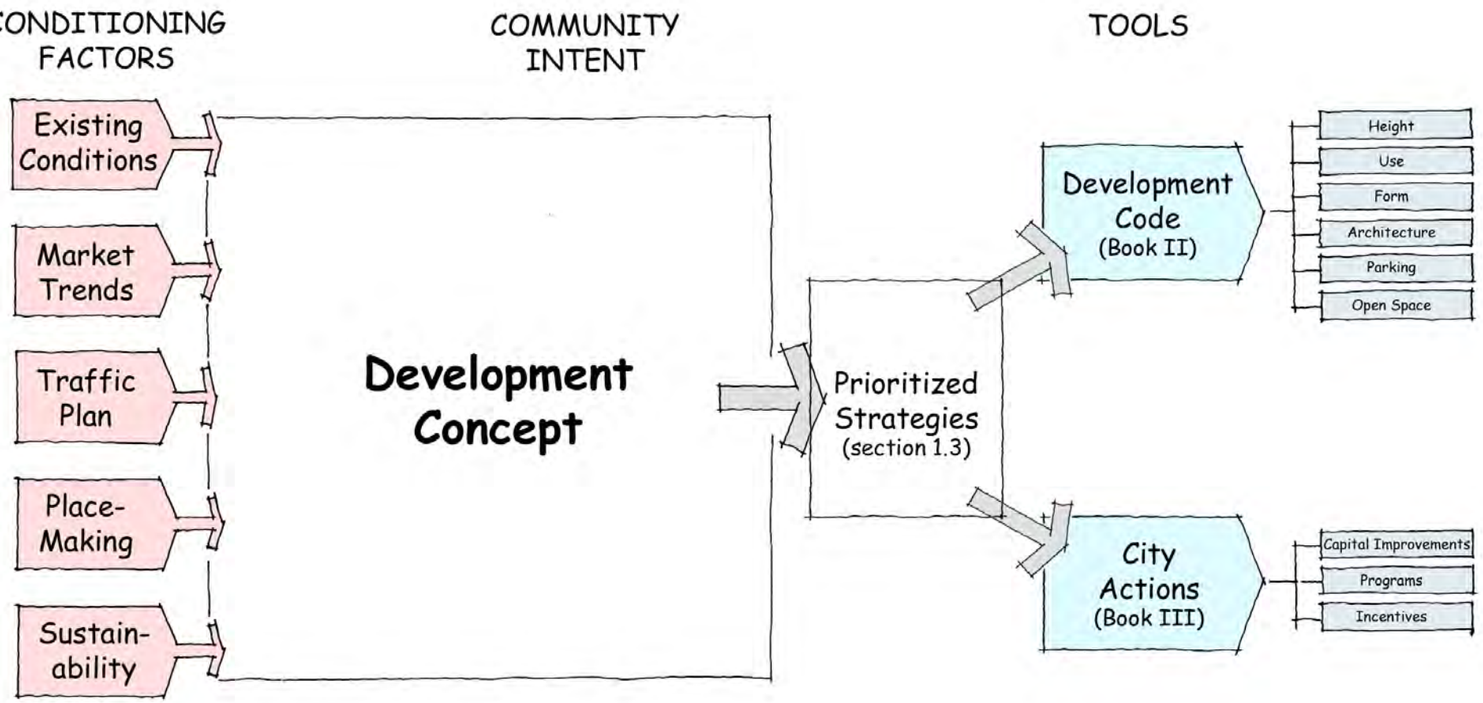


FIG.1.1 CONDITIONING FACTORS OF THE SPECIFIC PLAN

1.3 REVITALIZATION STRATEGY

To orchestrate growth and change in the Plan Area in keeping with the community's vision for the district, the City leadership intends to promote and guide new investment by employing municipal policies and resources strategically. Keeping in mind that strategy must always remain sufficiently nimble to respond to unexpected opportunities and to make best use of resources as they become available, the strategic priorities that the City leadership intends to pursue are the following:

1. Harness Market Demand:

   Realign district development policies and planned public investments to capitalize on the following market trends which are most likely to condition the types and formats of new investment in the Plan Area:

   a. The increase of demand for transition of existing generic light industrial spaces to hybrid and higher value workplace formats (e.g. flex/R&D, creative office, and warehouse/commercial) - driven by internet sales, the effects of "innovation ecosystems" on supply chains, and the built-out metro region;

   b. The clustering of contemporary workplace uses in concentrated, connected, mixed-use urban districts with centers of activity;

   c. The shopping industry's accelerating abandonment of exclusively auto-oriented retail developments (e.g., single strip stores and strip shopping centers) in favor of more open-air and amenity-driven retail and mixed-use formats clustered at primary crossroads;

   d. Continuing population growth and demographic shifts, and associated growth in demand for compact housing in the built-out portions of Central Orange County;

   e. Growing demand for active, walkable and transit-served urban environments for working, living, and shopping, especially for the skilled workers that attract innovation-driven workplace uses;

   f. Increasing regional commitment (and funding) for transit, "Complete Streets" and supportive patterns of land use, driven by traffic congestion, public attention and new legislation directed at greenhouse gas reduction, community health and safety concerns, and volatile gasoline prices.

2. Instigate a New "Experiential Retail" Activity Center:

   Place the highest priority on leveraging district strengths including the high-visibility Euclid/Newhope/I-405 interchange; the Costco Shopping Center; the adjacent workplace population; and local bus service to create a new "experiential retail" activity center to:

   a. Accelerate district transformation.

   b. Encourage focused conversion of existing buildings to clustered retail.

   c. Enable supportive temporary retail formats to lower barriers for entrepreneurs and investors, incrementally introduce retail, and more rapidly attain a critical mass of retail choices for success.

   d. Instigate a sufficient concentration of retail, dining, meeting venue and entertainment uses to create a district and community destination.

   e. Attract the type of tenants that support pedestrian-oriented retail.

   f. Support inclusion of meeting and business collaboration venues in and adjacent to the Activity Center to help grow the local business ecosystem.

   g. Encourage pioneering residential development close to jobs that will synergize with close proximity to retail activity.

   h. Attract higher value workplaces that prefer to locate in active, well connected, and walkable yet freeway-visible and accessible districts.

   i. Promote the transformation of the district into an image-making entry gateway to Fountain Valley.

   j. Ensure that the first built projects exemplify the desired character and scale of the district, Downtown, and transit-oriented districts.

3. **Flexibly Respond to Limited Activity Center Opportunities:**

For an Activity Center, proximity to the Costco center (and therefore a north of I-405 location) and I-405 ramp access are essential. Though the location and configuration of existing buildings and properties shown as potentially forming the "Core" may be optimal, existing ownerships and intentions, financial conditions, and other site factors may not align for immediate implementation. Accordingly, the Plan offers flexibility in providing alternative core locations within a wider north-of-I-405 area in the district that still benefit from the important criteria.

4. **Support the Continued Presence, Improvement, and Expansion of Existing Light Industrial and Commercial Development in the District:**

a. Permit existing ongoing light industrial and commercial uses to remain as currently configured.

b. Encourage and allow flexible adaptation of existing buildings to changing workplace uses, such as conversion to office flex configurations.

c. Permit existing commercial development to expand anywhere district improvements are made per Plan code requirements, as long as expansion enhances compatibility with existing and potential new housing.

d. Encourage new commercial development in stronger, retail industry-preferred formats advantageously positioned at major crossroads intersections.

e. Work with district commercial development to promote upgrading of existing sites and buildings.

5. **Promote Additional Housing Choices:**

Promote the infill of new housing on blocks in and immediately around the envisioned Activity Center to accommodate compact households (such as workers, small families, students, professionals, empty-nesters, and seniors). In addition, look for early opportunities to partner with local employers (such as hospitals, the school district, and first responders) to build workforce housing and increase opportunities for their employees to live where they work. This increment of housing will also support the activity center, increase district activity, and provide more housing choice in the city. As the district grows and changes, review residential development potentials further away from the Activity Center in response to district change and market demand. Ensure that development character at the edges of the District is complementary to existing uses across the street, particularly existing low-rise housing.

6. **Integrate Interdependent Specific Plan Areas to Achieve a Unified, Mutually Beneficial Community Vision:**

Coordinate land use policies contained in the *Southpark Specific Plan* to implement a consistent community vision and market-focused strategy for new investment, and to realize the best city-wide benefit.

7. **Implement Place-Specific Policies and Strategies and Enhance District Identity:**

Encourage the transition from an undifferentiated light industrial area to a district pattern of centers and sub-areas, each with enhanced visual character and market focus, and with supportive land use and development policies. Focus capital improvements and new construction on creating distinctive place-experiences that add unique value, attract firms, employees and customers. See Section 1.4 "The Envisioned Future District" below for specific revitalization strategies focused on particular centers and subdistricts.

Fig.1.2 April 1970 Aerial Photo of the Crossings District

PHOTO: CITY OF FOUNTAIN VALLEY

Fig.1.3 February 1976 Aerial Photo of the Crossings District

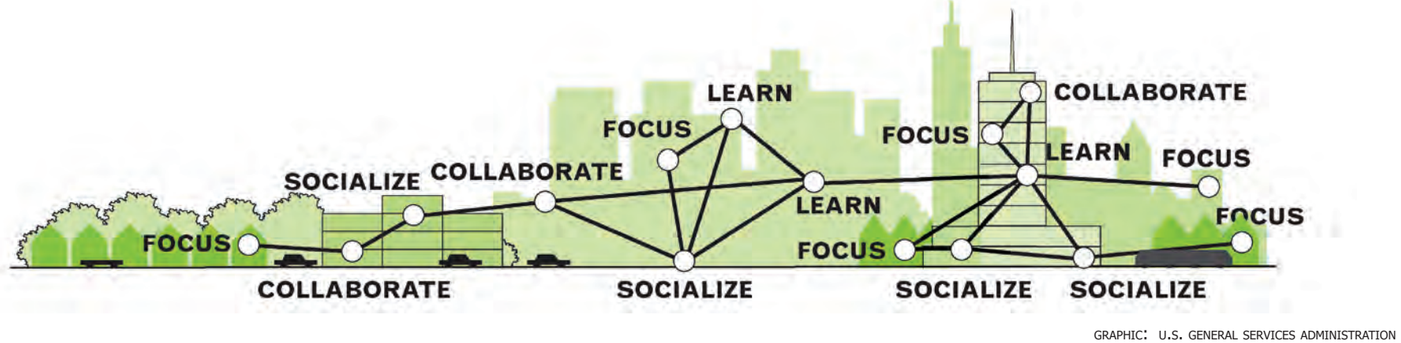
PHOTO: CITY OF FOUNTAIN VALLEY

8. **Provide an Investment-Friendly Planning Environment:**

a. Streamline the development process by 1) Providing development standards that spell out municipal requirements in sufficient detail to take the guesswork out of the preparation of development applications; and by 2) Simplifying and making more predictable the development review process for proposals that adhere to Specific Plan standards and guidelines.

b. Employ municipal development policy tools to provide a reliable environment for investment in mixed-use projects. Structure these policy tools to provide enhanced clarity on the required physical character of future development to ensure its compatibility with existing development.

c. Actively promote the vision for Fountain Valley Crossings to developers and investors.



GRAPHIC: U.S. GENERAL SERVICES ADMINISTRATION

Fig 1.4 21st Century Trends: Competitive industries and workers increasingly seek settings that bring people together to collaborate and exchange ideas, and are becoming more integrated with their communities and with other workplace districts

1.4 THE ENVISIONED FUTURE DISTRICT

This section describes the common purpose to which private and public investments are to be directed: the realization of a vision for the future that is sufficiently specific to provide a common purpose, yet flexible enough to respond to opportunities and changes in the marketplace that will inevitably arise.

A. Urban Design and Development Framework

1. Market and Trends Context

a. City Form: The City-wide and the Crossings District's Mid-20th Century format

As described in Appendix A-1, from the 1960s to 1980 Fountain Valley dramatically grew from a hamlet set in open Orange County farmland to today's mostly built-out suburban city. This rapid transformation came about through mid-20th Century industrial principles and practices ("mass production") applied at a city-building scale: master-planned, mostly single-land-use districts composed of standardized suburban development formats (e.g. residential subdivisions, shopping strips/malls, and business parks) all connected predominantly by convenient gasoline-powered mobility (i.e. arterials/freeways and widespread auto ownership). It successfully and affordably delivered a high quality of life to many people in a way that fit with the industrial economy of the era.

The city's original General Plan designated the land use of what would become the Crossings District as industrial and its zoning as M1 manufacturing. This area filled in with low-rise light industrial development quickly, building its local streets as small loop roads and cul-de-sacs inward from the larger existing arterials. But by the time I-405 was completed and the district was mostly built out (mid 1970s), heavier manufacturing had been previously established elsewhere in the Los Angeles metro region. Growth in automation and globalization-driven offshoring further transformed the region's manufacturing, and today most manufacturing-only uses have left the district. Meanwhile, its favorable I-405 access drew tenants that grew a mixed workplace/commercial district as other formats also occupied its medium to large-footprint buildings with uses such as showroom wholesale/commercial and office buildings - alongside traditional "light industrial" warehousing and repair uses. Fountain Valley's citywide population and settlement pattern stabilized in 1980 and has not changed greatly since then.

b. Development Framework: Early 21st Century Trends and Market Forces Shaping Transition

Within the district, property owner feedback gathered during the course of planning for this document indicated that most owners are satisfied with existing use; properties are meeting or exceeding revenue expectations; existing low rents particularly benefit hybrid retail/warehouse users; and a few owners are potentially interested in their properties' transition to higher intensity use. The Urban Land Institute's 2015 and 2016 editions of "Emerging Trends in Real Estate[1]" have suggested that the real estate industry sees strong industrial demand nationwide for warehouse, R&D and fulfillment centers - making well-located but underdeveloped and in built-out areas, smaller "niche" industrial-zoned sites attractive for investment; and that industrial construction is accelerating in the near term, but that gradual slowing of demand is anticipated.

But broad demographic, technological, real estate and environmental changes have been transforming prospects for city workplace districts. Midcentury industrial areas like the Crossings District were built before the internet, smartphones/social media/the cloud, and climate change. Like similar business park settings, its development format is low density and auto-oriented, inwardly focused, minimally landscaped, and lacking in public space or activity centers. Block layouts and streets discourage walking and bicycle use. Meanwhile, evolving generational preferences and lifestyles have fundamentally changed how employees, customers, firms and supply chains interact with each other and with their settings, including a new focus on innovation (Fig. 1.4). How can places like the Crossings District be aligned with these 21st Century economic forces to remain relevant and successful?

2. Use Mix

a. Workplace

As Orange County and other metro regions have built out early in the 21st Century, more congested commutes and social changes have shifted people's work and living preferences – in parallel with greater mixing between working and private life. Significant consumer and industry transformations in retail and workplace development have meant that older types of shopping malls and business parks (and their single-use character) have declined in appeal as customers, talented employees, and the firms that seek them gravitate towards places with more convenience, amenity, identity, and sustainability.

With the Crossings District's built-out condition and well-tenanted condition, it will be important to support existing uses while also enabling it to transition over time in line with identified trends - and let the market guide types of uses and locations for near-term and long-term development. Encouraging a range of building and workplace types (e.g. upgraded light industrial/flex space, new or creative rehabs, quality medium-sized spaces, and established office space) will best complement the existing range of property conditions and sizes. The specific market findings of the planning team's economist, Strategic Economics, are that demand for industrial "flex" space in the area is very strong and vacancy rates are very low; there is a shift from manufacturing/warehouse to flex/R&D – implicating a need for more office space in non-traditional formats; and in the short term, the most likely use transitions in the district are to more flex/R&D, creative office, and warehouse commercial use.

EXISTING CONDITIONS DIAGRAM

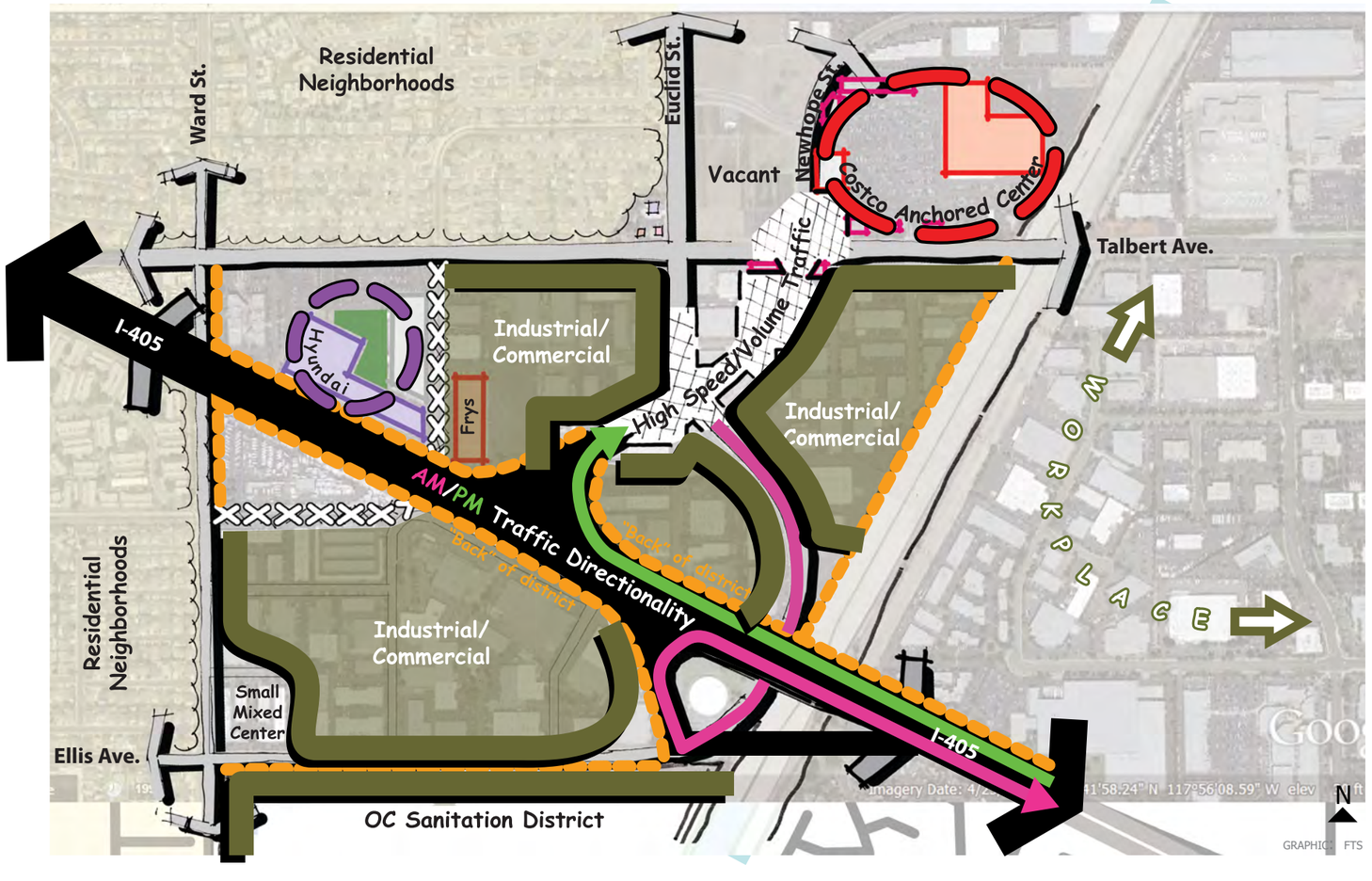
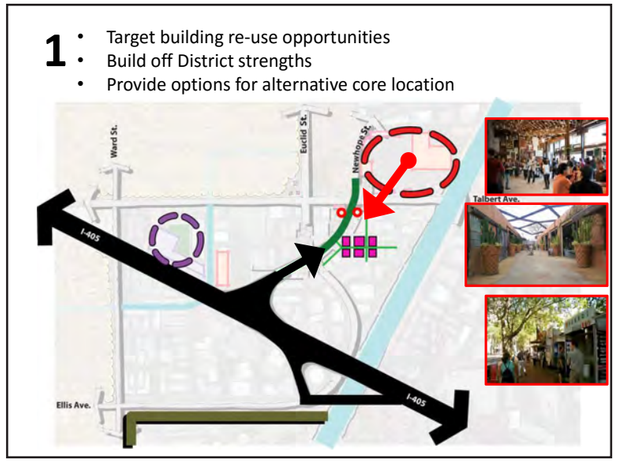
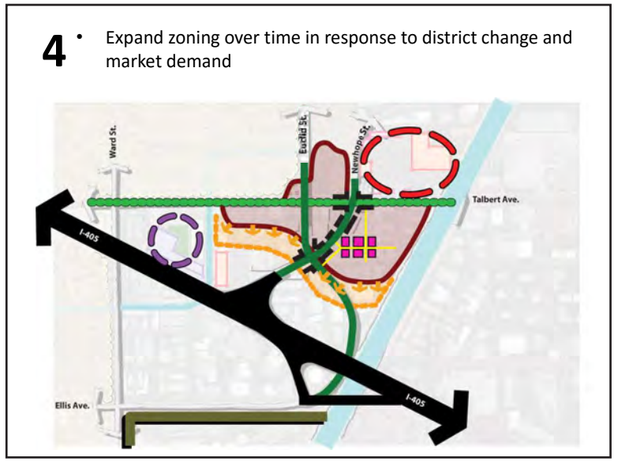
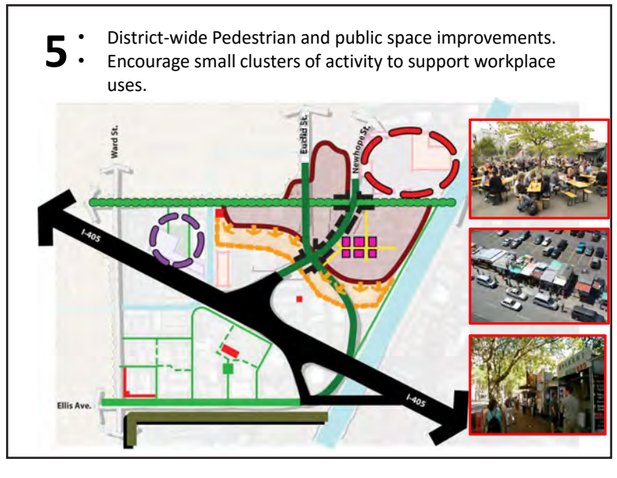


FIG.1.5 EXISTING CONDITIONS DIAGRAM - DISTRICT PATTERN OF THE PLAN AREA

1 Emerging Trends in Real Estate – United States and Canada (2015 and 2016 editions). Washington DC: PricewaterhouseCooper and the Urban Land Institute, 2014 and 2015.







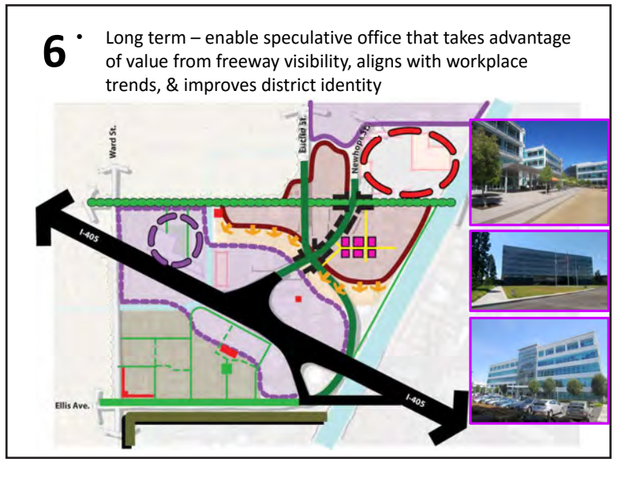


FIG.1.6.1 - 1.6.6 REVITALIZATION STRATEGY SEQUENCE IN RELATION TO EXISTING CONDITIONS

To support continued workplace district success in light of these trends, targeted district-wide measures are recommended to improve it for both existing and future tenants. These include streetscape improvements, select public or quasi-public open space, and retail/activity cluster(s). With regard to longer term workplace demand, the market findings indicate that significant office development (particularly speculative office construction) remains a more distant prospect. As such, policies will allow office where appropriate - to keep the door open for long term privately instigated future investment.

b. Activity Centers

An emerging key to successful workplace districts is the strategic configuration of retail and activity in convenient proximity. Workplace districts that foster interaction and "convenience living" increasingly stand out in their regions by drawing people, activity and investment; they are particularly attractive to innovation-driven businesses. Cities and companies have discovered that it is possible to re-create the efficiencies and draw of an urban core environment in suburban locations, by organizing them around the unique activity-generating pattern of clustered retail use. These typically cater to lunchtime and break activity by providing convenient food choices and small outdoor spaces, and after-work activity through happy hour meet-ups, home-bound shopping errands, and health and exercise services. Business services are also part of the mix. Formal (e.g. conference and training centers, hotel and co-work facility meeting rooms) and informal meeting spaces (restaurants, plazas, coffee shops) increasingly play roles in facilitating company and industry innovation and exchange.

For example, suburban cities that have revitalized their downtowns and brick-walled industrial districts (depending on the right combination of factors) have been able to use "experiential retail" (i.e., retail focused on the "people experience" of shopping, dining, and gathering, and not retail solely oriented to parking) as an activity-generating asset to attract office and other higher-value workplace development in and around these areas. Research is indicating that tenant preferences and resulting location choices and investment patterns are clear in this regard[2]. Examples of a variety of experiential retail infill developments (e.g. The Lab, The Camp, and SoCo in Costa Mesa, and others) even in midcentury industrial areas have successfully demonstrated their possibility in these settings.

These trends coincide with City decision-makers' and Fountain Valley community members' aspirations for desirable but missing types of retail and activity within the City. During 2014 City Council prioritizations of strategic objectives, Fountain Valley's lack of (and desire for) a city center or downtown with nightlife, movie theater, more restaurants, etc., was a prominent topic, as well as related loss of tax revenue to "leakage" (local dollars spent in other cities where such amenities were available) and to internet sales. Similarly, in the "*Community Concerns and Aspirations Survey*" conducted during the planning process (see Appendix), city residents as the bulk of respondents supported the addition of amenities such as more restaurants/retail and open spaces/parks to the Crossings Area, and that some form of city center or downtown is lacking and is desirable in Fountain Valley.

The challenges to implementing a new city center/downtown are substantial, however, especially with few large-scale sites available in built-out contexts and the loss of past programmatic tools such as redevelopment. Central Orange County can be said to be relatively "saturated" in terms of conventional freeway-oriented, mass-market retail (e.g. regional malls and 'box' centers); nationwide, the retail industry has been reshaped by the Great Recession and retailing evolution such that almost no new regional malls have been built since 2011

2 Malizia, Emil, Preferred Office Locations: Comparing Location Preferences and Office Space in CBDs, Suburban Vibrant Centers and Suburban Areas. Herndon, VA: NAIOP Research Foundation, 2014.

while internet sales have grown three times faster than brick-and-mortar. But Fountain Valley and its surrounding area are underserved with "experiential retail" clusters – which are generally small (less than 100,000 square feet), often don't have a large anchor tenant, contain food and boutique tenants that complement each other, have pedestrian-friendly settings with outdoor gathering places, can creatively re-use existing buildings, and can serve workers, residents and families.

A focal cluster ("Activity Core") of experiential retail (of limited size, initially) could cater to and be supported by workplace district, visitor, and city-wide residential populations and help to achieve important community aspirations. It would need to build off of the established retail identity and visibility of the Costco-anchored shopping center north of Talbert Avenue, and would thus be best located on the north side of I-405. Once a minimum clustering of Activity Core retail is achieved, supportive upper story civic and cultural uses, limited workplace, lodging, live/work, and limited compact residential uses would be encouraged and allowed (in some cases as ground floor uses as well once Activity Core minimums area attained).

Developments surpassing defined size thresholds will be required by the Specific Plan to implement connectivity improvements including new streets and public open spaces. In tandem with and/or in response to private development initiatives, the City could also make targeted improvements to existing district streets:

- At district boundary streets and sidewalks, to strengthen gateway recognition (with medians and/or tree planting) and walkability (improved crosswalks and sidewalk widenings). These may be in tandem with intersection signalization improvements. Introduction of on-street parking may also be targeted along specific portions of district boundary streets and sidewalks (such as Euclid Street between on- and off-ramps from I-405 northbound and southbound ramps, after Caltrans improvements have helped to mitigate existing peak hour traffic).
- At internal subdistrict streets and sidewalks, to add on-street parking, traffic calming, and improved walkability and safety

Outside the Activity Core, other individual stores or clusters of food or convenience retail would be permitted to distribute elsewhere in the Crossings District in "convenience cluster" format to provide walk-to convenience where not near the focal cluster.

Overall, to set the stage for activity center(s), the City will need to actively engage and partner with property owners and developers. Costs of restaurant build-out can be high and incentives may be needed in some cases. The City may be best positioned to facilitate conversations between property owners potentially interested in forming a retail district. Supportive public improvements will need to be offered in conjunction with property owner investments. Assistance may need to be provided to property owners to not only identify/attract new tenants but to also potentially assist with relocating existing tenants.

c. Housing Mix

Though the 19th Century image of heavy "smokestack" industrial use has long been perceived as not compatible with residential use, the Crossings District (as well as the City's other formerly all-industrial areas) has evolved a "lighter" mixed industrial and commercial use character over time, in proximity with adjacent residential districts. Many suburban and low-rise urban light industrial districts in California (including instances in communities such as Santa Ana, Culver City, Union City, and Emeryville) have since evolved patterns of mixed use, including housing.

For the success of an Activity Center as an essential Workplace District element, experiential retail projects are most successful when they have housing in walkably close proximity. Housing provides a built-in base of customers for retail and restaurants, including evenings and weekends; and for experiential retail, the consistent presence of local customers is a significant factor for attraction of all customers. Retail and amenities make both housing and workplace uses more desirable, valuable and economically sustainable.

Housing demand in Fountain Valley and southern Orange County is strong and vacancies are low. While the city's primarily single-family housing stock and high quality school district are well matched to families with children, area demographics have long been trending towards smaller households with fewer children – driven by aging households looking to downsize as well as younger workers with smaller households. The Crossings district may also be well located to provide a limited amount of workforce housing with convenient amenities and services to area hospitals, the school district and first responders.
Enabling limited infill housing sites within the Crossings District where they are complementary with workplace uses, supportive of the Activity Center's retail uses, and compatible with nearby residential areas (and/or where streetscape buffering is provided) will be beneficial to the area. Such housing sites should only be within one block maximum of the activity center and occur only north of the I-405 freeway.

d. Summary

The Crossings District's existing workplace spaces meet current demand, but that demand is evolving (increasing in flex and hybrid space in particular). Responding private investment can be encouraged by the City and community to achieve higher value and quality through targeted district improvements. Speculative office development remains a longer-term prospect. To strengthen workplace investment and to help fulfil community aspirations for more active "places to go" in Fountain Valley, encouraging experiential retail is important. There are several barriers but industry trends, community desire and workplace benefit point to focused development opportunities – which again may best

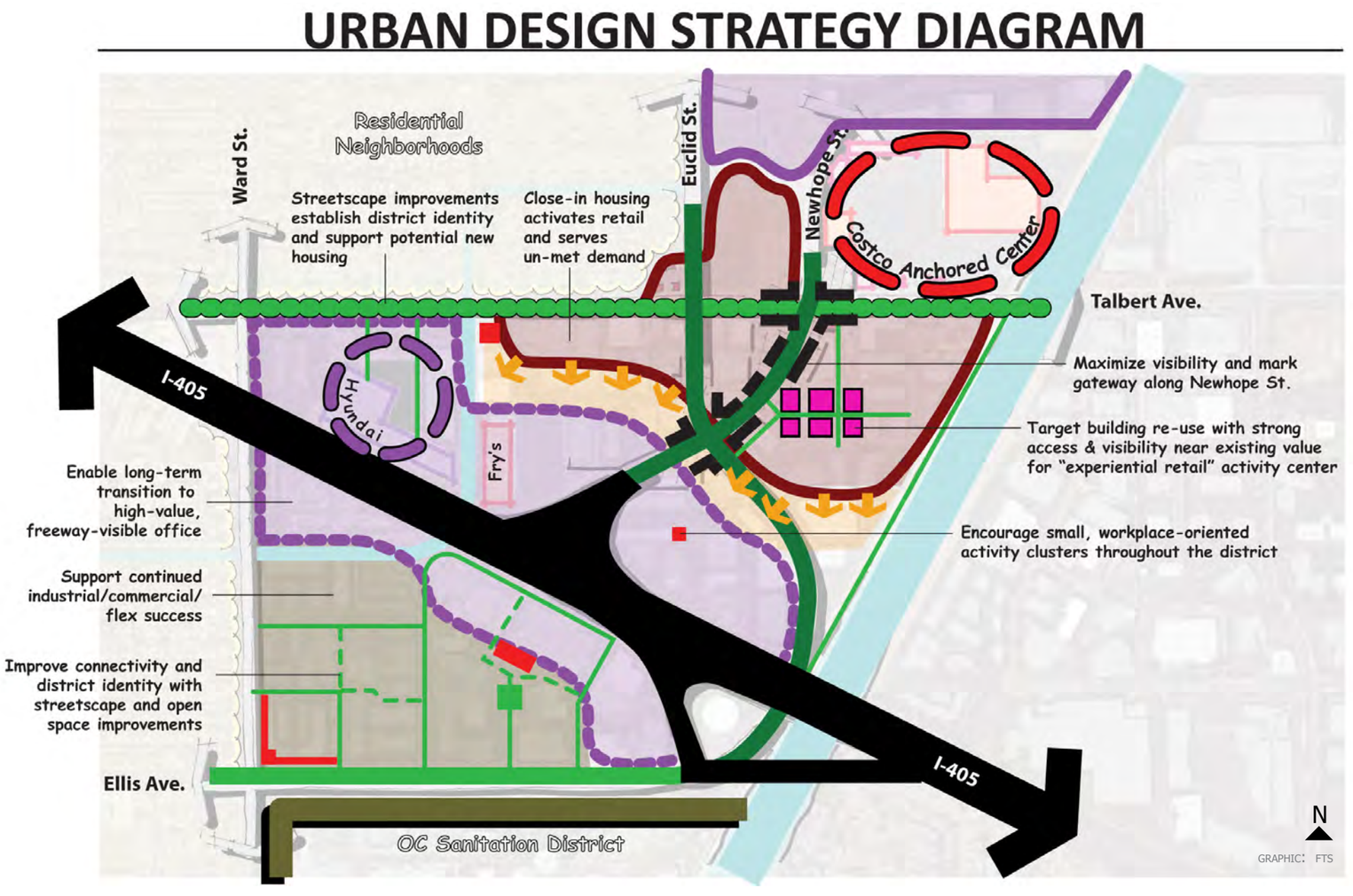


Fig. 1.7 Urban Design Strategy Diagram

be catalyzed by public improvements. For housing, there is a robust market, unmet demand for particular demographics, and strong synergy prospects with pedestrian-oriented retail; it can serve as an important component use that is subsidiary and supportive of the district's workplace and commercial character. For all of these development potentials, special attention must be directed to the Crossings District's edges to ensure compatibility of potential infill development where it faces across corridor streets to existing residential neighborhoods – and again, streetscape improvements may play important roles in traffic management, physical buffering and livability as well as strengthening neighborhood quality and identity.

3. District Pattern:

As development is guided by this Specific Plan, the district will begin its transformation from a 20th Century light-industrial/commercial district to a more differentiated pattern of center(s) and workplace neighborhoods. Where the current district is relatively homogenous – an assemblage of typically low-rise commercial buildings and surface parking lots – the future district will be characterized by an emerging pattern of variety, with periodic clusters of shops, activity, mix, and intensity - *Centers*; and surrounding areas distinguished by cohesive building types, frontage landscaping, and emerging market focus – *Subdistricts*. The emerging district will strategically build on existing conditions and market forces to create a wider appeal:

a. An *Activity Core* (as outlined above) will be a focal Center that offers commercial goods and services as well as community services that cater to the immediate district as well as the entire City and surrounding region. This will be a place of more concentrated activity served by comfortable walking streets and paseos, and nearby transit service set amidst a mix of ground level dining, shopping and entertainment venues, workplaces, offices, and lodging, as well as nearby homes.

b. *Activity Clusters* will be small clusters of local, convenience-oriented retail and service uses that cater to the needs of workplace and nearby neighborhoods within a short walk, drive, or bike ride. These many occur in any of the subdistricts

c. The *Workplace Neighborhood area* is a subdistrict that will contain a compatible mix of workplace, commercial, and limited medium-density residential uses that orient public facades and front doors onto streets and public areas. These areas will establish an improved transition from the Crossings District to existing neighborhoods to its north and balance drivable and walkable access.

d. A *Workplace Gateway District* will enable high value office development to mix with other uses on freeway-adjacent sites with excellent I-405 visibility and access. Deeper front setbacks with more formal landscaping will put more emphasis on presenting a professional workplace image to passersby on the freeway and adjacent arterial corridors.

e. A *Mixed Industry District* area will present an industrial-oriented mix of district uses. Improvements will focus primarily on upgrading existing buildings and site treatments. Entrances will be better connected to streets with new and improved pedestrian and bicycle facilities. Streetscape landscaping will improve pedestrian comfort and soften harsh industrial district character.

In all of these places, infill development on underutilized properties shaped by the broad framework of the Specific Plan will contribute to a more distinguishable pattern of places. New shops and businesses will add to the overall draw of the district, new residents will add to the "captive audience" supporting retail and services to augment the drive-by traffic, and new street improvements will enhance the walking and driving environment as well as the visual identity of the district's bordering corridors. The implementation of this Specific Plan is intended to begin this transformation from the homogenous industrial area to a pattern of activity centers and workplace neighborhoods – in keeping with contemporary consumer and investor preferences, and built on value already in place in and on the edges of the district. The particular characteristics envisioned for each of the centers and neighborhoods that will define the revitalized district are as outlined in the following sections.

Fig 1.8 District Pattern Basis for Development Policy

B. Development Concept

Note Regarding Photographs: The photographs and images displayed in the following sections are provided to evoke the general character of development envisioned for the future of each of the emerging centers and sub-areas in the Crossings District. In many cases, these images are taken from areas with somewhat different regional architectural expressions or local site constraints. These photos are not intended to provide specific design recommendations or specifications for application to new development in and around the district. They are intended to assist in evoking the future scale and development types envisioned for the various portions of the district.

1. An Activity Core on the North Side of I-405

a. Existing Conditions:

The proposed Activity Core Target Area and larger Overlay Area (see Fig. 1.8) lie within the earliest portions of the Crossings District largely built out between 1970 and 1976. The building stock is made up of single-story light industrial-type buildings surrounded by paved surface parking and minimal landscaping. With few exceptions, front facades and entrances are oriented to parking lots, not to sidewalks and streets, and local streets lack continuous sidewalks.

The only existing cluster of dining and convenience retail in the Crossings District consists of two buildings that flank the south side of the Talbert Avenue/Newhope Street intersection. These were originally developed as "Food Court" buildings that formed part of a larger 2006 development called the Newhope Design Corridor[3] which lines both sides of the new (built 2003) block of Newhope Street (between Talbert and Euclid), infilling where buildings were demolished to make room for the new street segment. While two umbrella-shaded patio dining areas overlook the Talbert/Newhope intersection and large store windows face onto Talbert Avenue, actual customer storefronts and front doors only open onto parking lots to the rear.

This retail cluster is oriented towards Costco-anchored shopping center customers to the northeast (across Talbert Avenue) and to I-405 northbound on- and off-ramps in a conventional auto-oriented "convenience center" format. It is not different or focal enough in layout to anchor district-wide or city-wide entertainment, retail and gathering activity.

b. Planning Approach - Restructure:

Restructure a focused set of existing buildings as a new Activity Core of vibrant pedestrian-oriented dining, shopping and gathering in the Crossings District. Identify the Target Area for the Activity Core as the block bounded by Talbert Avenue on the north, Newhope Street on the west, Euclid Street to the south, and Mount Washington Street/Condor Avenue to the south and east. This block is located within the Workplace Neighborhood subdistrict –see also the Workplace Neighborhood subdistrict description below.

To achieve the Activity Core, create an "experiential retail" setting of storefront businesses oriented to each other and to open-air walking/outdoor dining/gathering spaces, not primarily to parking lots. Augment the Core with additional daytime and evening activity anchors, meeting venues, lodging, denser workplaces, and residences, as well as a widening variety of pedestrian amenities, connected streets and public spaces. Make it into a hub of meeting, gathering, and work-break and after-hours use by the area workers and surrounding neighborhoods. A "captive audience" of Activity Core and adjacent resident population visible enough to activate stores and restaurants will help ensure that outside customers feel they are visiting a successful place.

3 Bundy-Finkel Architects, "Newhope Design Corridor" https://bundyfinkelarchitects.com/Projects/387-Fountain-Valley/387.html

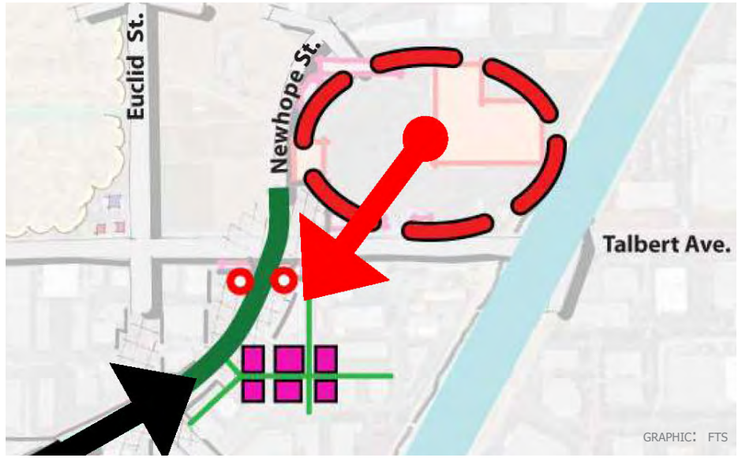


Fig 1.9 Diagram of an Activity Core Concept using example of an existing light industrial building cluster (purple rectangles) with new pedestrian paseos and plazas (Green lines), located near Costco-anchored retail complex (red oval)

c. Place-Specific Revitalization Strategy:

Promote and create incremental means of adding 'experiential" retail and dining uses to the Target Area, to lower barriers to investment and grow the Activity Core:

- Focus on Building Re-Use Opportunities: Within the identified Target Area, the "grid" of existing buildings bordering on Mt. Washington Street is of a scale that can facilitate incremental change. Its regular pattern would permit pedestrian-oriented streets or paseos to be introduced between them.
- Enable Supportive Temporary or Supplemental Retail Settings: Enable complementary use of temporary retail to help start up the activity center and/or provide a critical mass of retail/dining choices oriented to each other and to connecting spaces such as main streets, paseos, small plazas, etc. These may include:
  - Food or vending carts in designated locations.
  - Food or retail trucks/vehicles in docked locations.
  - Modular or shipping container-based temporary/relocatable structures for retail, dining, or gathering activity support.

These temporary retail components and venues may lower economic barriers for entrepreneur tenants, reduce risks for developers, and help create the basis for the Activity Core more rapidly than major building renovations or new buildings. Coordinated modular combinations of these temporary retail components can be used to provide infrastructure, required public bathrooms, central kitchen facilities, etc. if building spaces are not available.

Fig 1.10 Examples of Temporary/ Supplemental Retail Food Service Settings (clockwise from top left): Food Vendor in a Modified Shipping Container - San Francisco, CA; Food Cart "Pod" (Cluster) - Portland, OR; Designated Food Truck Cluster - Mixed Light Industrial/Office Area of Santa Monica, CA

Allow development or infill of uses complementary to Activity Core retail in supportive formats once a minimum amount and configuration of retail is achieved. These include Civic and Cultural uses, Workplace, Lodging, Live/Work, and limited compact Residential formats. Configure the complementary uses' building/entrance orientations and site plans to provide walkable access and visible linkage to the Activity Core by means of streets, paseos and public spaces.

Build from District Strengths: Locate the Activity Core adjacent to the Costco-anchored shopping center across Talbert Avenue between Newhope Avenue on the west and the Santa Ana River on the east, in order to benefit from existing assets:

- **Established Retail Presence and Market Momentum.** The Costco-anchored shopping center includes PetSmart, Dollar Tree, the Shoppes at Costco Plaza, individual "pad" restaurants such as Souplantation, Taco Bell and McDonalds, and Costco Gasoline. The nearby "Newhope Design Corridor" flanking both sides of Newhope Street for the block between Talbert Avenue and Euclid Street includes large furniture stores such as Bassett Furniture Stores, Ashley Furniture Home Store, Ortho Mattress, and Patioworld, as well as the "food court" buildings flanking the southern Talbert/Newhope intersection entrance with well-known chains such as The Coffee Bean & Tea Leaf, Hertz Rent-A-Car, Panda Express and others. Fry's Electronics (accessed from Kalama River Avenue or Mt. Shay Street) is also nearby and highly visible from I-405. This existing concentration of shopping and dining businesses has already created a retail presence and associated attraction of customers from which the Activity Center can draw, compared to creating a stand-alone market presence. With the Activity Center having a 'park once" pedestrian-oriented development format, it can complement rather than compete directly with adjacent developments' auto-oriented formats. The Activity Core can also build on existing area customers' established "mental maps" and visual familiarity with getting to and using the district.

Fig 1.11.1 Modified Industrial Buildings at The Lab, Costa Mesa, CA

Fig 1.11.2 Retail Walkway at The Lab, Costa Mesa, CA

Fig 1.11.3 Previous (2003) Configuration of SoCo Site, Costa Mesa, CA

Fig 1.11.4 Birdseye View of Plazas and Paseos at SoCo, Costa Mesa, CA

Fig 1.11.5 Gathering Plaza at SoCo, Costa Mesa, CA

Fig 1.11.6 Current (2016) Configuration of SoCo Site, Costa Mesa, CA

Fig 1.11.7 Birdseye View of Plaza and Paseos at The Camp, Costa Mesa, CA

Fig 1.11.8 Retail Walkway at The Camp, Costa Mesa, CA

Fig 1.11.9 Retail Signage at The Camp, Costa Mesa, CA

Fig 1.11 Experiential Retail: Examples of Activity Centers in Multi-Tenanted, Renovated / Redeveloped Clusters within Nearby Light Industrial Areas

- **Visibility and Access.**

  - I-405 Access: For retailers, customer access from the PM freeway commute flow via an easy right turn after existing (as opposed to a left turn) is the most desirable configuration. The Activity Core Target Area could have freeway access from northbound I-405 as a PM commute-direction right turn off Newhope Street if it is into the existing midblock driveway between Euclid Street and Talbert Avenue. Alternatively, access could occur via a right turn onto Euclid Street followed by a left turn into Mt. Washington Street. However, northbound and southbound I-405 trip volumes for AM and PM commute peaks are relatively similar[4]. Southbound freeway off-ramp access to the Activity Core would have a somewhat less convenient signalized left turn onto Euclid Street.

  - Corridor Access (Talbert Avenue/West MacArthur Boulevard, Euclid Street, Newhope Street, Ellis Avenue): The Activity Core Target Area location benefits from direct local arterial corridor access. While existing traffic volumes on corridor segments around the Target Area are relatively high (24,000+ average daily trips), existing roadway capacities generally manage these with high levels of service (with the exception of Ellis Avenue congestion, which is to be addressed with the future new elevated southbound on-ramp and other mitigations). These corridor segment traffic volumes are strongly affected by freeway proximity as well as the imbalance of the regional circulation due to the absence of the Garfield/Geisler bridge, as most fall below 20,000 ADTs beyond the district's edges.

- **The nearby presence of the Hyundai Motors America campus**. The newly constructed campus has established a landmark presence along I-405 and Talbert Avenue; it has set a new standard for commercial quality and sustainable design in Fountain Valley. It can help inform the design and development quality of the Activity Core and be a potential partner for future interaction.

Respond to Limited Opportunities. The Plan must also allow for flexibility and variety in the interests of owners. Accordingly, a larger area of potential alternative core sites (see diagram) is identified within a larger Activity Core Overlay Area bounded by Talbert Avenue on the north, the Fountain Valley drainage channel on the west, I-405 on the south, and the Santa Ana River on the east. This Overlay Area includes portions of the Workplace Neighborhood and Workplace Gateway District north of I-405 where the majority of characteristics identified for likely Activity Center success are applicable.

d. Envisioned Future District:

As the presence of retail, activity and meeting places in workplace districts is increasingly favored by workers, employers, property owners and retailers, and an experiential retail cluster may also address citywide interest in pedestrian-oriented dining and retail and a focal "place to go" in Fountain Valley, the Activity Core will grow in keeping with those market trends.

Though a focused Activity Core may start modestly with conversion of existing building spaces and trial formats, retail, dining, business services, meeting and entertainment establishments will gradually increase the establishments that can be supported. These will be composed of restaurants with outdoor dining, entertainment uses, meeting venues, and some specialty retailers - all featuring ground floor storefronts and/or entrances oriented to open-air pedestrian walkways and streets.

4 State of California Department of Transportation, San Diego Freeway (I-405) Improvement Project, FEIR/EIS Volume 1, Section 3.1.6 Traffic, Page 15, Figure 3.1.6-2: Existing (2009) Freeway Traffic Volumes AM/PM Peak Hours – Locations in Orange County. Irvine, CA: March 2015.

The Activity Core's shopping and dining experience will be competing with retail activity centers nearby in the region. To be physically and symbolically competitive with these other centers, the key public streets serving as visible gateways – Talbert Avenue, Newhope Street and Euclid – that lead to the Activity Core must be upgraded with a "freshened" appearance, amenities, and better walking, bicycling and transit connectivity as well as vehicular access enhanced by upcoming I-405 improvements. Specific streetscape improvements that will contribute to this transformation are outlined in Book III: City Actions. Over time, a supporting population of workers, visitors and residents in built space above and surrounding Activity Core shops and restaurants will enjoy its amenities, while adding to its vitality and to the range of offerings in the Crossings District and in Fountain Valley.

In the longer term, as private investment increases and the Activity Core expands, nearby commercial buildings and surface parking lots will evolve and intensify with infill initiatives, some structured parking, and mobility alternatives. As development occurs, streets will be increasingly lined with trees and decorative furnishings, with convenient parking spaces at the curb in some locations and greater parking supply tucked behind buildings in parking

Fig 1.12.1 Example of Pedestrian-Oriented Retail and Food/Drink

Fig 1.12.2 Example of Shopfronts Oriented to Streets, Frontage Greenery

Fig 1.12.3 Example of an Outdoor Food and Drink/Gathering Space

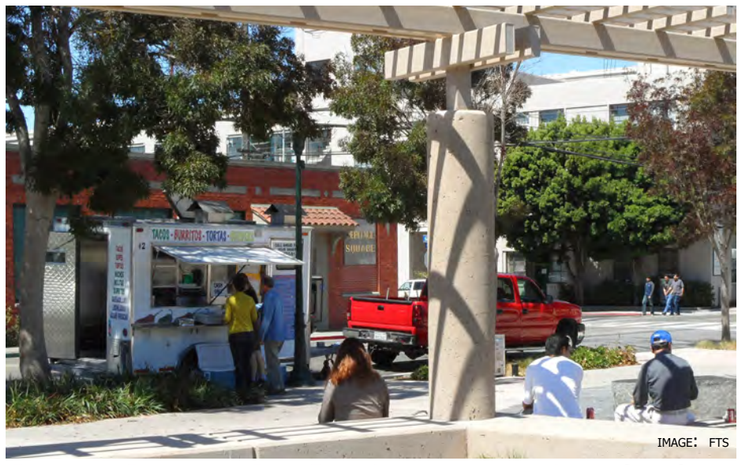


Fig 1.12.4 Example of a Food Truck Dock Adjacent to Public Open Space

Fig 1.12.5 Example of a Small Scale Parking Lots with Greenery

Fig.1.12 Character of Envisioned Activity Core

lots and structures. The attractive streets and sidewalks will lead to signature squares and plazas in which activity and amenities will be concentrated.

2. Workplace Neighborhood

a. Existing Conditions:

This subdistrict is bounded by Talbert Avenue on the north and consists of the blocks east of Euclid Street to the Santa Ana River; the blocks north of the east-west alignment of Kalama River Avenue between the Fountain Valley drainage channel on the west and Euclid Street on the east. Its areas east of the Fountain Valley drainage channel are within the oldest portions of the Crossings District, developed and largely built out by 1976. The building stock is uniformly made up of one-story light industrial-type buildings surrounded by paved surface parking and minimal landscaping. Areas west of the drainage channel are surface parking lots, driveways and frontage landscaping of two existing office campus developments (but no buildings), including the recently redeveloped Hyundai Motors America campus.

b. Planning Approach: Transition

Support the retention of existing value already in place and continue to benefit from and exploit advantages of proximity to the Costco-anchored retail cluster as well as excellent freeway and arterial access. For owners interested in change, encourage a transition to the most viable future restructured condition. Where workplace uses intensify, Specific Plan policies and regulations are configured to implement more active frontage and connectivity conditions to strengthen district image, livability and value. Allow the introduction of limited retail uses in a Convenience Cluster format. Note: See the preceding Activity Core description for potential priority and alternative locations and Planning Approach for introduction of an Activity Core. Enable limited compact residential use in relation to Convenience Cluster or Activity Core retail, with special development controls at major street corridors. In the longer term, review development as it occurs further from the Activity Core in response to district change and market demand, and consider supportive adjustments to development policies.

c. Subdistrict-Specific Revitalization Strategy

Implement development regulations that are aligned with market demand. Combine this with supportive capital improvements to catalyze short term feasible development types close to retail and workplace uses north of Talbert Avenue and highly visible and accessible from I-405 and the district's arterial corridors.

Promote retail in convenience cluster or Activity Core formats (see relevant sections). Remove barriers to investment by widening the range of development types that property owners can invest in. In conjunction with focused retail, enable and encourage more feasible, compact housing along with compatible office and lodging. Establish development regulations that ensure compatibility between a mixture of uses and provide a more predictable investment environment for potential developers.

Finally, ensure that new development contributes to the enhancement of both arterial and local street environments that are more attractive to workers, customers, and future residents alike by specifying landscaping improvements that extend from building facades to the existing back-of-curb.

- Long Term: Within the subdistrict, maximize Newhope Street's gateway visibility and distinctiveness. Encourage infill of frontage buildings shaped with a uniform landscaped frontage setback and memorable public façade character along Newhope Street, in contrast to its current character lined by parking lots and irregularly set-back buildings. These should be complemented by a boulevard-style streetscape with regularly-spaced street trees, decorative streetlights, and a widened buffered sidewalk as a "quality statement" for this important Crossings District entry to Fountain Valley. Similarly, future renovated buildings at the Newhope/Talbert and the Newhope/Euclid intersections should shape corner buildings into a recognizable gateway configuration, again to accent and strengthen the gateway identity of this city and district entrance.

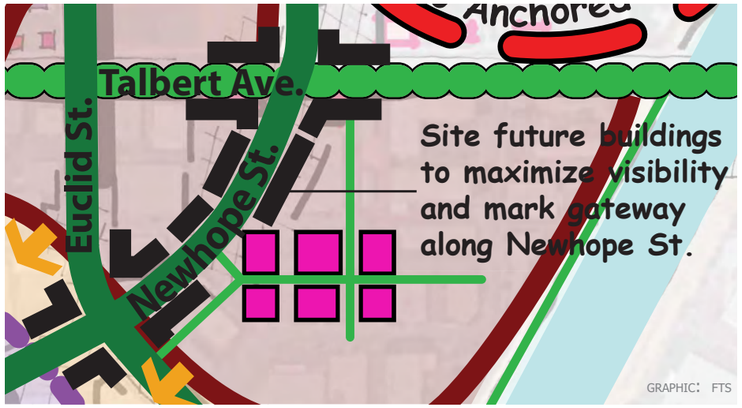


Fig 1.13 Long-Term Newhope Street Gateway Development Pattern

d. Envisioned Future

The Workplace Neighborhood will blend existing light industrial and showroom retail uses with a growing complementary mix of office/flex, creative office, activity center and/or convenience cluster retail, and supportive infill of compact housing. New developments will support walkable street frontages with public facades and landscape buffering. New interior streets or paseos will connect existing public streets to site entrances, gathering places and parking facilities using human-scaled walking and bike paths. Buildings will increasingly be treated with a "four-sided" approach with amenitized, active facades as the mix of uses increases their visibility and contribution to district identity and value.

Fig 1.15.1 Existing Workplace Neighborhood Development (clockwise from top left): "Food Court" Building (L) and Furnishings Showroom Wholesale/Commercial Building (R) from Newhope Design Corridor; Office/Flex building from E405 Euclid Development

Fig 1.14 Example of Gateway Boulevard Streetscape - Trees Define Corridor

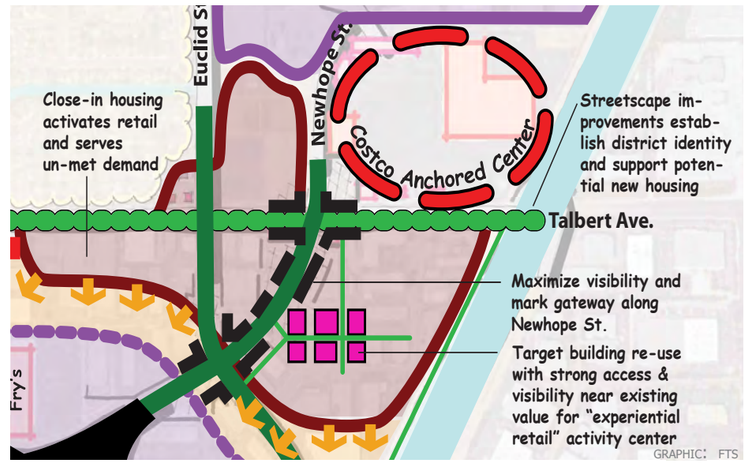


Fig 1.15.2 Urban Design Strategy - Workplace Neighborhood Focus

Fig 1.15.3 Example of a Creative Office Expansion/Rehab of an Industrial Use

Fig.1.15 Character of Envisioned Workplace Neighborhood District Development

FIG 1.15.4 EXAMPLE OF LOW-RISE OFFICE

FIG 1.15.5 EXAMPLE OF MIXED OFFICE, RETAIL & FLATS IN AN INDUSTRIAL AREA

FIG 1.15.6 EXAMPLE OF MULTI-TENANT INDUSTRIAL & WORKSHOP DEVELOPMENT

FIG 1.15.7 EXAMPLE OF TOWNHOMES ADJACENT TO TECH OFFICE/FLEX

FIG 1.15.8 EXAMPLE OF STREETSCAPE IMPROVEMENTS & LOW-COST FACADE UPGRADES

FIG 1.15.9 EXAMPLE OF TOWNHOMES ACROSS FROM WAREHOUSE

FIG.1.15 CHARACTER OF ENVISIONED WORKPLACE NEIGHBORHOOD DISTRICT DEVELOPMENT (CONTINUED FROM PRECEDING PAGE)

3. Workplace Gateway District

a. Existing Conditions:

This subdistrict is defined by the freeway proximity of its properties. I-405's diagonal path and the diverse range of the subdistrict's workplace types have resulted in a wide variation of development conditions. The Hyundai Motors America campus has been advantageously developed to create iconic freeway visibility of its showcase office tower with convenient Talbert Avenue access; the E405 center's showroom retail tenants in former manufacturing buildings along Euclid Street use its monument sign to successfully market to freeway drivers; while other light industrial users more hidden away on local streets take advantage of lower costs and minimally or even do not exploit freeway visibility. Other than the Hyundai and Plaza office complexes, the building stock is also uniformly made up of one-story light industrial-type buildings surrounded by paved surface parking and minimal landscaping. One large RV sales and service site is largely used for surface parking and vehicle storage.

b. Planning Approach: Transition

Similar to the Workplace Neighborhood, support the retention of existing value in place. For owners interested in change, encourage a transition to the most viable future restructured condition. Where workplace uses intensify, Specific Plan policies and regulations are configured to implement higher quality frontage and connectivity conditions to strengthen district value and livability. Encourage hotel development that will serve nearby workplaces, have excellent freeway access and visibility, and be conveniently close to the Activity Core. Allow the introduction of limited retail uses in a Convenience Cluster format. Note: See the preceding Activity Core description for potential priority and alternative locations and Planning Approach for introduction of an Activity Core. In the longer term, enable office development that takes advantage of I-405 visibility, aligns with workplace trends, and improves district identity. Also, review development as it occurs further from the Activity Core in response to district change and market demand, and consider supportive adjustments to development policies.

To address changing work/life preferences as well as sustainability objectives, improve walkability, bicycle use and connectivity to transit on subdistrict streets and paths, and add local gathering/relaxation spaces where possible. Consider improvements to Kalama River, Spencer and Condor Avenues and Mt. Baldy Circle as they may eventually provide access and connectivity to potential higher- value, higher intensity office workplace infill sites orienting to I-405 visibility, creating opportunities to enhance city image and identity.

c. Subdistrict-Specific Revitalization Strategy

Infill and redevelopment in this area will draw on the value created by new development throughout the rest of the Crossings District, with consideration of longer term office infill seeking freeway-visible, high-image locations. Employ policy tools to support continued success of existing buildings and tenants and introduction of through-block connections by larger projects. Direct new investment toward improving existing buildings, accommodating higher value workplace development formats, and strengthening district identity. Allow a range of uses and building types to provide the flexibility to respond to demand when redevelopment occurs. Retail and related public space will be permitted in small Convenience Cluster format (storefronts connected by small plazas, expanded sidewalks, and/or paseos) to support workplace uses.

Ensure that properties strengthen their street orientation via front entrances and pathways. Require new development to contribute to the emergence of a

more attractive street environment by extending required new improvements, including sidewalks and internal through-block paseos, to the existing back-of-curb. Seek grant funding and public-private partnerships to incrementally improve the user-friendliness, safety and appeal of pedestrian and bicycle facilities and better connectivity to transit – to serve existing workers and firms, and to encourage and investments.

- Near term: Consider retrofit street lighting improvements to expand arterial and local street illumination coverage to benefit walking/biking/look and feel. Consider creating low cost "parklet" open space(s) within local existing street right-of-ways where not obstructing traffic (e.g. at cul-de-sac ends, particularly at locations not convenient to a Convenience Cluster or Activity Core - particularly south of I-405) - these could support periodic hosting of food cart(s) or food truck(s) and outdoor seating/gathering.
- Longer term: Consider phased street walkway (sidewalk) and/or protected bikeway/walkway implementation on local streets.

d. Envisioned Future

The Workplace Gateway District will gradually evolve from its existing mix of light industrial, showroom retail and office campuses. Its development character will grow from the current light industrial building stock with incremental renovations, infill, and improvements to arterial and local street frontages. Where larger developments occur, they will help to break down the scale of “superblocks” with new internal streets or pedestrian connections. Over the longer term, tenants who value regional image recognition may seek higher value office development on Workplace Gateway District sites to take advantage of its freeway-visible locations, following the example of the Hyundai campus.

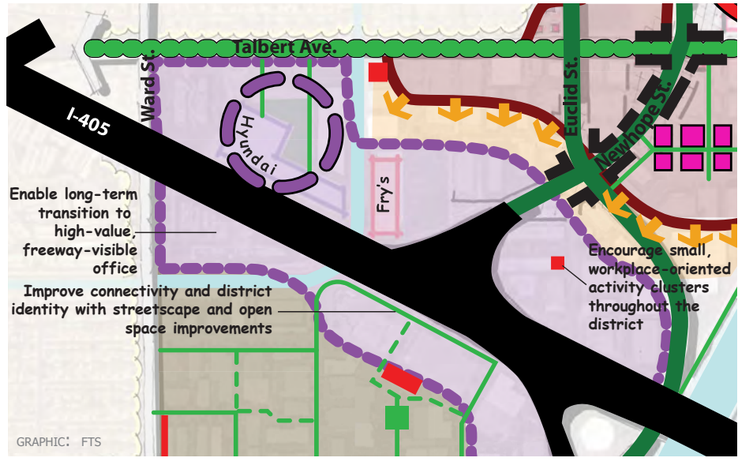


Fig 1.16.2 Urban Design Strategy - Workplace Gateway District Focus

Fig 1.163 Example of a Cafe in Small Convenience Cluster Format

Fig 1.16.4 I-405 View of Recently Completed Hyundai Campus

Fig 1.16.5 Example of Workplace Private Open Space Retrofit (Courtyard)

Fig 1.16.1 Existing Workplace Gateway District Development (clockwise from top left): Multistory Office Complex at Talbert Ave.; Light Industrial Building; Warehouse Retail Building (Fry's).

Fig 1.16.6 Example of Potential Freeway-Visible Office Development

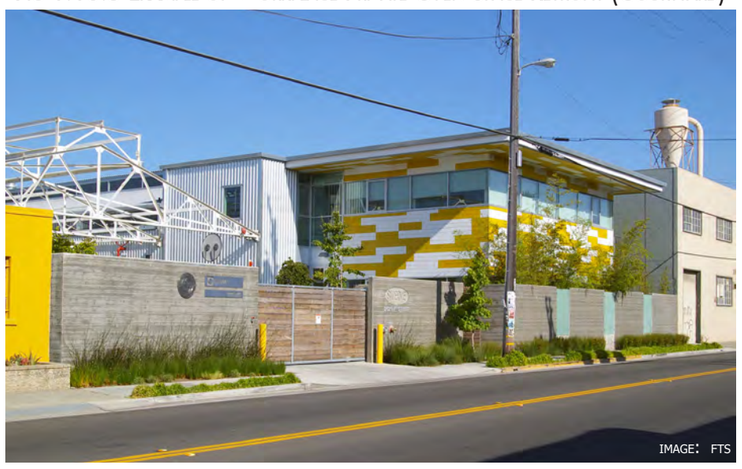


Fig 1.16.7 Example of Warehouse Retrofit into Creative Office/Flex Space

Fig 1.16 Character of Envisioned Workplace Gateway Development

Fig 1.16.8 Example of a Small Workplace District Open Space

Fig 1.16.9 Example of Amenitized Pedestrian-Friendly Workplace Streetscape

Fig 1.16.10 Example of Buffered Bicycle Lane

Fig 1.16 Continued

4. Mixed Industry District

a. Existing Conditions: The uses reflect the predominant Crossings District mix of showroom wholesale/commercial and light industrial uses with a small amount of office and adjunct consumer storefront retail use - as described in Appendix A, “Pattern of Development.” Existing businesses are diverse and properties are well-maintained. There are no eating places in the subdistrict except for a corporate test kitchen serving food on weekends only. All structures are single and multi-tenant one-story, surface parked industrial buildings (except for one two-story office building on Mt. Langley Street) built between 1970 and 1980. The overall character of the subdistrict is internalized and quiet.

   Though Ellis Avenue is the subdistrict’s busiest and visible frontage access street, it is dominated by I-405 freeway access traffic. No private property driveways, front facades or front doors open onto it (except where multi-tenant buildings face onto front parking lots between Ward Street and Bandilier Circle). Combined with the walled presence of the Orange County Water and Sanitation District compounds across the street, the absence of street parking, minimal sidewalk width and no street trees or planter strips, the Ellis corridor does not support business identity or pedestrian use. Ward Street corridor frontages are also blank facades or buildings set back behind frontage parking lots, across the street from sound walls and residential side yards on the west side. Internal subdistrict streets do not have sidewalks, but their frontage landscaping of grassy berms, shrubs and trees is mature.

b. Planning Approach: Strengthen

   Build on the existing mix of uses. Encourage gradual improvement of buildings for desired formats, including newer uses such as flex/R&D and creative office. Allow flexibility on properties to respond to market demand as it arises while ensuring compatibility. Enable long term transition to higher intensity development that use land more efficiently while providing height protections along Ward Street facing existing residential areas. Allow the introduction of limited retail and dining uses in Convenience Cluster format – optimally where retail will be supported both by in-district and outside customers. Support improvements in digital infrastructure, tenant improvements (including interior lighting and larger windows), and facade and frontage yard upgrades that will increase district appeal.

   To address changing work/life preferences as well as sustainability objectives, improve walkability, bicycle use and connectivity to transit on subdistrict streets and paths, and add local gathering/relaxation spaces where possible. Prioritize improvements to Mt. Langley and Pacific Streets and Lawson River Avenue as they provide “gateway” access and connectivity to potentially higher-intensity Workplace Gateway District development sites that orient to I-405 visibility, creating opportunities to enhance city image and identity.

c. Subdistrict-Specific Revitalization Strategy

   Infill and redevelopment in this area will draw on the value created by new development throughout the rest of the Crossings District. Employ policy tools to direct new investment toward improving existing buildings, accommodating higher value workplace development formats, introduce through-block connections by larger projects, and strengthening district identity. Allow a range of uses and building types to provide the flexibility to respond to demand when redevelopment occurs. Encourage the development of retail and related public space in small Convenience Cluster format (storefronts connected by small plazas, expanded sidewalks, and/or paseos) to support workplace uses (optimally to occur along Ellis Avenue and Ward Street frontages near their intersection where supportable by existing storefront spaces).

   Ensure that properties strengthen their street orientation with front entrances and facades. Require new development to extend sidewalks and internal through-block paseos to existing street frontages. Seek grant funding and public-private partnerships to incrementally improve the user-friendliness, safety and appeal of pedestrian and bicycle facilities and better connectivity to transit – to serve existing workers and firms, and to encourage new investments.

   - Near term: Consider higher-visibility upgrades to Ward Street bike lane striping and pavement markings, and retrofit street lighting to improve walking/biking safety and “look and feel.” Consider creating low cost "parklet" open space(s) within local existing street right-of-ways where not obstructing traffic (e.g. at cul-de-sac ends, particularly at locations not convenient to the Convenience Cluster) - these could support periodic hosting of food cart(s) or food truck(s) and outdoor seating/gathering. Coordinate with Caltrans on context-sensitive design and complete streets buildout of sidewalks on Ellis Avenue as part of upcoming I-405 improvements.
   - Longer term: Consider phased street walkway (sidewalk) and/or protected bikeway/walkway implementation on local streets.

d. Envisioned Future

   The Mixed Industry District will be an evolving mix of existing and newer businesses, the latter including start-ups, small scale flex/R&D, and creative office. Its development character will grow from the current light industrial building stock with incremental renovations, infill, and improvements to frontages. In areas characterized by large scale blocks, larger developments will help break up “superblocks” with new internal streets or pedestrian connections. The resulting smaller blocks will add incrementally to the walkability and connectedness of the district. In some locations, tenants and food carts/trucks will occasionally populate a plaza-like space during the day, allowing employees to eat lunch outside, take breaks, and meet other workers and firms. Along other streets, incremental streetscape improvements will add sidewalks and/or bike/pedestrian walkways that will allow walking/biking to other businesses, lunch activity clusters, transit stops, and to bike lanes on Ward Street and Ellis Avenue west of Ward Street. The subdistrict will gradually be less isolated and look and feel more connected.

Fig 1.17.1 Existing Mixed Industry District Development (clockwise from top left): Typical Internal Street View (Lawson River Avenue); Typical Light Industrial Building; Existing Shopfront at Ward/Ellis Corner.

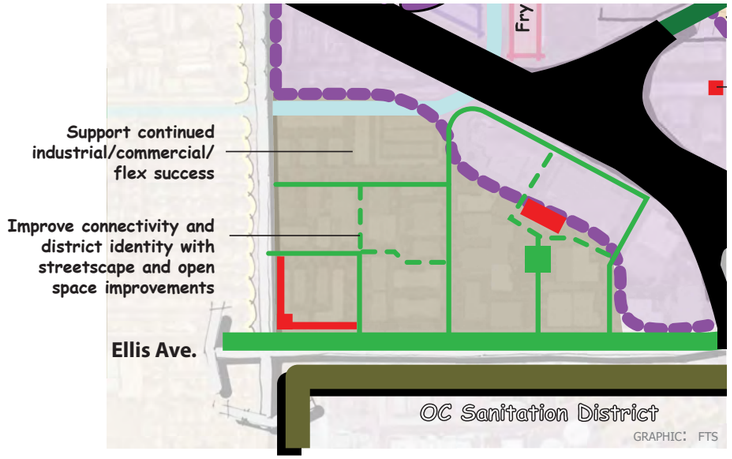


Fig 1.17.2 Urban Design Strategy - Mixed Industry District Focus

Fig 1.17.3 Example of Industrial Building Conversion to Office/Flex

Fig 1.17.4 Example of District Plaza Created by Partial Street Conversion

Fig 1.17.5 Example of Industrial Building Rehab - "Before" (City of Industry)

Fig 1.17.6 Example of Added Entry Canopies at Parking Lot Frontage

Fig 1.17.7 Example of Midblock Pedestrian/Bike Path Connection

Fig 1.17.8 Example of Industrial Building Rehab - "After" (City of Industry)

Fig 1.17.9 Example of Creative Signage as Low-Cost Image Upgrade

Fig 1.17.10 Example of Infill Pedestrian Lights at Existing Road Lighting

Fig 1.17 Character of Envisioned Mixed Industry District Development

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2.0 ORIENTATION

This Section contains the Development Code that governs all private development actions proposed for properties within the Plan Area (see Fig. 2.1. Districts Map). The Development Code is used to evaluate development projects, improvement plans, and zoning clearance applications.

2.0.1 APPLICABILITY

The policies contained within this chapter shall apply as follows:

A. New Development, Additions, Exterior Renovations, Reconstructions, and Site Improvements

The policies contained within this Section shall apply to new construction, significant additions, exterior renovations to existing structures, reconstructions, and site improvements as follows:

1. All regulations shall apply to new development.
2. Significant additions shall be additions greater than twenty percent (20%) of the building's floor area. The percent increase that any proposed addition represents shall be calculated including the cumulative floor area of all additions made over the five (5) year period prior to the application.
3. Nonconformities of structures destroyed or damaged by fire, earthquake, or other unintentional accident or disaster may be continued when the cost of repairing or replacing the damaged portion(s) of the structure does not exceed fifty (50) percent of the current value of the structure during any twelve-month period, before the damage or destruction.
4. Where significant additions are made to existing buildings, requirements for renovation or enlargements shall apply only to new floor area.
5. Where exterior renovations (not additions or replacement) are made to existing buildings, architectural and sign regulations shall apply to that portion of the building being renovated. No other Specific Plan requirements shall be required.
6. Site improvements will be evaluated on a case-by-case basis to determine which 2.5 Street, 2.6 Open Space, and 2.7 Parking Regulations shall apply to the portion of the site being improved.
7. Improvements, additions, or renovations of any kind that increase nonconformities are not permitted.

B. Use Changes

All regulations shall apply to changes in Use Types within existing facilities (as defined in Section 2.2 Building Use Regulations).

C. Right of Continued Use, Ownership Changes, and Tenant Changes

1. Nothing contained in this Section shall require any change in any existing legal non-conforming building or structure, or in any proposed building or structure for which a planning or building permit application was deemed complete prior to the effective date of this Specific Plan.
2. Changes in property ownership or tenants of legally existing uses shall require no change in any legally existing building or structure.
3. With a tenant change, as permitted by Section 2.2 Building Use Regulations, minimum parking requirements for the new use shall be met as specified in Section 2.7 Parking Regulations.

D. New Signs

1. The regulations contained in Section 2.9 shall apply to all new signs.
2. Any permanent signs made non-conforming as a result of the adoption of this Development Code may be repaired, but not structurally altered or made more non-conforming in any way.

E. Phasing

Phasing plans that require exceptions to regulations but will achieve compliance within five (5) years will be evaluated on a case-by-case basis.

G. Activities not Regulated by this Plan

General maintenance and repair or other minor construction activities that do not result in an intensification of the use will not be regulated by this Plan but may be subject to other City permits and approvals prior to commencement. For the distinction between minor construction activities versus significant additions, exterior renovations and/or site improvements, please refer to the preceding item A. "New Development, Additions, Exterior Renovations, and Site Improvements" within this 2.0.1 Applicability section.

2.0.2 DEVELOPMENT CODE CATEGORIES

Three primary types of Development Code are contained within the policy text of Book II, as follows:

A. Development Standards.

Development standards are specifications for new development that the community considers essential to the creation and preservation of a high quality, sustainable and coherent city. Conformance with Development Standards is mandatory. Such provisions are indicated by the use of the words "shall," "must," "is required," "is/is not permitted."

B. Development Regulations

Development Regulations are the detailed municipal policies that establish the specific rules and performance measures upon which community Development Standards are based. Development Regulations do not vary from one part of the Plan Area to another.

C. Guidelines

Guidelines provide additional information to assist the designers of new development with fulfilling the intent of the Specific Plan. Guidelines pertain to issues of visual character and aesthetics. Conformance with Guidelines is recommended, especially to ensure the swiftest possible approval. Although conformance with Guidelines is recommended, developers are permitted to propose alternative design solutions if they are able to show that such design solutions meet the overall objectives of the Specific Plan. Guidelines are indicated by the use of the words "should," "may," "is/are encouraged."

2.0.3 HOW TO USE THE DEVELOPMENT CODE

Requirements for new development are contained in Section 2.1 - "Development Standards." The specific municipal Regulations governing those Development Standards are defined in detail in Sections 2.2 through 2.10.

To review requirements for new development for any given property (see Fig. 2.0.3 Example of How to Use the Development Code):

A. Locate that property on the Fig. 2.1 - Districts Map, and note which District the property is in;

B. Turn to the appropriate sub-section of Section 2.1 – Development Standards (2.1.2 through 2.1.5) containing the Development Standards that apply to that District, and hence to the property in question. Review all the Development Standards for the applicable District.

C. To understand the specific Regulations that correspond to any of the requirements in the Developme Standards charts, turn to the corresponding Regulation number and name (The Regulation numbers and names are the same in the Development Standards charts as they are in the Development Regulations - Sections 2.2 through 2.10 - of Book II).

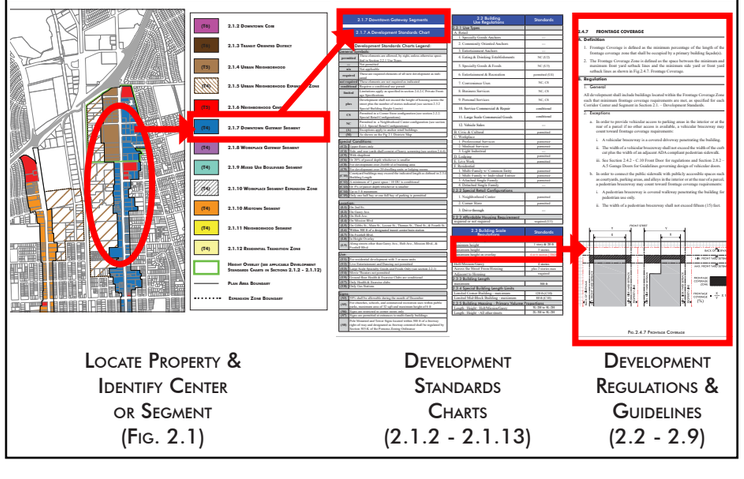
D. Review Guidelines. Guidelines common to all properties in the Plan Area can be found in most sections of the Development Regulations.

E. All development projects shall also comply with other applicable regulations including but not limited to the adopted California Fire Code, the Fountain Valley Municipal Code and Fountain Valley Public Works Department Standards. Where there is a conflict between these specifications and the Fountain Valley Crossings Specific Plan, the Specific Plan shall apply as determined by the Planning Director.

2.0.4 DEVELOPMENT CODE ORGANIZATION

The Development Code contained in Book II is organized into the sections displayed in the diagram on the following page.

Fig 2.0.3 Example of How to Use the Development Code



LOCATE PROPERTY & IDENTIFY CENTER OR SEGMENT (FIG. 2.1)

DEVELOPMENT STANDARDS CHARTS (2.1.2 - 2.1.13)

DEVELOPMENT REGULATIONS & GUIDELINES (2.2 - 2.9)

2.0.5 THE APPLICATION REVIEW & APPROVAL PROCESS

The Planning and Building Department, Current Planning Division provides the coordination between all City Departments for development projects and determines if each project proposal meets the intent of the Crossings Specific Plan and is in conformance with all required Crossings Specific Plan regulations.

A. Development Plan Review

1. Projects which shall be regulated by this plan per Section 2.0.1 Applicability shall be subject to Development Plan Review unless a conditional use permit is required pursuant to section 2.2.1.

2. Requests for Development Plan Review shall be submitted to the City on a standard City application form (Planning and Development Application Packet) and include standard submittal requirements as set forth on the application form. The application shall include any request for subdivision pursuant to the Subdivision Map Act. The applications shall also include a completed Environmental Information Form and a Mitigation Monitoring and Reporting Plan (MMRP), showing the project's consistency with the Specific Plan Program EIR. This information will be used to determine if further environmental analysis will be required for the project.

3. The Planning Director has the authority to approve, conditionally approve, or deny a Development Plan, and to refer an application to the Planning Commission if determined to be necessary.

4. In order to approve a Development Plan Review application, the Planning Director shall make the following findings:

   a. The project is consistent with the City's General Plan and all applicable requirements of the Fountain Valley City Code; and

   b. The project will not be detrimental to the general welfare of persons working or residing in the vicinity nor detrimental to the value of the property and improvements in the neighborhood; and

   c. The project will not adversely affect the Circulation Plan of this Specific Plan; and

   d. The project complies with the applicable provisions of the Fountain Valley Crossings Specific Plan and other applicable regulations.

5. A Development Plan Review application, tentative map and environmental assessment may also require analysis and comments from various departments of the City.

6. An approved Development Plan shall be valid for a period of one year. A maximum of two one-year time extensions may be requested. A time extension request must be made in writing by the applicant, property owner(s), and/or authorized designee, a minimum of thirty days prior to the expiration of the current approval. If construction activity does not commence within the approval or extension period, the entitlement shall be terminated.

B. Parcel Maps, Subdivision Maps, and Conditional Use Permits

1. The Planning Commission has the authority for approving parcel maps or parcel map waivers.

2. The City Council has approving authority when both a tentative and final Subdivision Map is required under the State Subdivision Map Act.

3. The Planning Commission has the authority to approve or deny a conditional use permit.

C. Development Plan Review Hearings

1. A Development Plan Review Hearing shall be required for any project within the Plan area which meets one of the following criteria:

   a. New Development which includes primary and accessory structures if the accessory structures are greater than twenty percent (20%) of the size of the existing primary structure.

   b. Significant Additions which are defined as additions that exceed 20% of the existing floor area.

   c. Exterior façade renovations that change the character of existing street facing facades or facades that are clearly visible from public rights of ways.

   d. Decisions on any project that does not require a Development Plan Review Hearing may be elevated to the hearing process on a case by case basis.

2. Hearing Officer: The Planning Director shall serve as the hearing officer.

3. Notice of Hearing: Notice of hearing content, method of distribution and additional notice shall be as defined by the Fountain Valley Municipal Code, Title 21 Zoning, Section 21.58.020 - Notice of Hearing.

D. Environmental Determination

1. The Planning Manager has the authority to approve or deny a CEQA Exemption, Negative Declaration or Mitigated Negative Declaration.

   a. If a project does not qualify for an exemption, it shall be reviewed by the Planning Commission.

2. The decision making body has the authority to certify an Environmental Impact Report.

E. Appeals

The action of the Planning Director shall be final unless appealed to the Planning Commission by the applicant or a member of the City Council within ten (10) calendar days of the Director's action (approval, approval with conditions, or denial). An appeal of a conditional use permit or tentative map shall be subject to the procedures outlined in the City's Zoning and Subdivision Ordinance.

F. Request for Deviation

1. Deviations from the Development Standards of the Specific Plan may be granted at the time of Development Plan Review for special circumstances and/or unique features when, in the opinion of the Planning Director, significantly greater benefits from the project can be provided than would occur if all the minimum requirements were met.

2. Additional benefits that may make a project eligible for consideration include but are not limited to unique or innovative designs, more or better public open space, additional public improvements, and the use of energy conservation or green building technology.

3. Deviation requests, up to twenty percent percent (20%) of any single standard, may be considered by the Planning Director.

   a. Requests for deviations greater than twenty percent (20%) shall require a variance in accordance with Fountain Valley Municipal Code, Title 21 Zoning, Section 21.50 – Variances.

4. The Planning Director may approve the Request for Deviation in whole or in part upon determining that the project is consistent with the intent of the Specific Plan and otherwise meets the required findings of a Development Plan Review.

Book II: Development Code Organization

2.0. ORIENTATION	2.1. DEVELOPMENT STANDARDS	Development Regulations								
		2.2 BUILDING USE REGULATIONS	2.3 BUILDING SCALE REGULATIONS	2.4 FRONTAGE & BUILDING PLACE-MENT REGULATIONS	2.5 STREET REGULATIONS	2.6 OPEN SPACE REGULATIONS	2.7 PARKING REGULATIONS	2.8 ARCHITECTURE REGULATIONS	2.9 SIGNAGE REGULATIONS	2.10 SUSTAINABILITY
2.0.1 Applicability	2.1.1 Establishment of Corridor Centers & Segments	2.2.1 Use Types	2.3.1 Building Height	2.4.1 Building Orientation to Streets & Public Open Spaces	2.5.1 Improvements to Existing Streets	2.6.1 Provision of Public Open Space	2.7.1 Provision of Parking	2.8.1 Facade Requirements	2.9.1 Number of Signs	2.10.1 Green Buildings
2.0.2 Development Code Categories	2.1.2 Activity Core	2.2.2 Special Retail Configurations	2.3.2 Special Building Height Limits	2.4.2 Private Frontage Types	2.5.2 Provision of New Streets	2.6.2 Special Public Open Space Requirement	2.7.2 Parking Types	2.8.2 Architectural Guidelines	2.9.2 Wall Sign Area Per Tenant	2.10.2 Green Site Treat-ments
2.0.3 How to Use the Development Code	2.1.3 Workplace Neigh-borhood		2.3.3 Building Length	2.4.3 Front Yard Setback	2.5.3 Block Size	2.6.3 Provision of Private Open Space	2.7.3 General Parking Requirements	2.8.3 Architectural Character	2.9.3 Sign Setbacks	
2.0.4 Development Code Organization	2.1.4 Workplace Gateway		2.3.4 Special Building Length Limits	2.4.4 Side Yard Setback	2.5.4 Street Connectivity	2.6.4 Public Open Space Types	2.7.4 Parking Guidelines		2.9.4 Interactivity & Animation	
2.0.5 The Application Review & Approval Process	2.1.5 Mixed Industry District		2.3.5 Building Massing	2.4.5 Rear Yard Setback	2.5.5 Required East-West Street Connection	2.6.5 Private Open Space Types			2.9.5 Sign Type Regulations	
				2.4.6 Alley Setback	2.5.6 Residential Transition Boundary Street	2.6.6 Setback Area Landscaping Types			2.9.6 Sign Guidelines - All Sign Types	
				2.4.7 Frontage Coverage	2.5.7 Street Types (New Street Design)	2.6.7 Stormwater Management Types				
				2.4.8 Space Between Buildings		2.6.8 General Open Space & Setback Area Guidelines				
				2.4.9 Build-to-Corner						

Fig. 2.1 Districts Map

2.1.2.A Activity Core Target Area

2.1.2.B Activity Core Overlay

2.1.3 Workplace Neighborhood

2.1.4 Workplace Gateway Segment

2.1.5 Mixed Industry District

2.1 DEVELOPMENT STANDARDS

2.1.1 DISTRICTS ESTABLISHED

A. Districts Map

1. Four (4) *Districts* are established as the basic organizing principle for the Development Standards applied to all properties in the Specific Plan Area.
2. The Districts are established in the specific locations and with the specific names indicated in the Fig.2.1 Districts Map.

B. How Districts Apply To Parcels

Every parcel in the Plan Area shall be regulated by its location in one or more designated District as shown in the Fig. 2.1 Districts Map. Where further clarification is necessary, boundaries shall be determined by consulting with the Planning Director/Designee as described below for split parcels.

1. Parcels with a single Designation

All development on parcels, assembled parcels, or portions of a parcel allocated a single District must conform to the development standards that apply to that District.

2. Split Parcels:

a. Where District or Plan Area Boundaries appear to connect between parcel lines of adjacent properties as shown on the Fig. 2.1 Districts Map, the boundary shall be determined by the Planning Director/Designee as measured on a scaled version of the Districts Map.

b. Each portion of the Split Parcel shall be regulated by the applicable District.

3. Activity Core Target Area

2.1.2. Activity Core development standards apply to parcels within the Activity Core Target Area 2.1.2.A as shown in the Fig. 2.1 Districts Map. The location and boundaries of the Activity Core Target Area shall remain up through and after establishment of a functioning Activity Core (as described in Sections 1.4.A.2.b "Activity Centers" and 1.4.A.3.a "Activity Core" in Book 1, and as determined by the Planning Commission) within the Target Area. An alternate Activity Core location and boundaries may be established through means described in the following Section 2.1.1.B.4 "Activity Core Overlay Zone."

4. Activity Core Overlay Zone

a. A developer may submit a request for Activity Core regulations to be applied to any property that is within the respective Activity Core Overlay Zone 2.1.2.B as shown in the Fig. 2.1 Districts Map as follows:

i. One Activity Core shall be approved within the specific Plan Area. Once that Activity Core is built, no other Activity Core shall be approved for the next ten (10) years.

ii. Upon approval of an Activity Core Overlay Zone request, all properties in the approved request shall be designated as Activity Core and all applicable Activity Core regulations shall apply.

iii. Activity Core Overlay Zone applications may be approved without a Plan Amendment.

C. Development Standards Charts

1. The development standards applied to each District are contained in the Development Standards Charts contained in 2.1.2 – 2.1.5.
2. Each chart lists Regulations in the order that they appear in Section 2.2 – 2.10 in the left column of the chart.
3. Each chart lists the Development Standards that apply to each Regulation in the right column of the chart.

D. Regulations and Guidelines

1. There are Regulatory Definitions, General Requirements, and Guidelines that are common to all properties within the Plan Area contained in Sections 2.2 – 2.10; these must be reviewed and consulted as necessary.

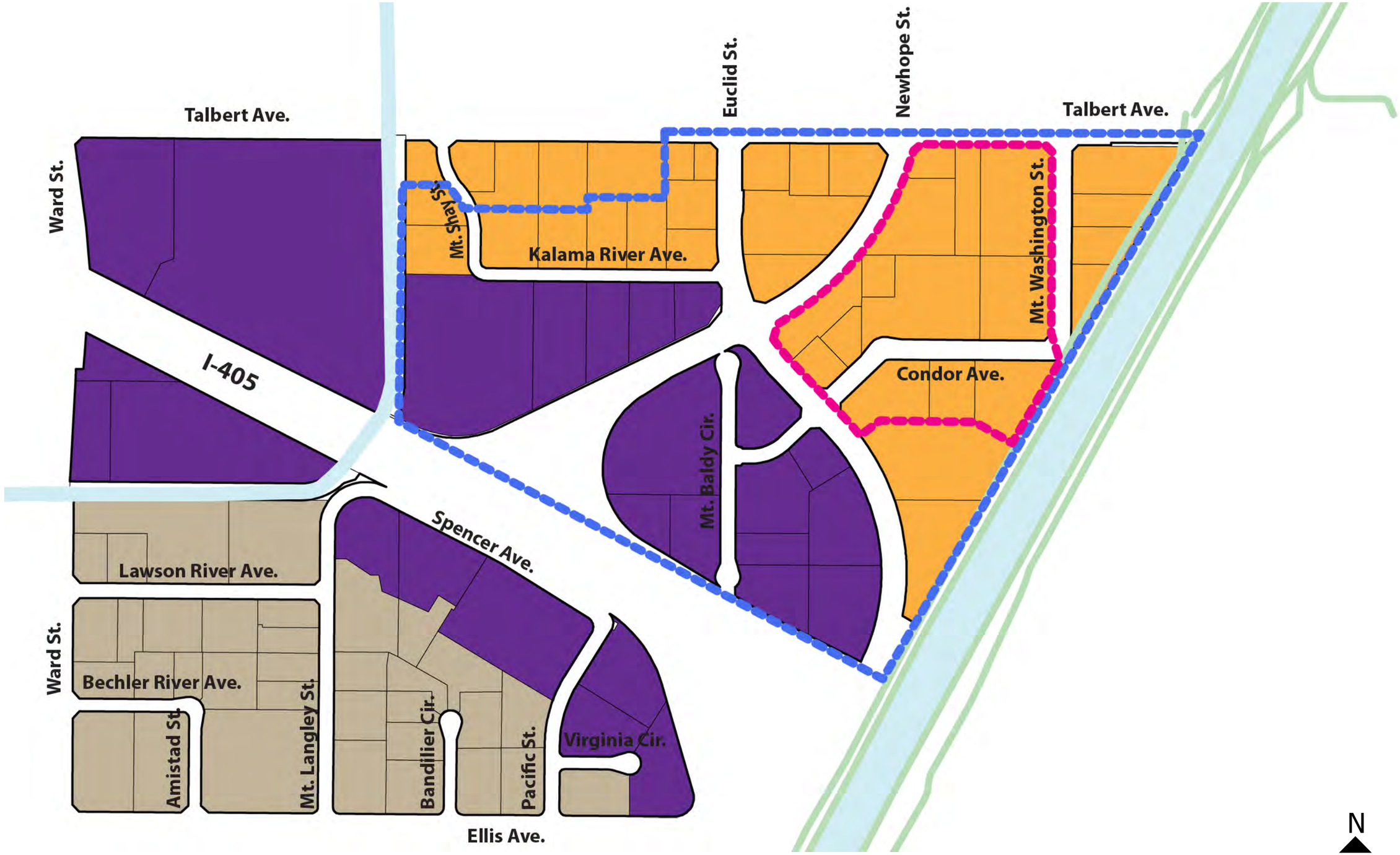


Fig.2.1 Districts Map

2.1.2 Activity Core

2.1.2.A Development Standards Chart

Development Standards Charts Legend:	
General Symbols:	
permitted	These elements are allowed, by right, unless otherwise specified in Section 2.2.1 Use Types
---	Not permitted
n/a	Not applicable
required	These are required elements of all new development as indicated
not required	These elements are not required as indicated
conditional	Requires a conditional use permit
limited	Limitations apply to location of illuminated / interactive elements as specified in section 2.9.4
CC	Permitted in a Convenience Cluster configuration (see section 2.2.2. Special Retail Configurations)
AC	Permitted in an Activity Core configuration (see section 2.2.2. Special Retail Configurations)
(M)	See Fig 2.6.2 Special Public Open Space Areas Map

Special Conditions:	
(C2)	Upper floors only
(C10)	Courtyard buildings may exceed the indicated length as defined in 2.3.3 Building Length
(C14)	Permitted on upper floors only or on ground floor after 2.2.2 District Activity Center requirement is met
(C15)	Only one half bay or one full bay of parking is permitted

Location:	
(L1)	On Talbert Ave.
(L2)	On Euclid St.
(L3)	On Newhope St.
(L4)	On Ellis Ave..
(L5)	On Ward St.
(L9)	Along streets other than Talbert, Euclid, Newhope, Ellis, or Ward.

Use:	
(U2)	Live Entertainment and Dancing not permitted except conditional within a hotel
(U3)	Large Scale Specialty Goods and Foods Only (see section 2.2.1)
(U5)	Ground floor Health & Exercise Clubs are conditional
(U6)	Telecommunications facilities are allowed pursuant to the requirements of FVMC Chapter 21.28 Wireless Communications
(U7)	Only Health & Exercise Clubs

2.2 Building Use Regulations	Standards
2.2.1 Use Types	
A. Retail	
1. Specialty Goods Anchors	AC
2. Community Oriented Anchors	AC
3. Entertainment Anchors	AC
4. Eating & Drinking Establishments	AC
5. Specialty Goods & Foods	AC
6. Entertainment & Recreation	permitted (U5)
7. Convenience Uses	AC
8. Business Services	AC
9. Personal Services	AC
10. Service Commercial & Repair	conditional
11. Large Scale Commercial Goods	---
12. Vehicle Sales	---
B. Civic & Cultural	conditional (C2 or C14)
C. Workplace	
1. Professional Services	permitted (C2)
2. Medical Services	permitted (C2, or C14)
3. Light Industrial & Telecommunications	---
D. Lodging	permitted (C2, or C14)
E. Live Work	permitted (C2, or C14)
F. Residential	
1. Multi-Family w/ Common Entry	permitted (C2, or C14)
2. Multi Family w/ Individual Entries	permitted (C2, or C14)
3. Attached Single Family	---
4. Detached Single Family	---
2.2.2 Special Retail Configurations	
1. Activity Core	required
2. Convenience Cluster	n/a
3. Drive-through	---

2.3 Building Scale Regulations	Standards
2.3.1 Building Height	
minimum height (see section 2.3.1.B.1.c)	1 story
maximum height	4 stories, 6 stories conditional
2.3.2 Special Building Height Limits	
Talbert Ave.	3 stories
2.3.3 Building Length	
maximum	300 ft
2.3.5 Building Massing - Primary Volume Proportions	
required or not required	required

2.4 Frontage & Building Placement Regulations	Standards
2.4.1 Building Orientation to Streets & Public Open Space	
required or not required	required
2.4.2 Private Frontage Types	
	see section 2.4.2
2.4.3 Front Yard Setback	
minimum / maximum - Talbert Ave.	0 ft / 10 ft
minimum - Newhope St.	10 ft
2.4.4 Side Yard Setback	
min w/ living space windows	0 ft
min w/out living space windows	0 ft
2.4.5 Rear Yard Setback	
minimum	0 ft
2.4.6 Frontage Coverage	
minimum - Talbert Ave.	75%
minimum - all other streets	90%
2.4.7 Space Between Buildings	
minimum	20 ft
2.4.6 Build-to-Corner	
required or not required	required

2.5 Street Regulations	Standards
2.5.1 Improvements to Existing Streets	
	required
2.5.2 Provision of New Streets - (see section 2.5.2)	
2.5.3 Block Size	
Maximum Vehicular Block Size	1,600 ft
Maximum Pedestrian Block Size	1,600 ft
2.5.4 Street Connectivity	
required or not required	required
3.2 Street Types (New Street Design)	
	see section 3.2

2.6 Open Space Regulations	Standards
2.6.1 Provision of Public Open Space	
	see section 2.6.1
2.6.2 Special Public Open Space	
	required
2.6.3 Provision of Private Open Space	
	see section 2.6.3
2.6.4 Public Open Space Types	
	see section 2.6.4
2.6.5 Private Open Space Types	
	see section 2.6.5
2.6.6 Setback Area Landscaping	
	see section 2.6.6
2.6.7 General Open Space & Setback Area Guidelines	
	see section 2.6.7

2.7 Parking Regulations	Standards
2.7.1 Provision of Parking	
	see section 2.7.1
2.7.2 Parking Types	
A. Surface Lot - Front	---
B. Surface Lot - Side	---
C. Surface Lot - Rear	permitted
D. Surface Lot - Exposed	---
E. Structure - Exposed	---
F. Structure - Wrapped: Ground Level	---
G. Structure - Wrapped: All Levels	permitted
H. Partially Submerged Podium	---
I. Structure - Underground	permitted
2.7.3 General Parking Requirements	
	see section 2.7.3

2.8 Architecture Regulations	Standards
2.8.1 Facade Requirements	
required or not required	required
2.8.2 Architectural Guidelines	
	see section 2.8.2

2.9 Signage Regulations	Standards
2.9.1 Number of Signs	(see section 2.9.1)
2.9.2 Wall Sign Area Per Tenant	(see section 2.9.2)
2.9.3 Sign Setbacks	(see section 2.9.3)
2.9.4 Interactivity, and Animation	
LED / Electronic / Interactive Signs	limited
2.9.5 Sign Type Regulations	
Pylon Sign	permitted
maximum number of faces	2
maximum height (except freeway-visible)	12 ft
maximum area per face	100 s.f.
Freeway-visible	per FVMC 21.24.080.d
Monument Sign & Ground Sign	permitted
maximum number of faces	2
maximum height	8 ft
maximum area per face	50 s.f.
Grand Projecting Sign	permitted
maximum size	150 s.f.
Marquee Sign	permitted
maximum area (all faces)	500 s.f.
Building Identification Sign	permitted
maximum size	(see section 2.9.5.H)
Grand Wall Sign	permitted
maximum size	(see section 2.9.5.I)
Wall Sign	permitted (S5)
maximum size	75 s.f.
Projecting Sign	permitted
maximum area per face	6 s.f.
Awning Face Sign	permitted
maximum area per face	6 s.f.
Awning Face Sign	permitted
maximum area	20% of awning face
Awning Valance Sign	permitted
lines of lettering	1
letter height	6 in
Awning Side Sign	permitted
lines of lettering	1
letter height	6 in
Canopy Fascia Sign	permitted
maximum height	80% fascia height
lines of lettering	1
Above Canopy Sign	permitted
maximum height	80% fascia height
lines of lettering	1
Recessed Entry Sign	permitted
maximum area	6 s.f.
Window Sign	permitted
letter height	12 inches
maximum area	30% of window
Café Umbrella Sign	permitted
lines of lettering	1
letter height	6 inches
logo size	1 sf
maximum area	10% of umbrella surface
Portable A-Frame Sign	permitted
	(see section 2.9.5.U)
Temporary Sign	Temporary Sign Permit
2.9.6 Sign Guidelines - All Sign Types	
	see section 2.9.6

2.1.3 Workplace Neighborhood

2.1.3.A Development Standards Chart

Development Standards Charts Legend:	
General Symbols:	
permitted	These elements are allowed, by right, unless otherwise specified in Section 2.2.1 Use Types
---	Not permitted
n/a	Not applicable
required	These are required elements of all new development as indicated
not required	These elements are not required as indicated
conditional	Requires a conditional use permit
limited	Limitations apply to location of illuminated / interactive elements as specified in section 2.9.4
CC	Permitted in a Convenience Cluster configuration (see section 2.2.2. Special Retail Configurations)
AC	Permitted in an Activity Core configuration (see section 2.2.2. Special Retail Configurations)
(M)	See Fig 2.6.2 Special Public Open Space Areas Map

Special Conditions:	
(C2)	Upper floors only
(C10)	Courtyard buildings may exceed the indicated length as defined in 2.3.3 Building Length
(C14)	Permitted on upper floors only or on ground floor after 2.2.2 District Activity Center requirement is met
(C15)	Only one half bay or one full bay of parking is permitted

Location:	
(L1)	On Talbert Ave.
(L2)	On Euclid St.
(L3)	On Newhope St.
(L4)	On Ellis Ave..
(L5)	On Ward St.
(L9)	Along streets other than Talbert, Euclid, Newhope, Ellis, or Ward.

Use:	
(U2)	Live Entertainment and Dancing not permitted except conditional within a hotel
(U3)	Large Scale Specialty Goods and Foods Only (see section 2.2.1)
(U4)	Vehicle Sales - conditional as indoors-only
(U5)	Ground floor Health & Exercise Clubs are conditional
(U6)	Telecommunications facilities are allowed pursuant to the requirements of FVMC Chapter 21.28 Wireless Communications
(U7)	Only Health & Exercise Clubs

2.2 Building Use Regulations	Standards
2.2.1 Use Types	
A. Retail	
1. Specialty Goods Anchors	conditional
2. Community Oriented Anchors	---
3. Entertainment Anchors	---
4. Eating & Drinking Establishments	CC (U2)
5. Specialty Goods & Foods	CC (U3)
6. Entertainment & Recreation	---
7. Convenience Uses	CC
8. Business Services	CC
9. Personal Services	CC
10. Service Commercial & Repair	---
11. Large Scale Commercial Goods	---
12. Vehicle Sales	---
B. Civic & Cultural	conditional
C. Workplace	
1. Professional Services	permitted
2. Medical Services	permitted
3. Light Industrial & Telecommunications	permitted (U6)
D. Lodging	permitted
E. Live Work	conditional
F. Residential	
1. Multi-Family w/ Common Entry	conditional
2. Multi Family w/ Individual Entries	conditional
3. Attached Single Family	conditional
4. Detached Single Family	---
2.2.2 Special Retail Configurations	
1. Activity Core	conditional in overlay
2. Convenience Cluster	permitted
3. Drive-through	---

2.3 Building Scale Regulations	Standards
2.3.1 Building Height	
minimum height (see section 2.3.1.B.1.c)	1 story
maximum height	4 stories
2.3.2 Special Building Height Limits	
Talbert Ave. west of 250 ft. west of Euclid St. ROW centerline	2 stories
Talbert Ave. east of 250 ft. west of Euclid St. ROW centerline	3 stories
2.3.3 Building Length	
maximum	200 ft (C10)
2.3.5 Building Massing - Primary Volume Proportions	
required or not required	required

2.4 Frontage & Building Placement Regulations	Standards
2.4.1 Building Orientation to Streets & Public Open Space	
required or not required	required
2.4.2 Private Frontage Types	
	see section 2.4.2
2.4.3 Front Yard Setback	
minimum / maximum - Talbert Ave.	10 ft / 25 ft
minimum - Newhope St.	10 ft
2.4.4 Side Yard Setback	
min w/ living space windows	10 ft
min w/out living space windows	5 ft
2.4.5 Rear Yard Setback	
minimum	10 ft
2.4.6 Frontage Coverage	
minimum - Talbert Ave.	60%
minimum - all other streets	60%
2.4.7 Space Between Buildings	
minimum	20 ft
2.4.8 Build-to-Corner	
required or not required	required

2.5 Street Regulations	Standards
2.5.1 Improvements to Existing Streets	
	required
2.5.2 Provision of New Streets - (see section 2.5.2)	
2.5.3 Block Size	
Maximum Vehicular Block Size	2,000 ft
Maximum Pedestrian Block Size	1,600 ft
2.5.4 Street Connectivity	
required or not required	required
3.2 Street Types (New Street Design)	
	see section 3.2

2.6 Open Space Regulations	Standards
2.6.1 Provision of Public Open Space	
	see section 2.6.1
2.6.2 Special Public Open Space	
	required
2.6.3 Provision of Private Open Space	
	see section 2.6.3
2.6.4 Public Open Space Types	
	see section 2.6.4
2.6.5 Private Open Space Types	
	see section 2.6.5
2.6.6 Setback Area Landscaping	
	see section 2.6.6
2.6.7 General Open Space & Setback Area Guidelines	
	see section 2.6.7

2.7 Parking Regulations	Standards
2.7.1 Provision of Parking	
	see section 2.7.1
2.7.2 Parking Types	
A. Surface Lot - Front	---
B. Surface Lot - Side	permitted
C. Surface Lot - Rear	permitted
D. Surface Lot - Exposed	---
E. Structure - Exposed	---
F. Structure - Wrapped: Ground Level	---
G. Structure - Wrapped: All Levels	permitted
H. Partially Submerged Podium	permitted
I. Structure - Underground	permitted
2.7.3 General Parking Requirements	
	see section 2.7.3

2.8 Architecture Regulations	Standards
2.8.1 Facade Requirements	
required or not required	required
2.8.2 Architectural Guidelines	
	see section 2.8.2

2.9 Signage Regulations	Standards
2.9.1 Number of Signs	(see section 2.9.1)
2.9.2 Wall Sign Area Per Tenant	(see section 2.9.2)
2.9.3 Sign Setbacks	(see section 2.9.3)
2.9.4 Interactivity, and Animation	
LED / Electronic / Interactive Signs	limited
2.9.5 Sign Type Regulations	
Pylon Sign	permitted
maximum number of faces	2
maximum height (except freeway-visible)	12 ft
maximum area per face	100 s.f.
Freeway-visible	per FVMC 21.24.080.d
Monument Sign & Ground Sign	permitted
maximum number of faces	2
maximum height	8 ft
maximum area per face	50 s.f.
Grand Projecting Sign	---
maximum size	n/a
Marquee Sign	---
maximum area	n/a
Building Identification Sign	permitted
maximum size	(see section 2.9.5.H)
Grand Wall Sign	---
maximum size	n/a
Wall Sign	permitted (S5)
maximum size	75 s.f.
Projecting Sign	permitted
maximum area	6 s.f.
Awning Face Sign	permitted
maximum area	10% of awning face
Awning Valance Sign	permitted
lines of lettering	1
letter height	6 in
Awning Side Sign	permitted
lines of lettering	1
letter height	6 in
Canopy Fascia Sign	permitted
maximum height	80% fascia height
lines of lettering	1
Above Canopy Sign	permitted
maximum height	80% fascia height
lines of lettering	1
Recessed Entry Sign	permitted
maximum area	6 s.f.
Window Sign	permitted
letter height	12 inches
maximum area	30% of window
Café Umbrella Sign	permitted
lines of lettering	1
letter height	6 inches
logo size	1 sf
maximum area	10% of umbrella surface
Portable A-Frame Sign	---
Temporary Sign	Temporary Sign Permit
2.9.6 Sign Guidelines	
	see section 2.9.6

2.1.4 Workplace Gateway

2.1.4.A Development Standards Chart

Development Standards Charts Legend:	
General Symbols:	
permitted	These elements are allowed, by right, unless otherwise specified in Section 2.2.1 Use Types
---	Not permitted
n/a	Not applicable
required	These are required elements of all new development as indicated
not required	These elements are not required as indicated
conditional	Requires a conditional use permit
limited	Limitations apply to location of illuminated / interactive elements as specified in section 2.9.4
CC	Permitted in a Convenience Cluster configuration (see section 2.2.2. Special Retail Configurations)
AC	Permitted in an Activity Core configuration (see section 2.2.2. Special Retail Configurations)
(M)	See Fig 2.6.2 Special Public Open Space Areas Map

Special Conditions:	
(C2)	Upper floors only
(C10)	Courtyard buildings may exceed the indicated length as defined in 2.3.3 Building Length
(C14)	Permitted on upper floors only or on ground floor after 2.2.2 District Activity Center requirement is met
(C15)	Only one half bay or one full bay of parking is permitted

Location:	
(L1)	On Talbert Ave.
(L2)	On Euclid St.
(L3)	On Newhope St.
(L4)	On Ellis Ave..
(L5)	On Ward St.
(L9)	Along streets other than Talbert, Euclid, Newhope, Ellis, or Ward.

Use:	
(U2)	Live Entertainment and Dancing not permitted except conditional within a hotel
(U3)	Large Scale Specialty Goods and Foods Only (see section 2.2.1)
(U4)	Vehicle Sales - conditional as indoors-only
(U5)	Ground floor Health & Exercise Clubs are conditional
(U6)	Telecommunications facilities are allowed pursuant to the requirements of FVMC Chapter 21.28 Wireless Communications
(U7)	Only Health & Exercise Clubs

2.2 Building Use Regulations	Standards
2.2.1 Use Types	
A. Retail	
1. Specialty Goods Anchors	---
2. Community Oriented Anchors	---
3. Entertainment Anchors	---
4. Eating & Drinking Establishments	CC (U2)
5. Specialty Goods & Foods	permitted (U3)
6. Entertainment & Recreation	---
7. Convenience Uses	CC
8. Business Services	permitted
9. Personal Services	CC
10. Service Commercial & Repair	permitted
11. Large Scale Commercial Goods	permitted
12. Vehicle Sales	conditional (U4)
B. Civic & Cultural	conditional
C. Workplace	
1. Professional Services	permitted
2. Medical Services	permitted
3. Light Industrial & Telecommunications	permitted (U6)
D. Lodging	permitted
E. Live Work	---
F. Residential	
1. Multi-Family w/ Common Entry	---
2. Multi Family w/ Individual Entries	---
3. Attached Single Family	---
4. Detached Single Family	---
2.2.2 Special Retail Configurations	
1. Activity Core	Conditional in Activity Core Overlay
2. Convenience Cluster	permitted
3. Drive-through	---

2.3 Building Scale Regulations	Standards
2.3.1 Building Height	
minimum height (see section 2.3.1.B.1.c)	1 story
maximum height	4 stories, 6 conditional
2.3.2 Special Building Height Limits	
Talbert Ave., Ward St. south of I-405	2 stories
Ward St. north of I-405	3 stories
2.3.3 Building Length	
maximum	300 ft
2.3.5 Building Massing - Primary Volume Proportions	
required or not required	required

2.4 Frontage & Building Placement Regulations	Standards
2.4.1 Building Orientation to Streets & Public Open Space	
required or not required	required
2.4.2 Private Frontage Types	
	See Section 2.4.2
2.4.3 Front Yard Setback	
minimum / maximum - Euclid Ave.	15 ft / 25 ft
minimum - Newhope St.	10 ft
2.4.4 Side Yard Setback	
min w/ living space windows	n/a
min w/out living space windows	0 ft
2.4.5 Rear Yard Setback	
minimum	10 ft
2.4.6 Frontage Coverage	
minimum - Talbert Ave.	n/a
minimum - all other streets	50%
2.4.7 Space Between Buildings	
minimum	20 ft
2.4.8 Build-to-Corner	
required or not required	required

2.5 Street Regulations	Standards
2.5.1 Improvements to Existing Streets	
	required
2.5.2 Provision of New Streets - (see section 2.5.2)	
2.5.3 Block Size	
Maximum Vehicular Block Size	3,000 ft
Maximum Pedestrian Block Size	2,000 ft
2.5.4 Street Connectivity	
required or not required	required
3.2 Street Types (New Street Design)	
	see section 3.2

2.6 Open Space Regulations	Standards
2.6.1 Provision of Public Open Space	
	see section 2.6.1
2.6.2 Special Public Open Space	
	required
2.6.3 Provision of Private Open Space	
	see section 2.6.3
2.6.4 Public Open Space Types	
	see section 2.6.4
2.6.5 Private Open Space Types	
	see section 2.6.5
2.6.6 Setback Area Landscaping	
	see section 2.6.6
2.6.7 General Open Space & Setback Area Guidelines	
	see section 2.6.7

2.7 Parking Regulations	Standards
2.7.1 Provision of Parking	
	see section 2.7.1
2.7.2 Parking Types	
A. Surface Lot - Front	---
B. Surface Lot - Side	permitted
C. Surface Lot - Rear	permitted
D. Surface Lot - Exposed	---
E. Structure - Exposed	conditional
F. Structure - Wrapped: Ground Level	conditional
G. Structure - Wrapped: All Levels	permitted
H. Partially Submerged Podium	permitted
I. Structure - Underground	permitted
2.7.3 General Parking Requirements	
	see section 2.7.3

2.8 Architecture Regulations	Standards
2.8.1 Facade Requirements	
required or not required	required
2.8.2 Architectural Guidelines	
	see section 2.8.2

2.9 Signage Regulations	Standards
2.9.1 Number of Signs	(see section 2.9.1)
2.9.2 Wall Sign Area Per Tenant	(see section 2.9.2)
2.9.3 Sign Setbacks	(see section 2.9.3)
2.9.4 Interactivity, and Animation	
LED / Electronic / Interactive Signs	limited
2.9.5 Sign Type Regulations	
Pylon Sign	permitted except (L1)
maximum number of faces	2
maximum height (except freeway-visible)	12 ft
maximum area	100 s.f.
Freeway-visible	per FVMC 21.24.080.d
Monument Sign & Ground Sign	permitted
maximum number of faces	2
maximum height	8 ft
maximum area	50 s.f.
Grand Projecting Sign	---
maximum size	n/a.
Marquee Sign	---
maximum area	n/a
Building Identification Sign	permitted
maximum size	(see section 2.9.5.H)
Grand Wall Sign	---
maximum size	n/a
Wall Sign	permitted (S5)
maximum size	75 s.f.
Projecting Sign	permitted
maximum area	6 s.f.
Awning Face Sign	permitted
maximum area	10% of awning face
Awning Valance Sign	permitted
lines of lettering	1
letter height	6 in
Awning Side Sign	permitted
lines of lettering	1
letter height	6 in
Canopy Fascia Sign	permitted
maximum height	80% fascia height
lines of lettering	1
Above Canopy Sign	permitted
maximum height	80% fascia height
lines of lettering	1
Recessed Entry Sign	permitted
maximum area	6 s.f.
Window Sign	permitted
letter height	12 inches
maximum area	30% of window
Café Umbrella Sign	permitted
lines of lettering	1
letter height	6 inches
logo size	1 sf
maximum area	10% of umbrella surface
Portable A-Frame Sign	---
Temporary Sign	Temporary Sign Permit
2.9.6 Sign Guidelines	
	see section 2.9.6

2.1.5 Mixed Industry District

2.1.5.A Development Standards Chart

Development Standards Charts Legend:	
General Symbols:	
permitted	These elements are allowed, by right, unless otherwise specified in Section 2.2.1 Use Types
---	Not permitted
n/a	Not applicable
required	These are required elements of all new development as indicated
not required	These elements are not required as indicated
conditional	Requires a conditional use permit
limited	Limitations apply to location of illuminated / interactive elements as specified in section 2.9.4
CC	Permitted in a Convenience Cluster configuration (see section 2.2.2. Special Retail Configurations)
AC	Permitted in an Activity Core configuration (see section 2.2.2. Special Retail Configurations)
(M)	See Fig 2.6.2 Special Public Open Space Areas Map

Special Conditions:	
(C2)	Upper floors only
(C10)	Courtyard buildings may exceed the indicated length as defined in 2.3.3 Building Length
(C14)	Permitted on upper floors only or on ground floor after 2.2.2 District Activity Center requirement is met
(C15)	Only one half bay or one full bay of parking is permitted

Location:	
(L1)	On Talbert Ave.
(L2)	On Euclid St.
(L3)	On Newhope St.
(L4)	On Ellis Ave..
(L5)	On Ward St.
(L9)	Along streets other than Talbert, Euclid, Newhope, Ellis, or Ward.

Use:	
(U2)	Live Entertainment and Dancing not permitted except conditional within a hotel
(U3)	Large Scale Specialty Goods and Foods Only (see section 2.2.1)
(U4)	Vehicle Sales - conditional as indoors-only
(U5)	Ground floor Health & Exercise Clubs are conditional
(U6)	Telecommunications facilities are allowed pursuant to the requirements of FVMC Chapter 21.28 Wireless Communications
(U7)	Only Health & Exercise Clubs

2.2 Building Use Regulations	Standards
2.2.1 Use Types	
A. Retail	
1. Specialty Goods Anchors	---
2. Community Oriented Anchors	---
3. Entertainment Anchors	---
4. Eating & Drinking Establishments	CC (U2)
5. Specialty Goods & Foods	permitted (U3)
6. Entertainment & Recreation	---
7. Convenience Uses	CC
8. Business Services	permitted
9. Personal Services	CC
10. Service Commercial & Repair	permitted
11. Large Scale Commercial Goods	permitted
12. Vehicle Sales	conditional (U4)
B. Civic & Cultural	conditional
C. Workplace	
1. Professional Services	permitted
2. Medical Services	permitted
3. Light Industrial & Telecommunications	permitted (U6)
D. Lodging	conditional
E. Live Work	---
F. Residential	
1. Multi-Family w/ Common Entry	---
2. Multi Family w/ Individual Entries	---
3. Attached Single Family	---
4. Detached Single Family	---
2.2.2 Special Retail Configurations	
1. Activity Core	---
2. Convenience Cluster	permitted
3. Drive-through	---

2.3 Building Scale Regulations	Standards
2.3.1 Building Height	
minimum height (see section 2.3.1.B.1.c)	1 story
maximum height	4 stories
2.3.2 Special Building Height Limits	
Ward St.	2 stories
2.3.3 Building Length	
maximum	200 ft
2.3.5 Building Massing - Primary Volume Proportions	
required or not required	not required

2.4 Frontage & Building Placement Regulations	Standards
2.4.1 Building Orientation to Streets & Public Open Space	
required or not required	not required
2.4.2 Private Frontage Types	
	see section 2.4.2
2.4.3 Front Yard Setback	
minimum / maximum - Ellis Ave	15 ft / 25 ft
2.4.4 Side Yard Setback	
min w/ living space windows	n/a
min w/out living space windows	10 ft
2.4.5 Rear Yard Setback	
minimum	10 ft
2.4.6 Alley Setback	
minimum	5 ft
2.4.7 Frontage Coverage	
minimum - Talbert Ave.	n/a
minimum - all other streets	50%
2.4.8 Space Between Buildings	
minimum	20 ft
2.4.9 Build-to-Corner	
required or not required	required

2.5 Street Regulations	Standards
2.5.1 Improvements to Existing Streets	
	see section 2.5.1
2.5.2 Provision of New Streets - (see section 2.5.2)	
2.5.3 Block Size	
Maximum Vehicular Block Size	3,000 ft
Maximum Pedestrian Block Size	2,000 ft
2.5.4 Street Connectivity	
required or not required	required
3.2 Street Types (New Street Design)	
	see section 3.2

2.6 Open Space Regulations	Standards
2.6.1 Provision of Public Open Space	
	see section 2.6.1
2.6.2 Special Public Open Space	
	see section 2.6.2
2.6.3 Provision of Private Open Space	
	see section 2.6.3
2.6.4 Public Open Space Types	
	see section 2.6.4
2.6.5 Private Open Space Types	
	see section 2.6.5
2.6.6 Setback Area Landscaping	
	see section 2.6.6
2.6.7 General Open Space & Setback Area Guidelines	
	see section 2.6.7

2.7 Parking Regulations	Standards
2.7.1 Provision of Parking	
	see section 2.7.1
2.7.2 Parking Types	
A. Surface Lot - Front	---
B. Surface Lot - Side	permitted
C. Surface Lot - Rear	permitted
D. Surface Lot - Exposed	---
E. Structure - Exposed	conditional
F. Structure - Wrapped: Ground Level	conditional
G. Structure - Wrapped: All Levels	permitted
H. Partially Submerged Podium	permitted
I. Structure - Underground	permitted
2.7.3 General Parking Requirements	
	see section 2.7.3

2.8 Architecture Regulations	Standards
2.8.1 Facade Requirements	
required or not required	required
2.8.2 Architectural Guidelines	
	see section 2.8.2

2.9 Signage Regulations	Standards
2.9.1 Number of Signs	(see section 2.9.1)
2.9.2 Wall Sign Area Per Tenant	(see section 2.9.2)
2.9.3 Sign Setbacks	(see section 2.9.3)
2.9.4 Interactivity, and Animation	
LED / Electronic / Interactive Signs	---
2.9.5 Sign Type Regulations	
Pylon Sign	permitted except (L5)
maximum number of faces	2
maximum height (except freeway-visible)	12 ft
maximum area	100 s.f.
Freeway-visible	per FVMC 21.24.080.d
Monument Sign & Ground Sign	permitted
maximum number of faces	2
maximum height	8 ft
maximum area	50 s.f.
Grand Projecting Sign	---
maximum size	n/a
Marquee Sign	---
maximum area	n/a
Building Identification Sign	permitted
maximum size	(see section 2.9.5.H)
Grand Wall Sign	---
maximum size	n/a
Wall Sign	permitted
maximum size	75 s.f.
Projecting Sign	permitted
maximum area	6 s.f.
Awning Face Sign	permitted
maximum area	10% of awning face
Awning Valance Sign	permitted
lines of lettering	1
letter height	6 in
Awning Side Sign	permitted
lines of lettering	1
letter height	6 in
Canopy Fascia Sign	permitted
maximum height	80% fascia height
lines of lettering	1
Above Canopy Sign	permitted
maximum height	80% fascia height
lines of lettering	1
Recessed Entry Sign	permitted
maximum area	6 s.f.
Window Sign	permitted
letter height	12 inches
maximum area	30% of window
Café Umbrella Sign	permitted
lines of lettering	1
letter height	6 inches
logo size	1 sf
maximum area	10% of umbrella surface
Portable A-Frame Sign	---
Temporary Sign	Temporary Sign Permit
2.9.6 Sign Guidelines	
	see section 2.9.6

2.2 BUILDING USE REGULATIONS

For the purposes of this Plan, all permitted and conditionally permitted building uses have been classified into six Use Types: Retail, Civic & Cultural, Workplace, Lodging, Live-Work, and Residential. Each Use Type is defined in the text below, may contain sub-categories, and includes uses such as those listed in the accompanying Use Charts. The Use Charts include specific permitted, conditional, and prohibited uses for each Use Type.

2.2.1 USE TYPES

Use Types listed as *"permitted"* in the Development Standards Charts are further regulated herein and are defined as uses permitted by right subject to approval of a Development Plan Review. Uses Types listed as *conditional* in this Section are defined as those which require special consideration either of their impacts on the neighborhood and land uses in the vicinity and/or of their physical organization and design. A conditional use shall be considered for approval if the proposed use conforms with all requirements specified in the conditional use policy, and if it conforms with the goals and vision of the Plan.

All permitted uses for a single Center or Segment are allowed either alone or in combination with any other permitted uses within a single parcel. Proposed uses that are not explicitly listed in the Use Charts may be permitted if the Planning Director determines that they meet the purpose and intent of the Plan.

Changes between uses within one of the six Use Types shall be considered a tenant change. Changes from one Use Type to another Use Type shall be considered a change in use.

Legend:

--	Not Permitted
●	Permitted Use: these uses and similar uses are allowed by right, subject to Site Plan Review.
c	Conditional Use: these uses require a conditional use permit. They are allowed if they are deemed by the approving body to meet the purpose and intent of the Plan.

A. Retail

General Retail Requirements:

i. Section 2.3.1 Building Height addresses minimum interior height requirements for ground level retail of all types.

ii. Any permitted uses featuring outdoor sales not clearly ancillary to use shall require a conditional use permit.

iii. Any use with off-sale alcohol shall require a conditional use permit.

1. Specialty Goods Anchors

Definition: A "regional destination" non-food retail store that is at least 30,000 square feet in size and can potentially generate significant pedestrian traffic to adjacent retail businesses, such as those listed.

Department stores	●	Book superstores	●
General merchandise stores	●	Electronics superstores	●
Quality home department superstores	●		

2. Community Oriented Anchors

Definition: A "local destination" convenience store that is at least 15,000 square feet in size and can potentially generate siginficant pedestrian traffic to adjacent retail businesses, such as those listed..

Supermarkets	●	Specialty food markets	●
Specialty food markets	●	Community oriented anchors over 65,000 s.f.	c

3. Entertainment Anchors

Definition: An establishment providing resources or activities for sports, relaxation, or enjoyment that is at least 15,000 square feet in size and can generate significant pedestrian traffic to adjacent retail businesses, such as those listed.

Movie Theaters	●	Performing Arts Theaters	●
Concert Halls	●	Sports Venues	c

4. Eating & Drinking Establishments

Definition: Restaurants, bars, clubs, or other drinking/entertainment establishments such as those listed.

Special Conditions:

i. Vendor carts, spaces, or stands within the public right-of-way shall require a conditional use permit.

ii. Chairs and tables for outdoor dining shall be permitted on sidewalks within the setback zone or within the public right-of-way provided that:

(A) The use maintains a minimum five-foot wide unobstructed portion of sidewalk corridor which is clear and unimpeded for pedestrian traffic.

(B) The use keeps the full width of the building entrance clear and unimpeded for building access.

Full service	●	Vendor carts, spaces, or stands	●
w/ Outdoor dining	●	w/ Dancing	c
w/ Live entertainment	c	w/ Alcohol	c

5. Specialty Goods & Foods

Definition: General retail establishments selling quality/specialty goods such as those listed.

Large Scale Goods: Goods that, due to their size, may require close access by cars and trucks such as appliances, electronics, sporting goods, furniture, and home furnishings.

Apparel & accessory stores	●	Book stores	●
Second hand / antique stores	●	Open air markets	●
Sporting goods stores	●	Appliance & electronics stores	●
Furniture & home furnishings	●	Retail Tobacco Stores	c

6. Entertainment & Recreation

Definition: Establishments providing resources or activities for exercise, relaxation, or enjoyment such as those listed.

Special Conditions:

i. See City of Fountain Valley Municial Code Chapter 4.37 for citywide regulations pertaining to adult businesses.

Small scale movie theaters	●	Health & exercise clubs	●
Bowling centers & billiard parlors	●	Amusement arcades	●
Adult entertainment	---		

7. Convenience Uses

Definition: Small buisnesses selling food and goods, or providing convenience services, to serve nearby residential neighborhoods such as those listed.

Small scale pharmacies	●	Video rentals	●
Small scale grocery or food sales	●	Delicatessens, cafes, bakeries	●
Convenience stores	●	Florists	●
Hardware stores / lock & key shops	●	Eating & drinking establishments w/ less than 12 seats	●
Small collection/recycling facilities	c		

8. Business Services

Definition: Small to medium sized businesses providing services to local businesses and residents such as those listed.

Special Conditions:

i. Financial services shall be permitted in this category provided that they offer services that cater to and generate pedestrian traffic. Other financial service uses are to be considered under "C. Workplace," in this Section.

Banks	●	Photo copying & printing	●
Mail / shipping services	●	Office supply	●
Financial services	c		

9. Personal Services

Definition: Small to medium sized businesses providing services to local households such as those listed.

Barber shops / hair & nail salons	●	Dry cleaning establishments	●
Tanning salons & spas	●	Self service laundromats	●
Yoga & martial arts studios	●	Body Art/Tattoo	c

10. Service Commercial & Repair

Definition: Businesses providing services to industry, services that are industrial in nature, or services that are best suited to an auto-oriented environment such as those listed

Plumbing services	●	Gas stations	c
Vacuum cleaner, sewing, and appliance repair	●		

11. Large Scale Commercial Goods

Definition: Businesses whose primary activity is the sale or repair of large scale / commercial goods that are not particularly well suited to pedestrian districts and that require close access by cars and trucks such as those listed

Warehouse retail	●	Restaurant supply	●
Equipment retail	●	Auto supply stores	●
Construction supply	●		

12. Vehicle Sales

Definition: Businesses that sell any kind of motorized vehicle such as those listed.

Automobile sales	●	New/used vehicle sales	●
Motorcycle/powersports sales	●		

B. Civic and Cultural

Definition: Services (including education and utilities), cultural institutions, and recreational facilities made available to the general public for free or at a reasonable cost such as those listed.

Public assembly uses as defined in FVMC section 21.10, Table 2-6: Assembly facilities Clubs, lodges, membership meeting halls Dance halls Libraries Museums Schools - Specialized training and education Theaters and auditoriums	c	Police stations & fire stations	c
		City halls or courthouses	c
		Performing arts facilities	c
		Post offices	c
		Swimming pools	c
		Transit facilities or stations	c
		Hospitals	c
		Banquet Halls or Convention Centers	c
		Stadiums, not including stadiums for professional sports teams	c
		Indoor or outdoor public recreation facilities	c

C. Workplace

1. Professional Services

Definition: Workplace uses including professional, administrative, research and development, financial, and educational activities for businesses, individuals, and non-profit organizations such as those listed.

Research & development offices	●	Educational & institutional offices	●
Print & electronic media offices (newspaper, magazine, radio, TV)	●	Data or telecommunications offices	●
Any other professional, executive, or administrative office use	●		

2. Medical Services

Definition: Medical workplace uses and establishments with employees who typically hold medical licenses such as those listed.

Special Conditions:
See City of Fountain Valley Municipal Code Chapter 8.60 for citywide regulations pertaining to Medical Marijuana dispensaries.

Medical, dental, or psychiatric offices or facilities	●	Acupuncture, physical therapy, chiropractic	●
Counseling	●	Mortuary services	●
Indoor veterinary clinics	c	Medical marijuana dispensaries	---

3. Light Industrial & Telecommuncations

Definition: Workplace uses whose primary activity involves or is directly related to the manufacturing, processing, or assembly of products, food, or other goods.

Product manufacturing, fabrication, processing, or assembly use	●	Uses with more than 350 sf of building space per employee	c
Research and development labs or other facilities	●	Indoor or outdoor storage or warehousing	--
Heavy industry such as manufacturing or processes that involve hazerdous materials or waste	c	Telecommunications facilities (as allowed pursuant to the requirements of FVMC Chapter 21.28)	●
Small collection/recycling facilities	c		

D. Lodging

Definition: Short-term commercial lodging facilities such as those listed

Hotels & motels	●	Bed & breakfast guest houses	●
Hostels	●		

E. Live-Work

Definition: A dwelling unit in which the occupant conducts a home-based business or enterprise.

Special Conditions:

i. Work activities that require hazardous assembly, including fabrication, manufacturing, repair; or processing operations such as welding and woodworking (e.g. crafts, sculpture studio, etc.) shall require a conditional use permit.

ii. The maximum number of employees not including the owner/occupant is limited to two per unit.

iii. Once established, Live-Work may not be converted to a solely commercial or business use. However, Live-Work units may revert to solely residential use.

Live-work units	●		

F. Residential

Definition: All owner- and renter-occupied dwelling units, including attached and detached houses, multi-unit buildings, and manufactured housing.

Special Conditions:

i. Home occupations in any residential unit requires a home occupation permit (see City of Fountain Valley Municipal Code Chapter 21.42)

1. Multi-family with Common Lobby Entry

Definition: Buildings designed as a residence for multiple households where some dwelling units are accessed from a common lobby entry or shared hallway

Dwelling units, primary, two or more households per structure	●	Dwelling units, accessory	●

2. Multi-family with Individual Entry

Definition: Buildings designed as a residence for multiple households where all dwelling units have a dedicated entrance accessed directly from a public sidewalk.

Dwelling units, primary, two or more households per structure	●	Dwelling units, accessory	●

3. Attached Single-Family Homes

Definition: Attached homes on separate parcels sharing common walls with each home featuring an entrance accessed directly from a public sidewalk

Dwelling units, primary, one household per structure	●	Dwelling units, accessory	●

4. Detached Single-Family Homes

Definition: A detached building designed as a residence for one household.

Dwelling units, primary, one household per structure	---	Dwelling units, accessory	---

2.2.2 SPECIAL RETAIL CONFIGURATIONS

A. Definition

Special Retail Configurations limit the size of individual tenants and the total amount of retail permitted for Activity Core and Convenience Cluster retail "clusters" as well as the provision of drive-through services.

B. Regulation

Where retail is permitted as part of a Activity Core, Convenience Cluster, or drive-through it shall conform to the following size and location requirements.

1. Activity Core

Definition: A retail cluster (two or more abutting retail establishments) consisting of (permitted) eating & drinking establishments, convenience uses, small-scale shopping, and personal services that provide goods and services amenities to nearby district workers/residents and nearby neighborhoods.

a. Special Conditions for Activity Cores:

i. Limited to a maximum of two community oriented anchors.

ii. Limited to a maximum of 100,000 square feet of non-anchor retail.

iii. Limited to a maximum size of 5,000 square feet per Eating and Drinking establishments.

iv. Conditional Use Permit: Development including non-anchored retail uses exceeding a total of 100,000 square feet

2. Convenience Cluster

Definition: A small store or cluster of stores integrated into a larger building and facing a public street or open space. Convenience Clusters consist of (permitted) convenience uses, small-scale shopping, and personal services that serve homes or businesses located within easy walking distance.

a. Special Conditions for Convenience Clusters:

i. A maximum size of two thousand five hundred (2,500) square feet per use.

ii. A maximum size of five thousand (5,000) square feet total per cluster.

iii. Conditional Use Permit: Individual uses larger than two thousand (2,500) square feet. provided that the use is unique and not already provided within one (1) mile trade area.

iv. Convenience Cluster Retail must be located on the corner of a block, and the entrance must face a public street, square, or plaza space.

b. Parking spaces intended for Convenience Cluster Uses must be located on streets. Off-street parking is discouraged and shall require a conditional use permit.

3. Drive-Through

Definition: Service from a building to persons in vehicles through an outdoor service window.

2.3 BUILDING SCALE REGULATIONS

2.3.1 BUILDING HEIGHT

A. Definition

Building height is defined as the vertical extent of a structure as measured from finished grade to the top of cornice, parapet, or eave line of a peaked roof. Height for buildings with mansard roofs shall be measured from finished grade to the top of the mansard roof ridge line.

B. Regulation

1. General

   a. Height for buildings is regulated by the number of stories permitted. New structures must conform to the minimum and maximum number of stories as specified in Section 2.1 – Development Standards.

   b. The number of stories that count toward a building's height shall include:

      i. All stories located entirely above the finished grade.

      ii. Partially submerged basements/parking podiums whose top extends more than five (5) feet above finished grade.

      iii. Each above-ground level within exposed parking podiums.

      iv. Habitable floor area located in attics.

   c. Story Heights – Vertical Dimensions:

      i. Story heights shall be measured from interior finished floor to finished ceiling.

      ii. Story heights that exceed twelve (12) feet shall be counted as multiple stories counted in twelve (12) foot increments. For example, a story with a clear height ≤ 12 feet shall be considered 1 story; with a clear height ≤ 24 feet shall be considered 2 stories; with a clear ceiling height ≤ 36 feet shall be considered 3 stories, etc.

      Exceptions include:

      (A) Ground floor retail shall provide a minimum of fourteen (14) feet clear height from floor to ceiling (use conversions in existing buildings may not be required to meet this requirement).

      (B) Ground floor retail, office, hotel or residential lobbies that exceed sixteen (16) feet from floor to ceiling shall be counted as multiple stories counted in twelve (12) foot increments. For example, a ground floor story with a clear ceiling height < 16 feet shall be considered 1 story; with a clear ceiling height ≤ 24 feet shall be considered 2 stories; with a clear ceiling height ≤ 36 feet shall be considered 3 stories, etc.

      (C) Single story light industrial uses shall have a clear height with a minimum of twenty-four (24) feet from floor to ceiling to enable potential future conversion to two stories (use conversions in existing buildings may not be required to meet this requirement).

2. Special Conditions

   a. Freestanding parking structures may exceed the number of stories permitted but shall not exceed the height of the tallest building on the site.

   b. Portions of buildings that extend above the primary building mass, such as:

      i. Towers and other prominent special architectural features shall not exceed the permitted maximum height by more than twenty (20) feet.

      ii. Dormers, roof-top cupolas, elevator and mechanical equipment enclosures, roof deck trellises, gazebos, and other special features, shall not exceed the maximum height limit by more than ten (10) feet.

   c. Portions of a building that are not part of the primary building mass, such as entrance porticos, bays and stoops, are not required to meet minimum height requirements.

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

   e. Accessory buildings – including both accessory units and non-dwelling structures such as freestanding garages for individual residences, service structures, and tool sheds – shall not exceed:

      i. Two (2) stories when located along an alley.

      ii. One and one-half stories or fourteen (14) feet when not located along an alley.

Building Height:

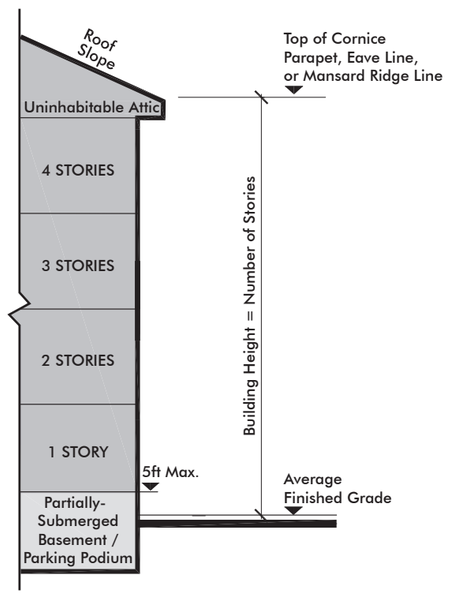


Fig.2.3.1 Buildings Height

2.3.2 SPECIAL BUILDING HEIGHT LIMITS

A. Along Talbert Avenue / Ward Street

The height of development along Talbert Ave. and Ward St. shall be limited for a horizontal distance of sixty-five (65) feet measured from the back-of-sidewalk as shown in Fig. "2.3.2. Special Building Height Limits – A. Talbert Ave. / Ward St." (To locate back-of-sidewalk see Section 2.5.1.B).

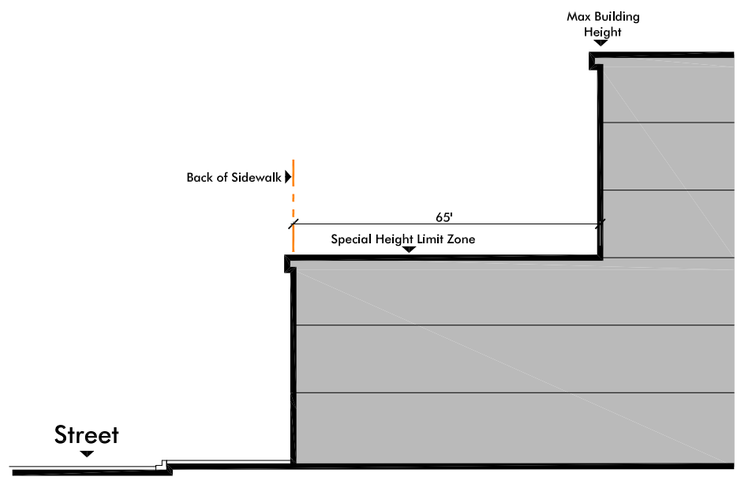


Fig.2.3.2 Special Building Height Limits - A. Talbert Ave. / Ward St.

2.3.3 BUILDING LENGTH

A. Definition

Building length is defined as the total length of a primary building mass lining a street or open space as shown in Fig.2.3.3 Building Length.

B. Regulation

1. New buildings shall not exceed the specified maximum length as specified for each District in Section 2.1. – Development Standards.
2. A developer may build multiple buildings, each with an individual length that does not exceed the maximum building length.

C. Exceptions

1. Where specified in Section 2.1. – Development Standards, building volumes shall be measured as separate buildings as shown in Fig.2.3.3. Building Length if they are separated by:
   a. A paseo (see Section 2.6.4 – Open Space Types for the definition of a paseo). For this purpose, the paseo shall be open to the sky.
   b. A forecourt with a minimum depth of forty (40) feet.

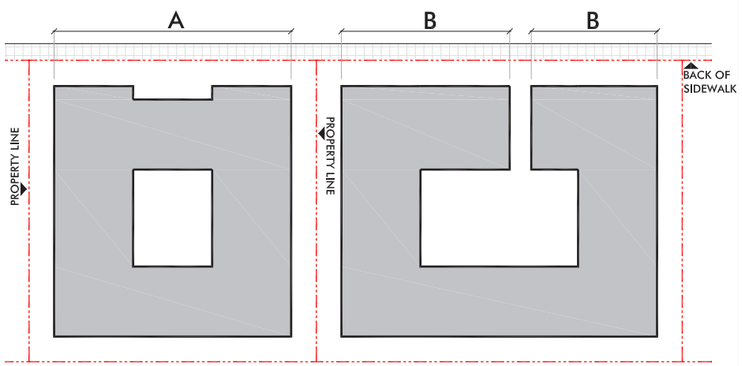


Fig.2.3.3 Building Length

2.3.4 BUILDING MASSING

A. Definition

1. A building's visual or apparent mass consists of one or more individual 3-dimensional volumes.
2. A primary volume is a 3-dimensional volume that extends the entire height of a building (it does not include porches, bay windows, or other sub-volumes).
3. A primary volume's proportions are the ratio of the horizontal length of the volume relative to its height as shown in Fig.2.3.5 Building Mass Proportions.

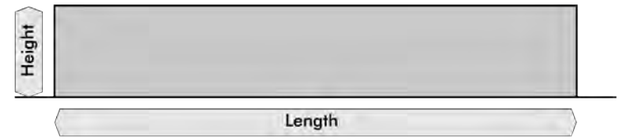
B. Regulation

1. Buildings shall be composed of at least one primary volume which must be the longest volume on the building, with a horizontal length no more than two and one-half (2.5) times the building's height.
2. See Section 2.8. – Architecture Regulations for additional façade articulation requirements and regulations related to architectural elements.

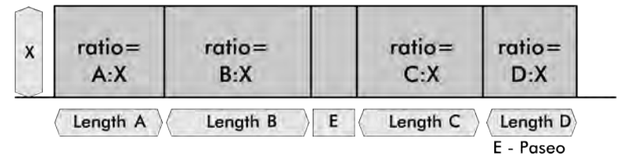
C. Building Massing Elements

Primary volumes shall be defined with the following elements:

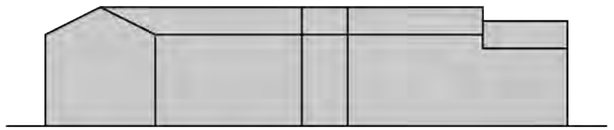
1. Major Façade Offset
   a. A major façade offset is a substantial vertical plane break in a façade.
   b. The depth of a major façade offset shall be a minimum of five (5) percent of the width of the largest adjacent horizontal façade segment.
2. Notch
   a. A notch is a substantial recess in a façade.
   b. The width of a façade notch shall be a minimum of five (5) feet. The depth of the notch shall be a minimum of three (3) feet.
3. Façade Composition Change
   a. A façade composition change is a substantial change in architectural elements on adjacent segments of an otherwise flat façade. The result is the impression of separate volumes.
   b. To qualify as a façade composition change, adjacent volumes shall feature a changed roof form and/or height variation in addition to one of the following:
      i. Incorporate a prominent central feature or sub-volume such as a balcony, bay window, porch, or portico.
      ii. Feature changed wall cladding materials/colors
      iii. Feature changed window pattern/form
   c. Utilizing a vertical expression line such as a pier, molding, downspout, minor façade offset, or butt joint simulating a party wall between adjacent volumes is recommended.



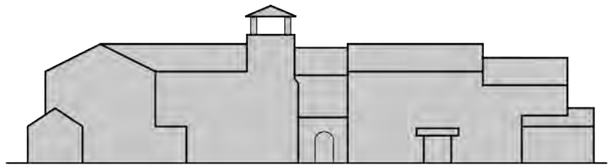
• Building Envelope



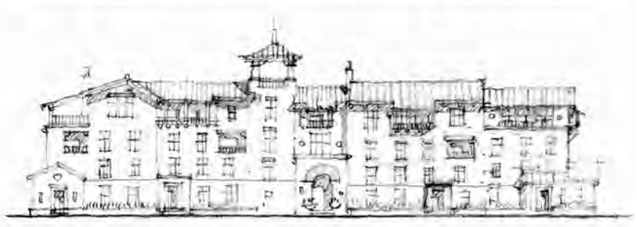
• Primary Volumes



• Introduce Roofs

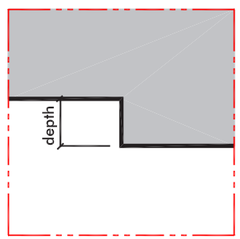


• Introduce Porches and other sub volumes

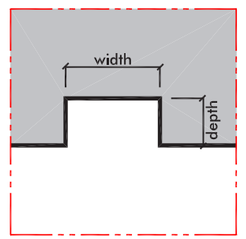


• Resulting Building Elevations

Fig.2.3.5 Building Massing Proportions



1. Major Facade Offset - Plan View



2. Notch - Plan View

Fig.2.3.5.C. Building Massing Elements

2.4 FRONTAGE & BUILDING PLACEMENT REGULATIONS

2.4.1 BUILDING ORIENTATION TO STREETS AND PUBLIC OPEN SPACES

A. Definition

A building is oriented to a street or public open space if it has a building entrance configured as a private frontage type that faces that street or open space, as shown in Fig.2.4.1 Building Orientation to Streets and Public Open Spaces.

B. Regulation

1. General

a. Where building orientation to streets and public open spaces is required, all buildings shall have primary entrances that face and open directly on to publicly accessible streets or public open spaces (see section 2.6.4 for a list of public open space types).

b. In instances where a choice must be made between orientation toward a primary public street or a public open space, the primary public street should be given precedence.

c. Parking structures, garages, carriage houses, and accessory buildings are permitted but should be located along alleys and not along streets or public open spaces (see also Section 2.7.3 General Parking & Loading Requirements).

2. Corner Parcels

Buildings on Corner Parcels shall have an entrance(s) oriented towards at least one street or incorporated into a Corner Entry Private Frontage Type (see Section 2.4.2 - C.2 Corner Entry).

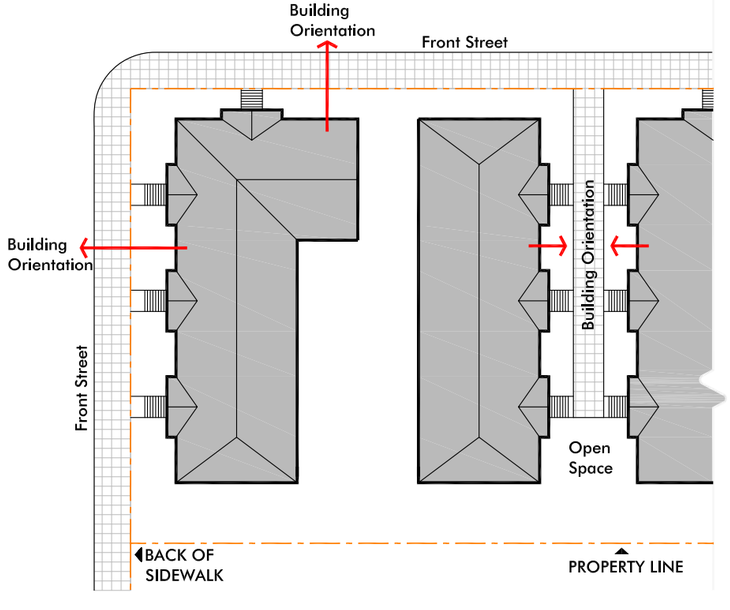


Fig.2.4.1 Building Orientation to Streets and Public Open Spaces

2.4.2 PRIVATE FRONTAGE TYPES

A. Definition

1. Portions of a property between the back-of-sidewalk line and the primary building façade 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 toward streets as shown in Fig.2.4.2.Private Frontage Types – A. Definition.

B. Regulation

1. General

a. Private frontage types regulate the configuration of a building's primary entrance, the treatment of its front and side setback zones, as well as the type of features permitted to encroach into the required setback zones.

b. All buildings shall be designed to incorporate a private frontage type configured in compliance with the regulations contained in this section.

c. Every primary building volume (see Section 2.3.5 – Building Massing) shall have at least one private frontage type.

d. A property's permitted and/or required private frontage types shall be limited to those frontage types specified for each District in Section 2.1. – Development Standards.

e. All permitted frontage types are allowed either alone or in combination with any other permitted frontage type within a single building.

f. The disposition of the front yard setback zone is further illustrated in Section 2.4.3.

g. Private frontage regulations apply along the full length of the property frontage, even where there is no building façade.

h. Where building orientation toward public streets/public open spaces is not required, buildings are not required to locate an entrance that opens directly on to a street or public open space.

i. Reminder: Private frontage types that incorporate stairs must also refer to access and visibility requirements of the Americans with Disabilities Act by means of providing alternative entrance(s) with level or ramped connections to the sidewalk, or by incorporating an ADA-compliant ramp additively to the design of the required private frontage type.

2. Corner Parcels

On corner parcels, frontage treatments shall extend along the entire length of the back-of-sidewalk line for both street frontages as shown in Fig.2.4.2. Private Frontage Types – B.2 Corner Parcels.

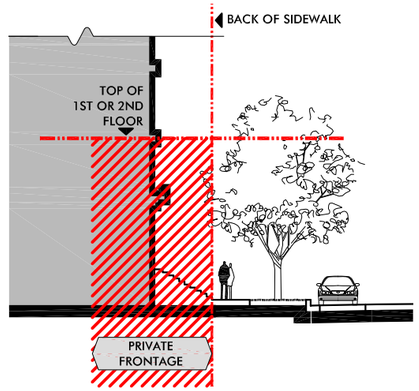


Fig.2.4.2 Private Frontage Types - A. Definition

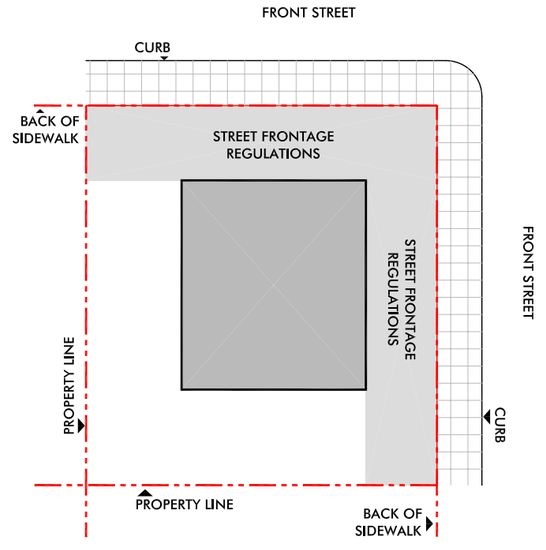


Fig.2.4.2 Private Frontage Types - B.2 Corner Parcels

C. Private Frontage Specifications

1. Shopfront

a. Definition

A frontage type featuring a multiplicity of welcoming entrances and display windows built at the edge of and opening directly out onto the public sidewalk.

b. Application

i. Shopfronts are the appropriate treatment for ground-level retail and service uses oriented to display and access directly from public sidewalks.

c. Façade & Entrance Treatment

i. Each shopfront shall contain the following (where there is no maximum shopfront length, these requirements shall apply to at least one of the shopfront's articulation length increments):

(A) At least one prominent building entrance that is always unlocked during regular business hours.

(B) A minimum of seventy percent (70%) of the storefront façade must feature clear-glass display windows framed within storefront pilasters and a base.

(C) A minimum three (3) foot zone behind the window glazing that provides an unobstructed view of the establishment's goods & services, either via display oriented to the sidewalk, or via a direct view into the store.

ii. Recessed entrances are permitted up to a maximum width of fifteen (15) feet.

iii. Restaurant shopfronts that are not located on street corners may have a portion of the shopfront façade set back to create an outdoor dining alcove that is a maximum of twelve (12) feet deep.

iv. Shopfront and awning design should vary from shopfront to shopfront.

v. Close proximity to high volumes of pedestrian traffic make attention to craft and visual interest within the Shopfront façade important.

vi. Shopfront composition should include well-designed projecting signs, window signs, and/or awning signs (see Section 2.9.5 Sign Types).

d. Shopfront Length

i. Along key pedestrian streets, shopfront and tenant length is strictly limited to ensure that a variety of entrances occur at ground level. Shopfronts shall not exceed the lengths shown in Section 2.1 – Development Standards Charts.

(A) A larger retail space may be provided if it is set behind a row of smaller shopfront spaces; this technique is often referred to as "liner retail."

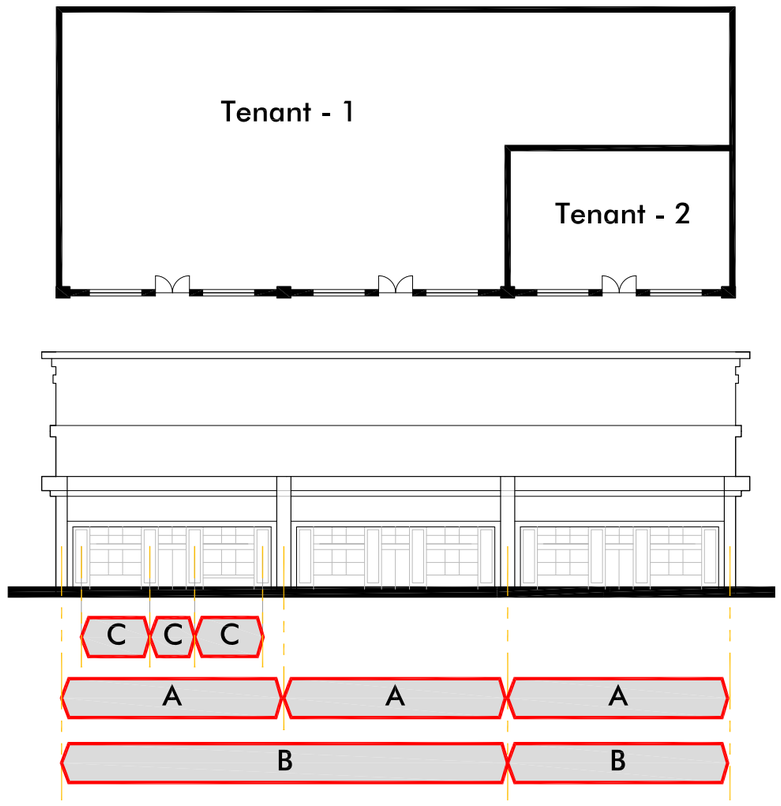
ii. Shopfront lengths are defined using pilasters/piers.

(A) The width of a protruding pilaster or pier shall be a minimum of five (5) percent of the width of the largest adjacent horizontal façade segment. The adjacent wall surface shall be set back from the face of the pilaster or pier a minimum of thirty (30) percent of the pier width. Pilasters/piers shall not protrude into the public right-of-way.

e. Setback Area Treatment

i. Shopfronts shall be built up to the back of the public sidewalk at sidewalk grade.

ii. Setback areas shall be treated as a sidewalk extension per Section 2.6.6.

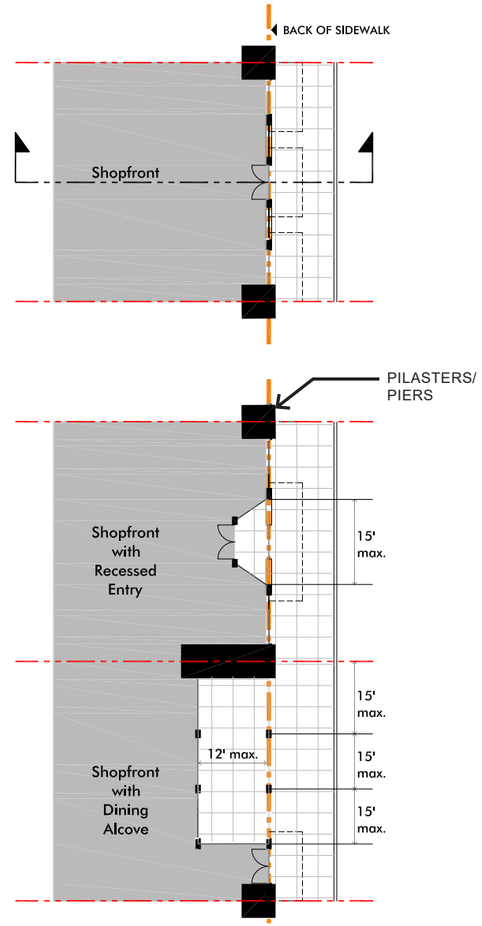


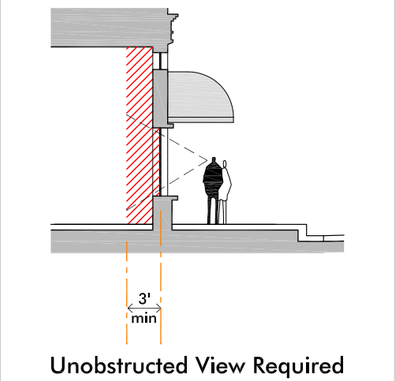
A - Shopfront length is the length of each shopfront frontage type segment as measured from the centerline of the articulation elements at either edge of the shopfront.

B - Tenant length is the length of each tenant frontage that faces directly onto a street.

C- Articulation length is the length between each articulation element of a shopfront as measured from centerline to centerline of permitted shopfront length articulation elements.

	Activity Core	Other Districts
Shopfront Length - maximum	50 ft	n/a
Tenant Length - maximum	100 ft	n/a
Articulation Length - maximum	15 ft	50 ft





Unobstructed View Required

2. Corner Entry

a. Definition

A frontage type featuring a building entrance incorporated into or in combination with an architectural treatment that visually emphasizes the corner of a building.

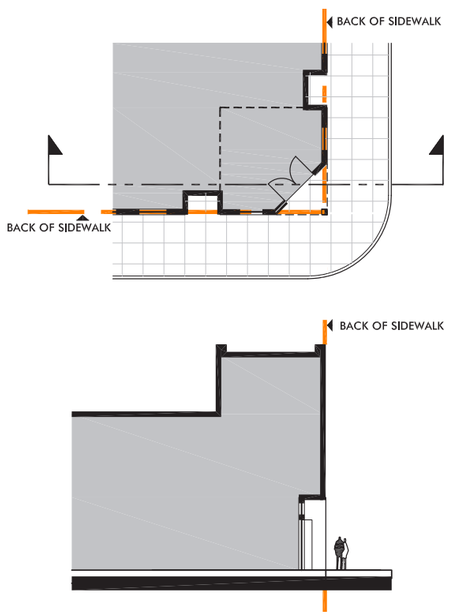
b. Façade & Entrance Treatment

i. A corner entry draws prominent visual attention to the corner of the building primarily through vertical massing and articulation with elements such as a corner tower and by “flatiron” shapes.

c. Setback Area Treatment

i. Setback areas shall be treated as a sidewalk extension per Section 2.6.6.

ii. A corner entry mass may encroach into the required setback areas but may not encroach into the public right-of-way.



3. Arcade

a. Definition

A frontage type featuring a colonnaded space at the base of a building created by setting back the ground-floor further than the upper floors, and resulting in a covered sidewalk space.

b. Application

i. When applied to buildings featuring ground level shopfronts, the arcades should overlap the sidewalk within 2 ½ feet of the curb face.

ii. Arcades are not appropriate for buildings with ground-level residential units.

c. Façade & Entrance Treatment

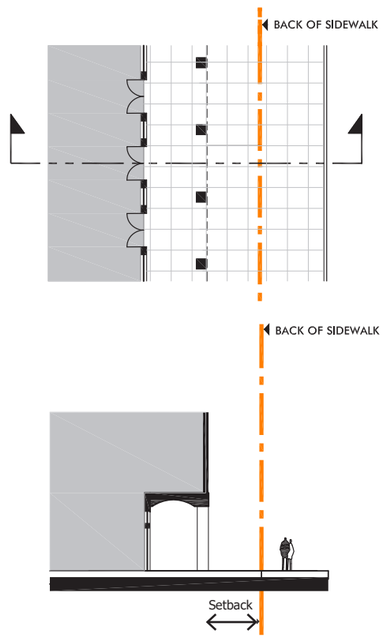
i. Arcade columns should be attractively proportioned and detailed.

ii. Ceiling beams and light fixtures that align with or emphasize the column spacing geometry greatly enhance the quality of the arcaded space and are recommended.

d. Setback Area Treatment

i. Setback areas for arcades built to the back of sidewalk shall be treated as a sidewalk extension per Section 2.6.6.

ii. Setback areas for arcades that are not built to the back of sidewalk shall be landscaped per Section 2.6.6.



4. Grand Portico

a. Definition

A portico is a frontage treatment featuring a roofed entrance supported by columns appended to the primary plane of the building’s front façade. A “grand portico” is a portico expressed at a civic scale, meant to project the image of an important community building.

b. Application

i. A grand portico is an appropriate frontage for civic buildings such as city halls, libraries, and post offices, as well as for quasi-civic buildings such as hotels with ground level convention facilities, or movie theaters.

ii. This frontage type is not conventional for residential buildings.

c. Façade & Entrance Treatment

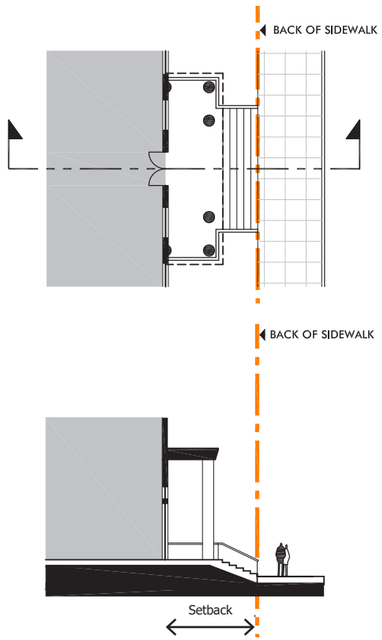
i. A "grand stair" makes an excellent appendage to a grand portico frontage.

d. Setback Area Treatment

i. The portico and stair may encroach into the front setback area.

ii. Setback areas shall be landscaped per Section 2.6.6.

iii. Only setback areas for commercial buildings may be treated as a sidewalk extension per Section 2.6.6.



5. Forecourt

a. Definition

A frontage type featuring a courtyard forming an entrance and pedestrian space for a single building or several buildings in a group, and opening onto the public sidewalk. The forecourt is the result of setting back a portion of the primary building wall.

b. Application

i. A forecourt can be applied appropriately to any use. It is not recommended in instances where there is insufficient street wall definition.

ii. Forecourt frontage treatments must be combined with stoops, common lobby entries, or shopfront frontage types.

c. Façade & Entrance Treatment

i. The courtyard must be enclosed on three sides by building masses on the same property, and therefore cannot be built on corners, or adjacent to a building already set back from the sidewalk.

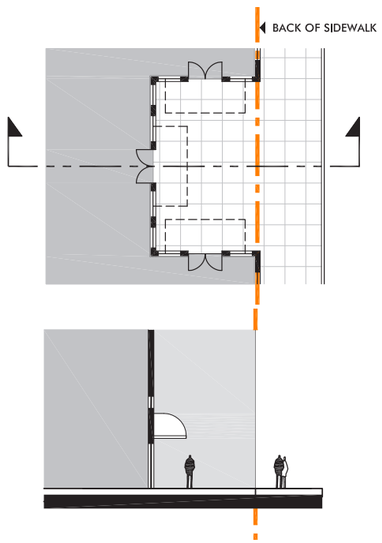
ii. The forecourt opening shall be a maximum of 30 feet wide.

iii. When combined with stoops, the courtyard may be slightly raised from sidewalk grade and landscaped or paved, with a low decorative wall along the sidewalk edge.

iv. When combined with retail, restaurant and service uses, all three sides of the courtyard must feature shopfront entrances and display windows and the forecourt must be treated as an extension of the sidewalk space.

d. Setback Area Treatment

i. Any setback area treatment is determined by the development's primary frontage type.



6. Common Lobby Entry

a. Definition

A frontage type featuring a building entrance that provides access to multiple private residential units, office spaces, hotel rooms, or large footprint workplace spaces via a semi-public building lobby space. The private spaces are typically accessible only from the lobby and not directly from a public outdoor space.

b. Application

i. This frontage type is appropriate for workplace, multi-family residential, or lodging uses located on upper floors or where entrances that orient to and activate streets or public spaces are not a priority.

c. Façade & Entrance Treatment

i. A common lobby entry should be visually prominent and easy to identify.

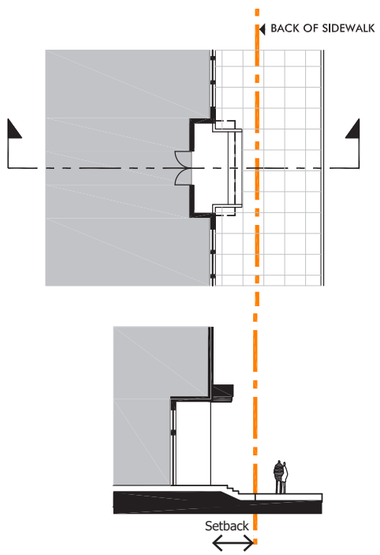
ii. Multi-family residential buildings featuring common lobby entry treatments shall have a common lobby entry at least every one hundred (100) feet.

iii. Entrances may be inset up to 5 feet from the primary building wall and are typically raised above the sidewalk.

d. Setback Area Treatment

i. Setback areas shall be landscaped per Section 2.6.6.

ii. Where specified in Section 2.1 – Development Standards as "limited," the setback areas shall be treated as a sidewalk extension per Section 2.6.6.



7. Stoop

a. Definition

A frontage treatment featuring an entrance stairway to a residence typically constructed close to the sidewalk.

b. Application

i. This frontage type is suitable only for residential use.

c. Façade & Entrance Treatment

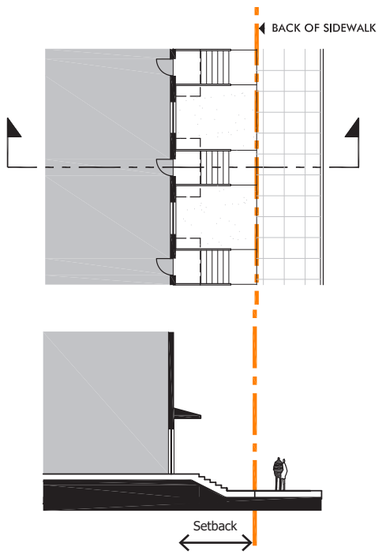
i. Stoops may feature a portico entrance at the top of the stair, and may encroach into the front setback area.

ii. Stoops may serve multiple entrances.

iii. Multiple stoops may be combined to increase the scale of the entrance.

d. Setback Area Treatment

i. Setback areas shall be landscaped per Section 2.6.6.



8. Porch

a. Definition

A frontage type featuring is a roofed space, open along two or more sides and adjunct to a building, commonly serving to shelter an entrance and provide a private outdoor space appended to a residence.

b. Application

i. This frontage type is appropriate for residential use only.

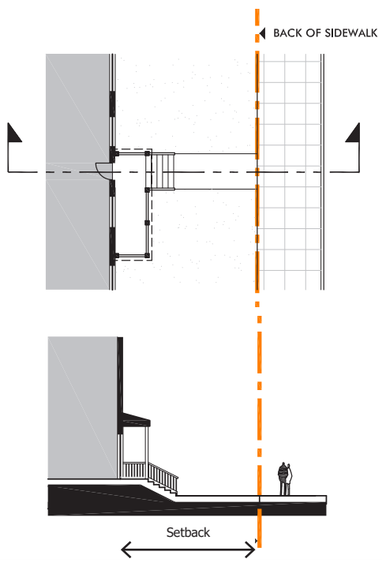
c. Façade & Entrance Treatment

i. Porches may serve multiple entrances.

d. Setback Area Treatment

i. When expressed as a separate mass appended to the primary front building plane, the porch may encroach into the front setback zone.

ii. Setback areas shall be landscaped per Section 2.6.6.



9. Front Door

a. Definition

A frontage type featuring the main entrance to a residence, in combination with a deep landscaped setback.

b. Application

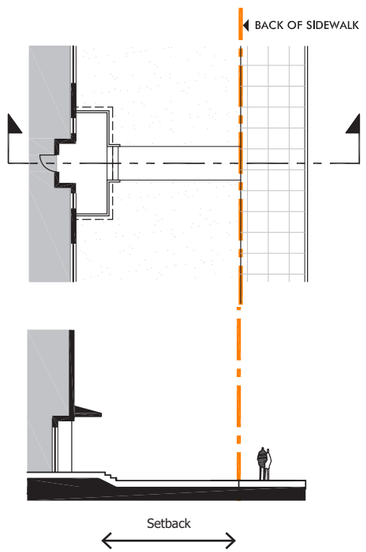
i. This frontage type is appropriate for residential use only.

c. Façade & Entrance Treatment

i. Front doors may feature a covered entrance or entrance platform that may encroach into the front setback area.

d. Setback Area Treatment

i. Setback areas shall be landscaped per Section 2.6.6.



10. Front Vehicular Door

a. Definition

A frontage type consisting of a street-facing vehicular entrance door set within a street-facing façade (for regulations governing the location of parking and loading facilities, see Section 2.7 Parking Regulations).

b. Application

i. A front vehicular door is the appropriate treatment for vehicular breezeway, garage, loading, or parking structure entrances located on a street-facing facade of a building, whether built to the back of sidewalk, within a recessed alcove in the façade, or within a setback.

c. Façade & Entrance Treatment

i. Commercial, mixed-use and multifamily residential uses: The width of the door shall not exceed the permitted width of the curb cut (see Section 2.7.3 General Parking & Loading Regulations) plus the width of an ADA compliant pedestrian sidewalk.

ii. Single family residential uses: The width of the door shall not exceed 18 feet clear.

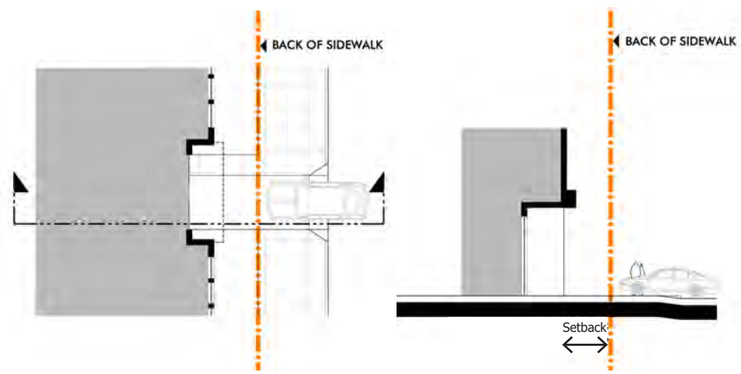
iii. When recessed within an alcove, the alcove shall be no more than 4 feet wider than the door width.

iv. The design treatment of front vehicular doors, frames, and detailing should be to the same level of articulation and visual quality as adjacent private frontage types on the building.

d. Setback Area Treatment

i. Access to a pedestrian entrance adjacent to a vehicular door shall not be solely provided by a driveway. A separate paved pedestrian walking path or additional driveway width with contrasting paving meeting ADA requirements shall be provided.

ii. Any setback area treatment is determined by the development's primary frontage type.



2.4.3 FRONT YARD SETBACK

A. Definition

Front yard setback is defined as the required minimum or permitted maximum distance from the back-of-sidewalk line to the primary building façade as shown in Fig.2.4.3 Front Yard Setback. See Section 2.5.1 Improvements to Existing Streets for the width of the required public frontage improvements which establish the location of the back-of-sidewalk. See Fig. 2.5 "Corridor Definition of Terms" for definition of public frontage and private frontage.

B. Regulation

1. General

   a. All buildings must be located to conform to the minimum and maximum front yard setback standards specified for each District in Section 2.1. – Development Standards.

   b. The front yard setback for each private frontage type shall be located as depicted throughout Section 2.4.2.C Private Frontage Specifications.

2. Additional Requirements

   a. At required setback areas, arcades, awnings, entrance porticos, porches, stoops, stairs, balconies, bay windows, eaves, covered and entrance overhangs, are permitted to encroach up to six (6) feet into the required front yard setback area as shown throughout Section 2.4.2.C Private Frontage Specifications.

   b. At zero-setback areas, building overhangs such as trellises, canopies, and awnings may extend horizontally beyond the back-of-sidewalk, but may not under any circumstances encroach closer than three (3) feet from the face-of-curb. Such elements that extend beyond the back of sidewalk shall require an encroachment permit.

      i. Hotel canopies may extend up to ten (10) feet into the public frontage area.

      ii. All other encroachments may extend up to a maximum of six (6) feet into the public frontage area.

      iii. These overhangs must provide a minimum of eight (8) feet clear height above sidewalk grade.

   c. Screening and security walls/fences shall not separate adjacent front yard setback areas where walled edge or fenced edge treatments (per section 2.4.2.C) are not permitted.

   d. The front yard setback area must be landscaped per Section 2.6.6 – Setback Area Landscaping Types.

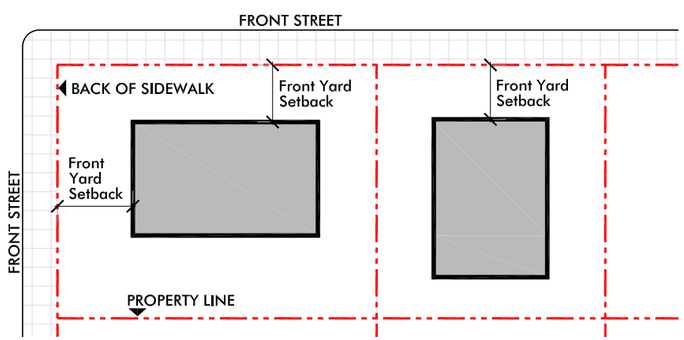


Fig.2.4.3 Front Yard Setback

2.4.4 SIDE YARD SETBACK

A. Definition

Side yard setback is defined as the required distance from the side property line to any building as shown in Fig.2.4.4. Side Yard Setback.

B. Regulation

1. General

   a. All buildings must be located to conform to the minimum side yard setback standards as specified for each District in Section 2.1. – Development Standards.

   b. The depth of the required side yard setback (As specified for each District in Section 2.1. – Development Standards) shall depend upon whether or not the side facade has windows into active living spaces.

   c. The side yard setback area must be landscaped per Section 2.6.6 – Setback Area Landscaping Types.

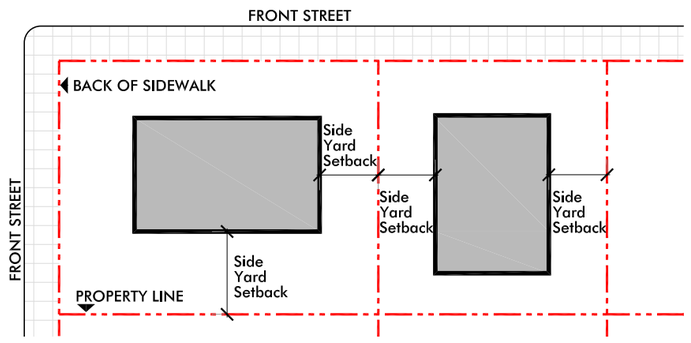


Fig.2.4.4 Side Yard Setback

2.4.5 REAR YARD SETBACK

A. Definition

Rear yard setback is defined as the required distance from the rear property line to any building as shown in Fig.2.4.5. Rear Yard Setback.

B. Regulation

1. General

   a. All buildings must be located to conform to the minimum Rear Yard Setback standards as specified for each District in Section 2.1. – Development Standards.

   b. The rear yard setback area must be landscaped per Section 2.6.6 – Setback Area Landscaping Types.

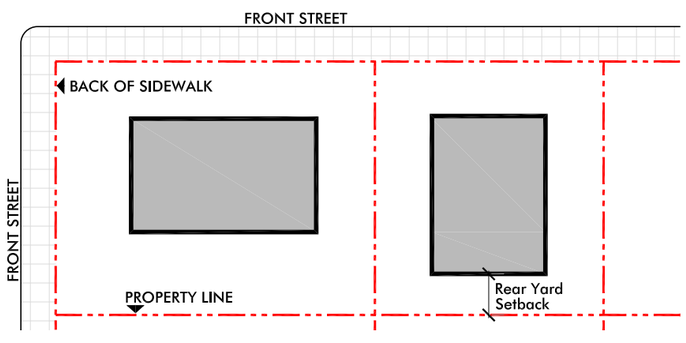


Fig.2.4.5 Rear Yard Setback

2.4.6 FRONTAGE COVERAGE

A. Definition

1. Frontage coverage is defined as the minimum percentage of the length of the frontage coverage zone that shall be occupied by a primary building façade(s).
2. The frontage coverage zone is defined as the space between the minimum and maximum front yard setback lines and the minimum side yard or front yard setback lines as shown in Fig.2.4.7. Frontage Coverage.

B. Regulation

1. General

All development shall include buildings located within the frontage coverage zone such that minimum frontage coverage requirements are met, as specified for each District in Section 2.1. – Development Standards.

2. Exceptions

a. In order to provide vehicular access to parking areas in the interior or at the rear of a parcel if no other access is available, a vehicular breezeway may count toward frontage coverage requirements:

   i. A vehicular breezeway is a covered driveway penetrating the building.

   ii. The width of a vehicular breezeway shall not exceed the width of the curb cut plus the width of an adjacent ADA compliant pedestrian sidewalk.

   iii. See Section 2.4.2.C.10 Front Vehicular Door for regulations and Section 2.8.2.A.7 Garage Doors for regulations and guidelines governing design of vehicular doors.

b. In order to connect the public sidewalk with publicly accessible spaces such as courtyards, parking areas, and alleys in the interior or at the rear of a parcel, a pedestrian breezeway may count toward frontage coverage requirements:

   i. A pedestrian breezeway is a covered walkway penetrating the building for pedestrian use only.

   ii. The width of a pedestrian breezeway shall not exceed fifteen (15) feet.

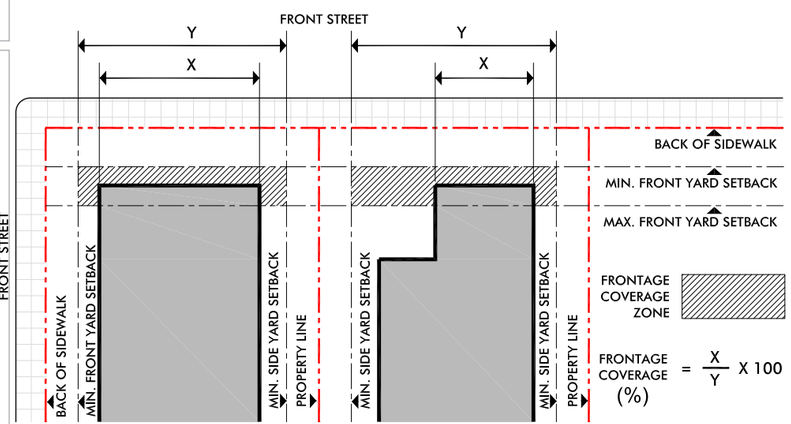


Fig.2.4.7 Frontage Coverage

2.4.7 SPACE BETWEEN BUILDINGS

A. Definition

Space between buildings is defined as the distance measured between the primary building mass of two adjacent buildings on a single property as shown in Fig.2.4.8 Space Between Buildings.

B. Regulation

If a developer is constructing multiple buildings on a single property, the required minimum space between buildings shall be as specified for each District in Section 2.1. – Development Standards.

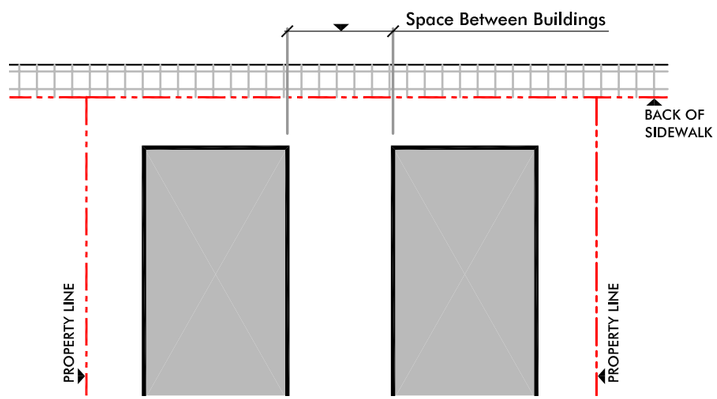


Fig.2.4.8 Space Between Buildings

2.4.8 BUILD-TO-CORNER

A. Definition

1. Build-to-corner is defined as a portion of a building that occupies the build-to-corner zone at the intersection of two streets.
2. The build-to-corner zone is defined as the space between the required minimum and maximum front yard setback lines for each intersecting street as shown in Fig.2.4.8 Build-To-Corner.

B. Regulation

All development shall include buildings sited within the build-to-corner zone such that minimum build-to-corner requirements are met as specified for each District in Section 2.1. – Development Standards.

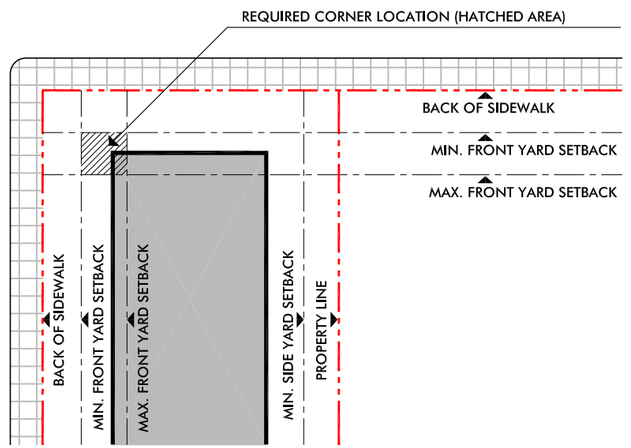


Fig.2.4.9 Build-To-Corner

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2.5 STREET REGULATIONS

2.5.1 STREETSCAPE IMPROVEMENT REQUIREMENTS

Streetscape improvements to existing streets are required 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.

A. Definition

i. The thoroughfare is the area between a street's curbs. It includes the moving lanes, parking lanes, and central medians (see Fig.2.5 Corridor Definition of Terms).

ii. Public frontage is the area between the thoroughfare curb face and the back-of-sidewalk line, including the sidewalk and any sidewalk landscaped areas (see Fig.2.5 Corridor Definition of Terms).

iii. The back-of-sidewalk is the edge of the sidewalk that is further from the curb.

iv. The face-of-curb is the edge of the curb that is closest to the thoroughfare.

B. Regulation

1. General

Streets can be publicly or privately owned and maintained. All new streets within the Plan Area, both public and private, shall be designed and configured according to the following regulations.

i. Improvements to existing streets are required along all street frontages.

ii. Improvements to existing streets include both thoroughfare improvements and public frontage improvements.

iii. Thoroughfare and public frontage improvements shall be designed and constructed as described and illustrated in section 3.1 Improvements to the Existing Traffic/Street Network and 3.2 New Street Types.

iv. In locations where existing streets already contain public frontage or thoroughfare features that are sufficiently similar to those required in the Plan and depending on the condition of those features, all or part of the required street improvements may be waived by the Public Works Director.

v. In instances where the City of Fountain Valley has preceded the proposed new development with the installation of the required thoroughfare or public frontage improvements, the property owner shall reimburse the City for the costs of that portion of the installation along the length of the private property. Funding mechanisms such as a reimbursement agreement, community facilities district, or other mechanism may be considered.

vi. In instances where new streets must be constructed – that is, in instances where there are no existing public frontage or thoroughfare conditions – the public frontage and thoroughfare will be installed as part of the required new street standards specified in Section 3.X.X. Street Types (New Street Design). The developer will be responsible for the design and construction of the public frontage and the thoroughfare along these streets.

2. Thoroughfare Improvements

i. Responsibility for and timing of the installation of thoroughfare improvements shall be determined by the Public Works Director.

ii. Thoroughfare improvements along existing streets from the face of curb to the thoroughfare centerline shall be paid for by the Developer.

3. Public Frontage Improvements

i. The installation of new public frontage improvements (from the back-of-sidewalk to the face of curb) is required as development occurs.

ii. Public Frontage improvements shall be paid for by the developer.

iii. In instances where installation of required public frontage improvements as part of on-site construction are found to be impractical - for example in instances where the private frontage is particularly narrow or fragmented, the property owner/developer may request that the City accept an in-lieu fee for the required public frontage improvements which can be combined with fees collected in association with development on adjacent properties or as part of a City-sponsored street improvement program. If the City agrees, a cost estimate shall be submitted to the City by the developer for review and acceptance.

4. Maintenance Responsibility

i. Following installation of thoroughfare improvements and public frontage improvements, landscaping shall be maintained by the Developer as directed by the Public Works Director.

5. Locating Back- of-Sidewalk

i. The location of the back-of-sidewalk is measured from the face-of-curb based on the dimensions of the required public frontage improvement specifications that apply to the property in question.

ii. Dimensions for public frontage improvements shall be measured from the anticipated location of the face of the curb that shall result from the construction of required street improvements.

(A) In cases where curbs will be relocated as part of thoroughfare or public frontage improvements, the back of sidewalk shall be measured from the future face-of-curb.

(B) In cases where curbs will not be relocated as part of thoroughfare or public frontage improvements, the back of sidewalk shall be measured from the existing face-of-curb.

iii. In cases where the exiting public frontage is configured as required by this section, then the edge of the existing sidewalk shall be the back-of-sidewalk.

iv. In cases where public frontage improvements are required to meet the requirements of this section, then the edge of the newly installed sidewalk shall be the back-of-sidewalk.

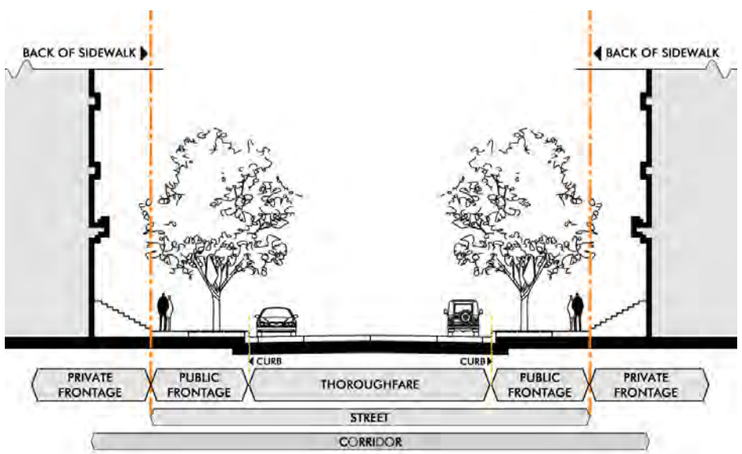


FIG.2.5 CORRIDOR DEFINITIONS OF TERMS

2.5.2 PROVISION OF NEW STREETS

A. Regulation

1. The construction of new publicly accessible streets is required in instances where:
   a. The acreage of land to be developed exceeds the maximum block size development standard.
   b. Conformance with building orientation to streets and public open spaces regulations will result in the required construction of a new street.
2. A single new street may satisfy multiple new street requirements if the street conforms to all regulations for each requirement.
3. New streets intended for public access may also be constructed voluntarily and are encouraged to fulfill the design and development objectives of the private property owner.
4. The provision, location, design and configuration of new streets shall conform to the regulations specified in the following sections.

2.5.3 BLOCK SIZE

A. Definition

1. A block is an area that is completely bounded by publicly accessible streets.
2. Block size is the length of the perimeter of a block as measured along all the property lines which define the edge of each of a block's faces.

B. Regulation

1. The maximum block size regulation specifies the maximum total linear perimeter of contiguous property lines that form an individual city block.
2. Maximum block size regulations result in limitations on the amount of contiguous property that may be developed within the boundaries of publicly accessible streets, passages, or paseos.
3. Single properties or assemblages of contiguous properties - that exceed the specified maximum block size standard must as part of new development, construct new publicly accessible streets, passages, and/or paseos in locations that result in the creation of city blocks that do not exceed the maximum block size.
4. New streets must be designed, configured, and located in accordance with the standards specified in the following sections.
5. The maximum block size shall be as specified for each District in Section 2.1. – Development Standards.
6. Passages / paseos (see Section 2.6.4.G Passage/Paseo) may only be used to determine pedestrian block size and shall not qualify as defining the edges of a vehicular block.
7. In no case do alleys qualify as defining edges of a pedestrian or vehicular block. For the purposes of determining block size, alleys must always be considered as part of the interior of a block.

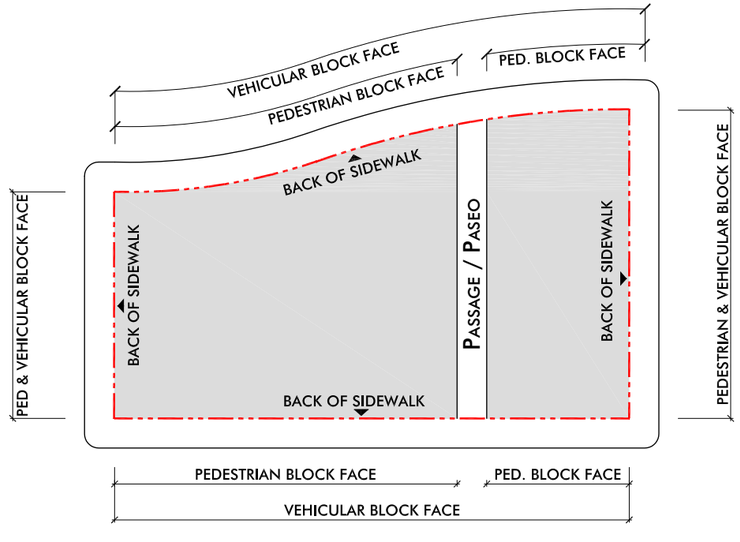


FIG.2.5.3 BLOCK SIZE

2.5.4 STREET CONNECTIVITY

A. Regulation

1. All new streets shall connect with existing streets and be configured to allow for future extension whenever possible.
2. The location and design of new streets shall be coordinated with existing streets. Abrupt changes in street design and configuration, either across an intersection or within a block, shall be avoided.
3. Dead end streets and new gated internal streets shall not be permitted.
4. In order to maintain the accessibility provided by the block structure of the District, existing public streets or alleys may not be closed permanently unless the closure is part of the provision of a network of new streets that provide equivalent mobility and satisfy all street regulations.

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

A. Definition

1. Public open spaces are public or semi-public outdoor spaces designed to facilitate community formation, interaction, relaxation, and contemplation through public gathering, activity, recreation, and/or leisure.
2. Public open spaces may or may not have areas which are sheltered from the elements.
3. Public open spaces can be publicly or privately owned and maintained. Maintenance responsibility shall be determined on a case-by-case basis. However, in all cases, control over the use and activities permitted within open space that is privately owned shall be held by private property owner, and the private property owner shall assume all responsibility of maintaining such open space.

B. Regulation

1. The amount of public open space required for new development shall be as specified for each District in Figure 2.6. – Open Space Requirements.
2. Public open spaces shall be designed as one of the public open space types defined in Section 2.6.4.
3. Public open spaces shall include amenities such as seating, lighting and landscaping.
4. Public open spaces shall be built within the development area by developers as development occurs.
5. In instances where small or awkwardly shaped properties make the provision of on-site public open space impractical, the Planning Director may permit the in-lieu payment of the cost to construct the required amount of usable open space off site.
6. At the discretion of the Planning Director, required open space may be constructed off site and/or as part of a larger public open space that will be provided by the City or other private developments.
7. 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 the City's park land dedication or in-lieu fee requirements.

C. General Requirements

1. 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.
2. Unless otherwise specified in 2.6.4. Public Open Space Types, the minimum width of a public open space shall be twenty (20) feet.
3. All public open spaces shall be visible from surrounding streets and shall avoid placement of masses of shrubs around their edges.

2.6.2 SPECIAL PUBLIC OPEN SPACE REQUIREMENT

The following special requirement applies to development within each of the six areas shown in Fig.2.6.2 Special Public Open Space Areas Map.

A. Primary Open Space

1. At least one primary public open space larger than a ½ acre shall be provided within each area.
2. The primary open space shall count toward all affected developments' provision of public open space requirements proportional to property size.
3. All affected properties shall contribute to the construction cost of the primary open space.
4. The primary open space shall be centrally located within each area (The exact location of the primary open space may be coordinated and determined by developers/property owners but must be determined before any development which could accommodate a ½ acre open space occurs).
5. The primary open space shall be a linear green, square, or plaza (see Section 2.6.4 – Public Open Space Types).
6. The primary open space shall abut public streets, alleys or passages or abut a public easement for vehicular/pedestrian access on at least three sides.
7. The primary open space may be used to meet the City's park land dedication or in-lieu fee requirements.

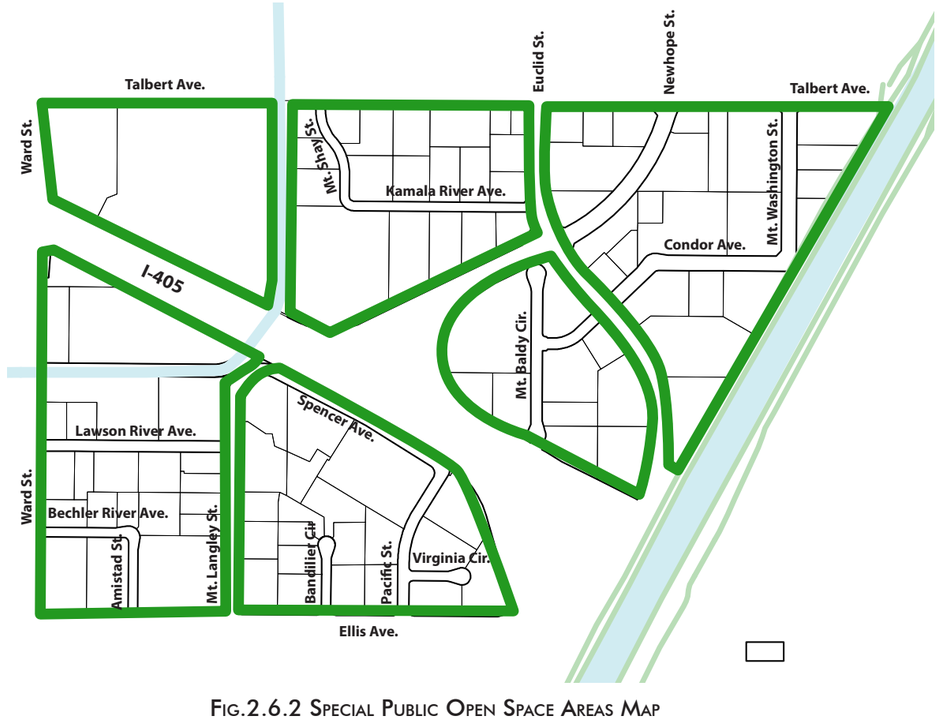


Fig.2.6.2 Special Public Open Space Areas Map

2.6.3 PROVISION OF PRIVATE OPEN SPACE

A. Definition

1. Private open spaces are private or common outdoor spaces that are part of residential developments which are designed for contemplation and relaxation through private gathering, recreation, and/or leisure.
2. Private open spaces are privately or commonly controlled outdoor spaces that are extensions of private or semi-private indoor space.
3. Private open spaces are privately or commonly owned and maintained.

B. Regulation

1. The amount of private open space required for new development shall be as specified for each District in Section 2.1. – Development Standards.
2. Private open spaces shall be designed as one of the private open space types defined in Section 2.6.5 – Private Open Space Types.
3. Private open space shall be built by developers as development occurs.
4. Required maximum setback areas shall not be counted towards provision of private open space requirements.
5. Private open space shall not be exposed to utility, service, or loading areas.

2.6 Open Space Regulations	Standards
2.6.1 Provision of Public Open Space	
1. Retail	50 s.f. / 1000 s.f. (C8)
2. Civic & Cultural	n/a
3. Workplace	100 sf / 1000 sf (C8)
4. Lodging	100 sf / room(C9)
5. Live Work	150 sf / unit (C9)
6. Residential	150 sf / unit (C9)
2.6.3 Provision of Private Open Space	
Residential	
a. Attached & Multi-Family	60 s.f. / unit
b. Detached Single-Family Homes	n/a

(C8)	For development over 20,000 sf of building area
(C9)	For development over 20 dwelling units or lodging rooms

Fig.2.6. Open Space Requirements

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.

A. Park

1. Definition: An open space available for community recreation and respite from the city.
2. A park may be independent of surrounding building frontages.
3. Landscaping shall consist of naturalistic / informal paths and trails, meadows, water-bodies, woodland and open shelters.
4. Parks shall be larger than the maximum block size. They typically separate districts; large parks are districts in their own right.
5. Parks shall be adjacent to a public street or an easement for vehicular/pedestrian access.

B. Linear Green

1. Definition: A long, narrow open space available for community recreation and civic purposes.
2. A linear green shall be surrounded by streets on all sides.
3. Landscaping shall consist of lawns or ornamental grasses and shrubs, paths, and trees.
4. Linear greens shall not exceed the maximum block size.
5. 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 in width.

C. Square

1. Definition: An open space available for community recreation and civic purposes.
2. A square is a free standing city block; it shall be spatially defined by building frontages and streets on all sides.
3. Landscaping shall consist of paths, lawns or ornamental grasses and trees.
4. Squares shall be located at the intersection of important streets.
5. Squares shall not exceed the maximum block size.

D. Plaza

1. Definition: An open space available for community recreation, civic purposes, and commercial activities.
2. A plaza shall be open to a public street on at least one side.
3. Plazas should be located at the intersection of primary pedestrian routes, near transit stations, in commercial/workplace districts and other locations with high volumes of pedestrian traffic.
4. Landscaping shall primarily consist of enhanced/enriched hardscape.
5. Plazas shall not exceed one (1) acre.
6. The ground level frontage(s) not separated from the plaza by public streets shall be primarily lined with shopfronts.

E. Mid-Block Green

1. Definition: A square located in the "middle" of a block for community recreation.
2. A mid-block green shall be spatially defined by building frontages on all sides.
3. Landscaping shall consist of paths, lawns or ornamental grasses, and trees.
4. Mid-block greens shall connect to a public right of way through a network of passages/paseos and/or stairways and shall be ADA accessible.
5. Mid-block greens shall be a minimum of thirty (30) feet along the east-west axis and twenty (20) feet along the north-south axis.
6. Mid-block greens shall not exceed the maximum block size.

F. Courtyard Plaza

1. Definition: A plaza located in the "middle" of a block for community recreation and commercial activities
2. A courtyard plaza shall be spatially defined by buildings on at least three (3) sides.
3. Landscaping shall primarily consist of enhanced/enriched hardscape.
4. Courtyard plazas shall connect to a public right of way through a network of passages/paseos and/or stairways and shall be ADA accessible.
5. Courtyard plazas shall be a minimum of thirty (30) feet along the East-West axis and twenty (20) feet along the North-South axis.
6. Courtyard plazas shall not exceed a size of one fifth (1/5) acre.

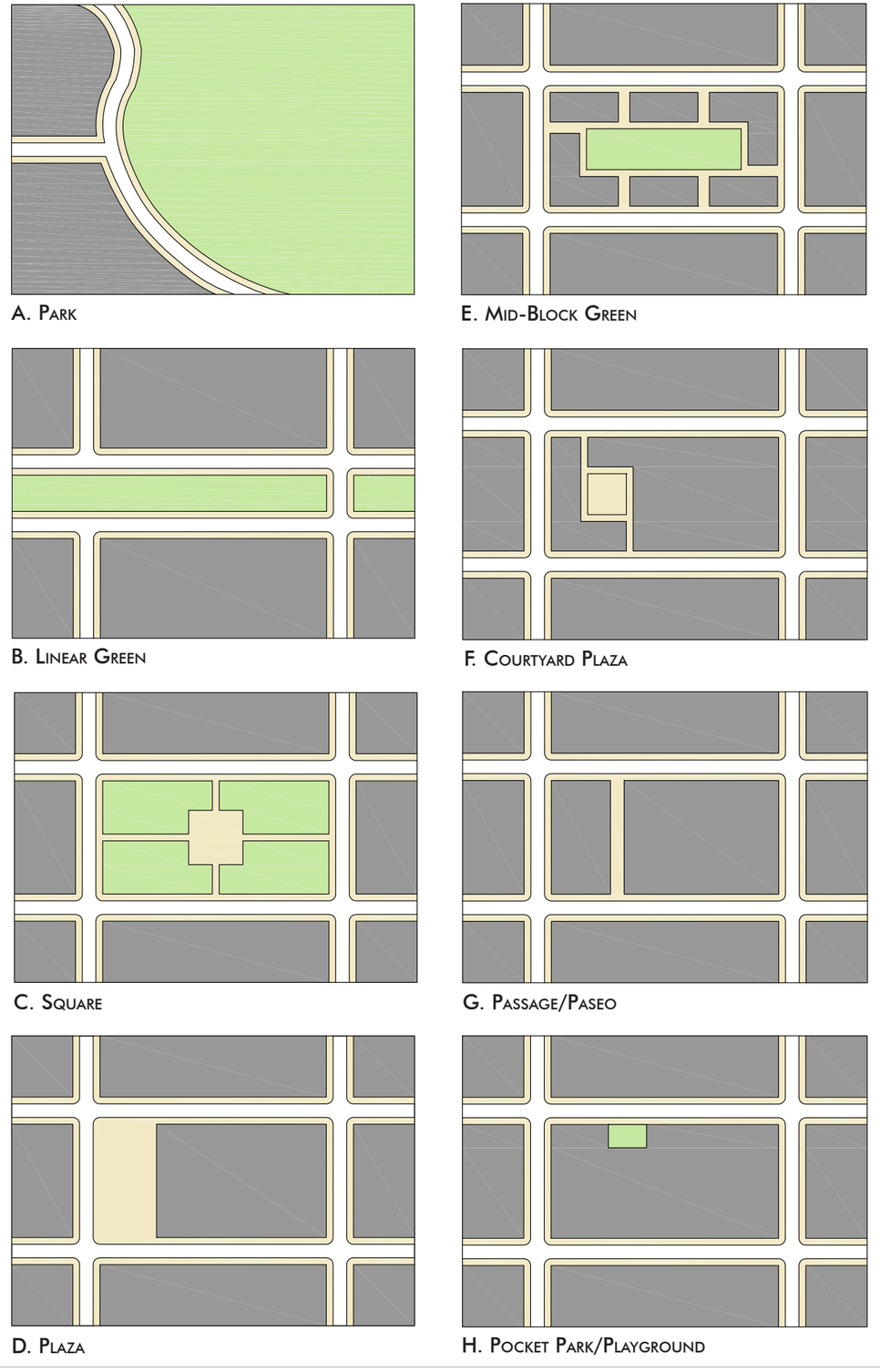
G. Passage/Paseo

1. Definition: A pedestrian-only connector passing between buildings to provide shortcuts through long blocks and access to rear parking areas or courtyards.
2. Passages/Paseos shall link two or more streets or public spaces.
3. Passages/Paseos shall be a minimum of ten (10) feet and a maximum of twenty (30) feet in width, and shall be open to the sky.
4. The walking surface shall consist primarily of enriched/enhanced hardscape.

H. Pocket Park/Playground

1. Definition: 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.
2. 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.
3. A pocket park/playground shall not be located on the corner of a block where build-to-corner is required (see Section 2.4.8)
4. A pocket park should be primarily paved with enriched/enhanced hardscape or landscaped; a playground should have the character of a small park.

FIG.2.6.4 PUBLIC OPEN SPACE TYPES



2.6.5 PRIVATE OPEN SPACE TYPES

Private open spaces shall be designed as one of the private open space types defined in this section.

A. Courtyard

1. Definition: 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.
2. Courtyards shall be a minimum of thirty (30) feet along the east-west axis and twenty (20) feet along the north-south axis.
3. Landscaping should consist of enriched/enhanced hardscape and/or planted areas including water efficient lawns, trees, plants in pots, fountains, etc.
4. 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.
5. Courtyard spaces may include edge walls or fences, provided that their inclusion does not violate building orientation or private frontage treatment requirements.

B. Private Yard

1. Definition: A side yard or rear yard (excluding required setback areas) which is accessed by secondary unit entrance(s).
2. The primary access to a private yard shall be from the dwelling(s) served.
3. The minimum dimensions for a private yard in any single direction shall be eight (8) feet.
4. Landscaping shall consist primarily of planted areas including water efficient plantings of lawns, trees, plants in pots, etc. and may be combined with a porch.
5. Private yard spaces may include edge walls or fences, provided that their inclusion does not violate building orientation or private frontage treatment requirements.

C. Porch

1. Definition: 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).
2. The primary access to a porch shall be from the dwelling(s) served.
3. The minimum dimensions for a porch in any single direction shall be eight (8) feet.

D. Rooftop Deck or Garden

1. Definition: A private or privately shared deck or yard on the roof of a building.
2. The minimum dimensions for a rooftop deck or garden in any single direction shall be eight (8) feet.
3. Gardens and green roofs are encouraged to help minimize heat sinks and to pre-treat water from storms prior to its entering the storm drain system

E. Balcony

1. Definition: An outdoor space extending from a private upper floor of a building, which is accessed directly from a secondary unit entrance.
2. Access to a balcony shall be limited to the dwelling served.
3. The minimum dimensions for a balcony in any single direction shall be four (4) feet.

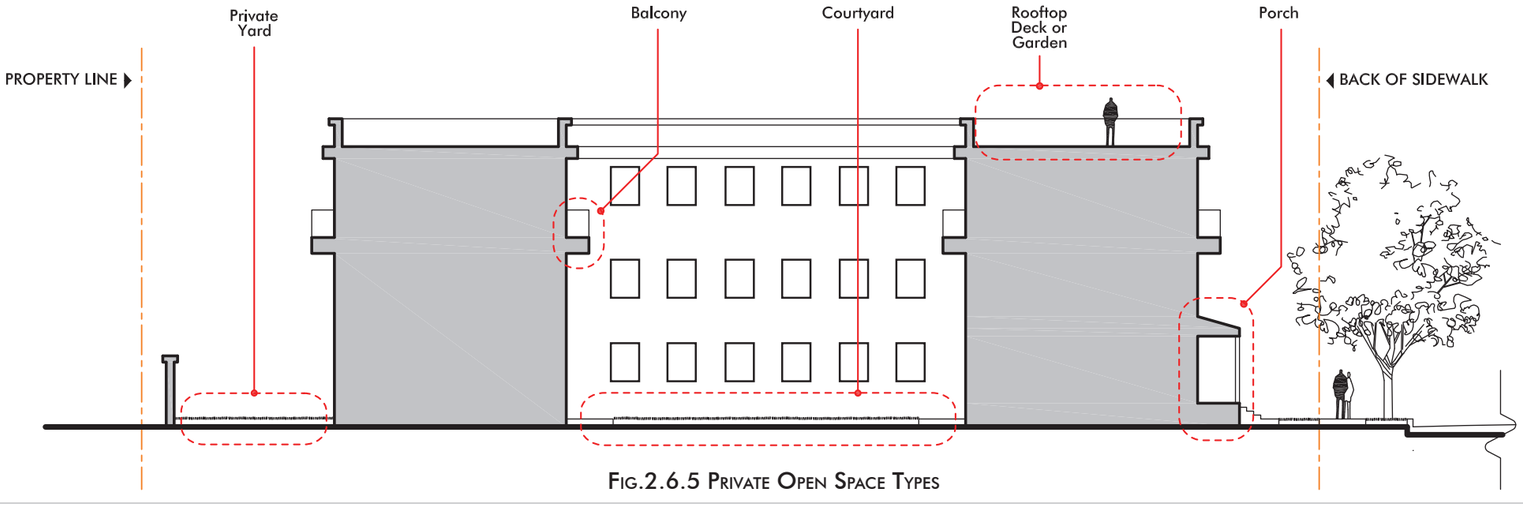


Fig.2.6.5 Private Open Space Types

2.6.6 SETBACK AREA LANDSCAPING

Setback areas shall be landscaped in accordance with the following regulations. The disposition of the front setback zone is further illustrated and addressed in Section 2.4.2 Private Frontage Types and 2.4.3 Front Yard Setback.

A. Definitions

1. Perimeter block setback areas

Front and side yard setback areas located between buildings and public streets as shown in Fig. 2.6.6 Setback Area Types.

2. Interior block setback areas

Side yard and rear yard setback areas that are not located between buildings and public streets as shown in Fig. 2.6.6 Setback Area Types.

B. Perimeter Block Setback Areas

1. Landscape character

Landscaping shall not be so dense as to fully obscure the visibility of buildings and entrances from the primary thoroughfare.

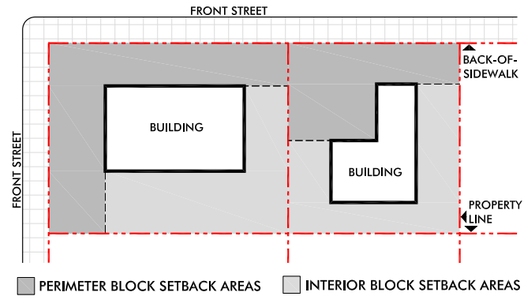


Fig.2.6.6 Setback Area Types

2. Landscaping Density

Landscaping shall 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.

C. Interior Block Setback Areas

1. Groundcover

All development shall cover side and rear yard setback areas with landscaping or other pervious surfaces consisting of living groundcover or other pervious surfaces such as decomposed granite, mulch, rocks, and boulders accented by shrubs

2. Typical Screening

All development shall provide light visual separation along property lines consisting of:

a. Landscaping that screens parking/service areas and blank side and rear building facades.
b. Landscaping that maintains views to building entrances and signage
c. One (1) tree per thirty (30) linear feet of property line (excluding curb cuts) spaced regularly along the applicable property line
d. One (1) shrub per five (5) linear feet of frontage (excluding curb cuts)
e. Living groundcover or other pervious surfaces such as decomposed granite, mulch, rocks, and boulders accented by shrubs

3. Residential Screening

All development shall provide heavy visual separation along property lines adjacent to residential consisting of:

a. Landscaping that screens parking/service areas and blank side and rear building facades
b. One (1) small tree per twenty (20) linear feet of property line (excluding curb cuts) spaced regularly along the applicable property line
c. Solid screening at least six (6) feet high utilizing hedges, screening walls or fences
d. Living groundcover or other pervious surfaces such as decomposed granite, mulch, rocks, and boulders accented by shrubs.

2.6.7 GENERAL OPEN SPACE AND SETBACK AREA GUIDELINES

A. Public Spaces

1. 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.

2. Public spaces should be visible from public streets and sidewalks.

B. Planted Areas

1. Plant Materials

a. Please refer to *Guidelines for Implementation of the City of Fountain Valley Water Efficient Landscape Provisions of FVMC 21.20.050(c)* and Ordinance 1507 amending Chapter 21.20 of the FVMC (November 17, 2015).

b. Landscape irrigation should utilize recycled water systems to the extent feasible through City, business and property owner participation in the Green Acres Project (GAP) run by the Orange County Water District (OCWD); the GAP pipeline is located along Ward Street with a very short extension spur along Talbert Avenue. Prospective users should contact OCWD or water retailer for connection feasibility and potential reimbursement programs for capital investment costs.

c. Mature, existing trees should be preserved whenever possible.

d. The use of CU Structural Soil, Silva Cells, or other similar sub-surface construction elements for street trees within paved areas, planter islands, and medians is strongly encouraged.

e. Plant and landscape materials should be selected from native and other species that are well adapted to the local climatic conditions and are resistant to local parasites and plant diseases.

f. 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 should be made based upon the volume of root space provided and the size of the root flare at maturity.

g. 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 street crossings and sidewalks for safety.

C. Walls and Fences

1. Decorative Frontage Walls and Fences

a. Walls and fences along front yards and alongside yards lining public sidewalks should not exceed three (3) feet in height as measured from the finished grade of the sidewalk.

b. Frontage walls include garden, planter, seat, and low retaining walls.

c. Fences should employ a combination of thick and thin elements with thicker elements for supports and/or panel divisions. Fence posts and columns should be defined using additional trim, caps, finials, and/or moldings.

d. All walls should have a cap and base treatment.

e. 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.

2. Screening/ Wing Walls and Fences

a. Screening/wing walls should be constructed of materials that are compatible with the architecture and character of the site.

b. Design elements should be used to break up long expanses of uninterrupted walls, both horizontally and vertically.

c. Walls should include design elements such as textured concrete block, interlocking "diamond" blocks, formed concrete with reveals, or similar materials.

3. Security Fences

a. Use of security fences should be minimized, and limited to special locations where additional security is necessary, such as adjacent to the flood channel or freeway, subject to the review and approval of the Planning Director.

b. Security fences should not exceed eight (8) feet in height.

c. Security fences should be designed to maintain a visually open character to the extent possible.

4. Seating Walls

a. Seat walls with straight edges of more than six (6) feet in length should use detailing to prevent damage from skateboarding.

D. Lighting

1. Height

a. At Activity Centers and pedestrian areas:

i. The maximum height of building-mounted lights should be fourteen (14) feet above finished grade. In cases where such lights face Talbert Avenue or Ward Street, the maximum height should be ten (10) feet and light sources should be shielded to prevent light spill over to adjacent residences.

ii. Pole-mounted lighting at plazas, walkways, and entry areas should be ten to fourteen (10 to 14) feet above finished grade. Taller lighting poles may be used to accent gateways or as supplementary lighting.

b. Bollard mounted lighting and stair lighting are recommended for supplementary low-level illumination of walkways and landscaped areas.

2. Material and Color

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

b. For powdercoated finishes, an ultraviolet protectant clear coating is recommended to prevent color fading.

a. In pedestrian-intensive areas, energy-efficient, long life light sources such as light emitting diode (LED) and induction lighting are strongly encouraged. Compact fluorescent and metal halide are acceptable secondary alternatives if LED and/or induction lighting source types are not feasible. The color of emitted lighting (of any source) should be warm white with color temperatures ranging from 2700 to 3200 degrees Kelvin.

3. Glare, Spillover, & Uplighting

a. Shielding and careful placement should be used for all light fixtures to prevent glare and light spillover for pedestrians, motorists, and nearby residences.

i. The output of all area lighting fixtures should be shielded and directed below the horizontal to prevent light pollution and preserve dark skies.

ii. Building facade uplighting, roof "wash" lighting, and landscape uplighting should be carefully shielded to restrict lighting to the intended surfaces only, prevent spill lighting (especially towards residences) and operated on timers that shut off illumination entirely after midnight nightly.

E. Other Site Furnishings

1. Materials and Colors

a. 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.

i. Bollards should be cast iron, cast aluminum, cast anodized aluminum, and precast concrete.

ii. 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.

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

c. 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.

i. Metal surfaces should be powdercoated or painted with highly durable metal paints such as waterborne acrylic polyurethane.

ii. For powdercoated and painted finishes, an ultraviolet protectant clear coating is recommended to prevent color fading.

F. Utility and Service Area Siting and Screening

1. Transformers, heat and ventilating equipment, backflow devices, etc. within front yard setback areas should be screened by landscaping or architectural enclosures.

2. Utility, trash, recycling, food waste and service equipment, including satellite receiving dishes, transformers, and backflow devices, should be enclosed or screened from view by landscaping, fencing or other architectural means. Backflow devices should be built to the City's latest standards

3. Trash facilities and recycling containers should be within structural enclosures.

G. Media & Interactivity

1. Digital screens or art installations including interactive elements are encouraged where significant activity is anticipated such as in plazas, courtyard plazas, and passages/paseos or on buildings facing these types of public open spaces.

a. Where specified as "limited" in Section 2.9, illuminated screens or exterior lighting of such displays or installations shall not face across streets towards residential facades, such as at locations along Talbert Avenue or Ward Street across from existing homes.

b. Potential interactive activities may include:

i. Social networking or other electronic/media sharing which can be accessed by mobile electronic devices

ii. Sensors or other physical/electronic interfaces which control video, images, sounds, or lights

iii. The ability to change the distribution or shape of physical objects such as art or site furnishings within a public open space

c. Digital screens providing business identification or advertising will be regulated by sign regulation provisions.

2. Provision of wireless internet access into interactive installations to promote participation and generally attract people to retail and activity areas and open spaces is encouraged.

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 District.

2.7.1 PROVISION OF PARKING

A. Regulation

1. The minimum and maximum number of parking spaces required for all new development shall be as specified for each District in Section 2.1. – Development Standards.
2. Parking requirements shall be calculated for each use on a site.
3. Parking requirements shall apply to gross leasable floor area.
4. The maximum number of parking spaces permitted only applies to parking spaces that are provided in surface parking lots. Parking above the maximum may be provided in parking structures.
5. 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.
6. Development utilizing off-site parking facilities must have clearly visible signage indicating where that parking is located.
7. Parking related to a particular use shall be located on site. Offsite parking located within 500 ft of the project is conditional (with exceptions for shared parking established in Fig. 2.7.1.B Shared Parking).

B. Shared Parking

1. Shared parking is the use of a parking space to serve two or more individual land uses without conflict. In addition to or in-lieu of dedicated on-site parking facilities and where permitted, developments may satisfy all or part of the minimum parking requirement with on-site or off-site shared parking.
2. Shared parking spaces may only be counted toward the minimum parking requirement for multiple uses under all of the following conditions:
   a. The peak parking period for each use does not overlap (see Fig. 2.7.1B Shared Parking).
   b. Driveway(s) of a shared parking facility(s) shall not front onto a street directly across from residential development.
   c. A shared parking facility configured as a surface parking lot shall not front onto a street directly across from residential development.
   d. For off-site shared parking, a legal agreement to share the applicable parking facilities must be made. The agreement must be approved by the Planning Director/Designee.
   e. At the discretion of the Planning Director/Designee, the applicant may be required to prepare a study using the Urban Land Institute shared parking methodology to demonstrate that the proposed sharing of parking is feasible.
3. Shared parking facility utilization must be monitored. Should parking demand exceed original expectations over time, parking mitigation measures may be required at the discretion of the Planning Director/Designee including, but not limited to, requiring additional shared parking agreements, at greater distances than indicated in Section 2.1 Development Standards if necessary.

C. Minimum Parking Requirement Reductions

1. Minimum parking requirements may be reduced where parking is shared as indicated in Fig. 2.7.1.B Shared Parking.
2. Minimum parking requirements may be reduced in developments where it can be demonstrated that the parking demand for the proposed use will be less than the requirement.
3. Requests for a reduction in minimum parking requirements may require a transportation demand management plan or other adequate survey data as requested by the City and will be evaluated on a case-by-case basis by the Planning Director/Designee.

2.7.2 PARKING TYPES

A property's permitted parking types are determined by District. For all parking types, parking shall be connected with the street by a driveway (as stated in Section 2.7.3.A Curb Cuts & Driveways).

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

A. Surface Parking Lot - Front

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

B. 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.

2.7 Parking Regulations	Standards	Peak Parking Period	Minimum Parking When Shared
2.7.1 Provision of Parking			
1. Retail Anchors			
spaces per 1000 s.f.	4 min / 6 max	Day, Weekend	No relaxation
2. Eating & Drinking Establishments			
spaces per 1000 s.f.	5 min / 10 max	Evening, Late Night, Weekend	3 min
3. Specialty Foods / Goods			
spaces per 1000 s.f.	4 min / 6 max	Day	2.5 min
4. Entertainment & Recreation			
spaces per 1000 s.f.	4 min / 10 max	Evening, Late Night, Weekend	5 min
5. Convenience Uses			
spaces per 1000 s.f.	3 min / 4 max	Evening, Late Night, Weekend	No relaxtaion
6. Business & Personal Services			
spaces per 1000 s.f.	3 min / 4 max	Day	2.5 min
7. Commercial Goods, Services, Vehicle Sales			
spaces per 1000 s.f.	3 min / 4 max	Day, Weekend	2.5 min
8. Civic & Cultural			
public assembly: spaces per 1000 s.f.	15 min / 30 max	Day, evening if a performing arts/special events facility	No relaxation
other: spaces per 1000 s.f.	3 min / 4 max		
9. Workplace			
professional: spaces per 1000 s.f.	3.5 min / 4.5 max	Day	2 min
medical: spaces per 1000 s.f.	5.5 min / 7.5 max	Day	3 min
light industrial: spaces per 1000 s.f.	2 min / 3.5 max	Day	1 min
warehouse: spaces per 1000 s.f.	1 min / 1.5 max	Day	0.25 min
10. Lodging			
spaces per guest room	1 min / 1.2 max	Evening, Late Night, Weekend	No relaxation
11. Live-Work			
spaces per unit - same as Residential Uses	see Residential Uses	Day, Evening, Late Night	No relaxation
spaces per employee	0.75 min / 1 max	Day, Evening, Late Night	No relaxation
12. Residential Uses			
spaces per studio unit	1 min / 1.5 max	Evening, Late Night, Weekend	No relaxation
spaces per 1 br unit	1.5 min / 1.5 max		
spaces per 2 br unit	2 min / 2 max		
spaces per additional unit beyond 2br	0.5 spaces		
guest spaces per 4 units	1.5 min / 1.7 max (C12)		0.375 min
13. Activity Core Exceptions			
spaces per 1000 s.f.	2.5 min / 4 max	n/a	n/a
14. Convenience Cluster Exceptions - may only occur where on-street parking is available on at least one side of the fronting street.			
spaces per 1000 s.f.	0 min	n/a	n/a
location	on-street only (C16)	n/a	n/a

Peak Parking Period Definitions: **Day** - conventional business hours on a non-holiday weekday **Evening** - generally between 5 pm and 10 pm on any night of the week. **Late Night** - or any time between 10 pm and 4 am on any night of the week. **Weekend** - the day time during which businesses are open on Saturdays and Sundays.

note: parking maximums apply to unstructured parking types only

(C12)	A minimum of 1 guest space / 10 DU is conditional
(C16)	Off-street parking is conditional

C. 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.

D. Parking Structure - Exposed

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

E. 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.

F. 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.

G. 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.

H. Parking Structure – Underground

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

I. 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.

2.7.3 GENERAL PARKING AND LOADING REQUIREMENTS

A. Curb Cuts & Driveways

1. Location

   a. Access to parking facilities and loading zones shall be provided:

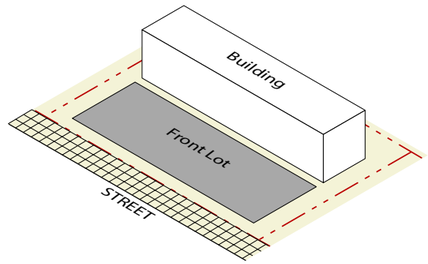
      i. First - from alleys or adjacent parking lots where possible;

      ii. Second - from local streets wherever side streets are available. When a lot abuts an arterial and a local street, access to on-site parking shall be from the local street.

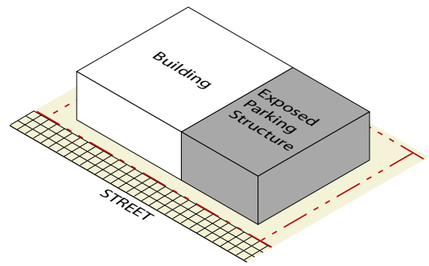
      iii. Third - along other streets as approved by the Public Works Director/ Designee.

   b. Driveway locations along property lines shall conform with Fountain Valley Municipal Code 21.18.040 "Corner Cutback" regulations, aka Vision

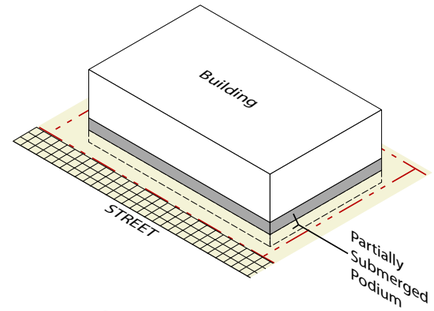
FIG.2.7.2 PARKING TYPES



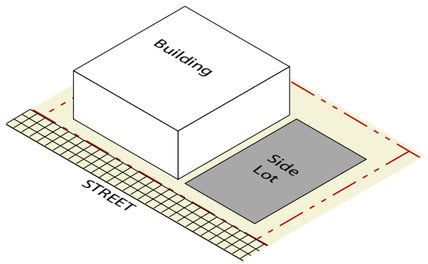
A. SURFACE PARKING LOT - FRONT



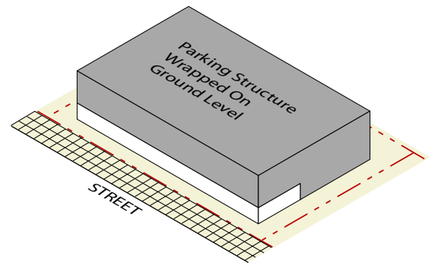
D. PARKING STRUCTURE - EXPOSED



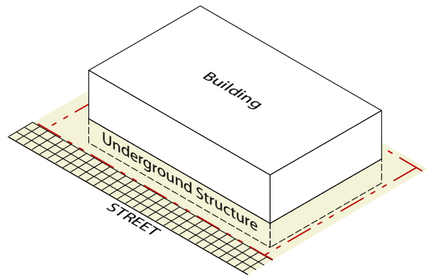
G. PARKING STRUCTURE - WRAPPED: PARTIALLY SUBMERGED PODIUM



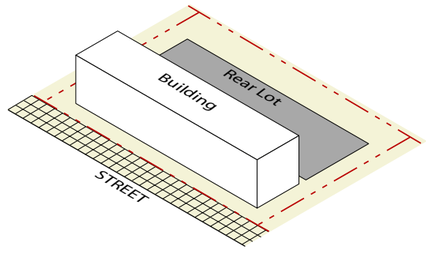
B. SURFACE PARKING LOT - SIDE



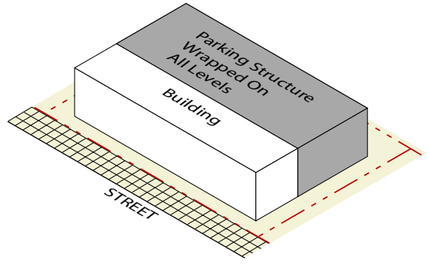
E PARKING STRUCTURE - WRAPPED: GROUND LEVEL



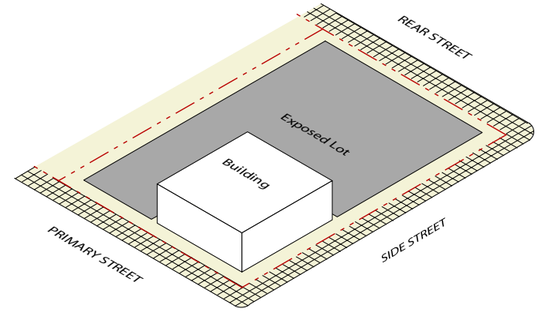
H. PARKING STRUCTURE - UNDERGROUND



C. SURFACE PARKING LOT - REAR



F. PARKING STRUCTURE - WRAPPED: ALL LEVELS



I. SURFACE PARKING LOT - EXPOSED

Triangle.

c. Driveways shall be set back a minimum of five (5) feet from adjoining properties and a minimum of (3) three feet from adjacent buildings.

2. Number

a. The maximum number of driveways/curb cuts associated with a single building shall be one (1) two-lane curb cut or two (2) one-lane curb cuts per street frontage.

i. An additional one-lane curb cut that only provides access to loading/service areas from local streets is conditional.

b. There is no maximum number of curb cuts along alleys.

3. Size

a. The maximum width of driveways/curb cuts along all streets is fifteen (15) feet for a one-lane and thirty (30) feet for a two-lane driveway.

b. The total width of parking access openings on the ground level of structured parking may not exceed thirty (30) feet along each street frontage.

B. Truck Loading Zones

1. Truck loading zones are permitted within on-street parking lanes, along alleys, and on-site within off-street parking facilities, subject to the review and approval of the Public Works Director.

2. Vehicular parking should be permitted within on-street loading zones during non-loading hours.

C. Vehicular Doors

1. Street facing garage, parking structure, and loading doors (Front Vehicular Doors as defined in Section 2.4.2.C.10) shall only be permitted as established in section 2.1 Development Standards.

2. Loading bays, docks, or platforms are permitted along any alley, side, rear, or parking lot façade.

D. Parking Lots

1. Location

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

2. Landscaping

a. Parking lot landscape requirements and standards contained in Fountain Valley Municipal Code section 21.20.040 and 21.20.050 shall be applicable.

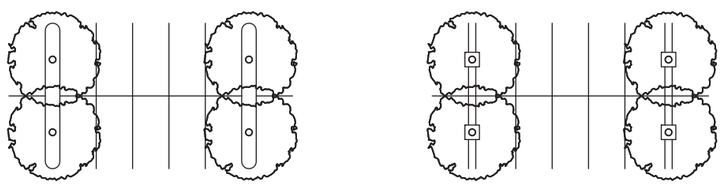
b. In order to provide greater shade and add trees to the City in the Crossings District, continuous rows of parking stalls shall be subdivided by trees planted at a minimum spacing of one tree every five spaces (above the amount of landscaping specified in section 21.20.040.2.A).

i. Trees shall be located between the sides of parking stalls. Trees planted between two abutting head-to-head parking stalls do not satisfy the requirement.

ii. Trees shall be planted in curbed landscape islands as described in section 21.20.040.2.B, or alternately in flush tree wells with tree grates and frames rated for vehicular load and tree guards.

c. In addition, parking lots shall be buffered from adjacent development with moderate screening (see Section 2.6.7.B and 2.6.7.C.2).

d. At ends of parking stalls where trees are exposed to head-in or back-in vehicle movements, curbing or wheel stops shall be used adjacent to planter areas to protect trees and landscaping from car bumper overhangs.



Curbed Landscape Islands

Flush Tree Grates

Fig.2.7.3.D.2 Parking Lot Landscaping

3. Pedestrian Circulation

a. 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 (5) foot width.

4. Lighting

a. 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 canopy conflicts.

E. Parking Stall Design and Striping Detail

See the Fountain Valley Municipal Code Chapter 21.22 Parking and Loading for required parking stall design and striping details.

2.7.4 PARKING GUIDELINES

A. Access

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

2. Residential parking should be secure and separate from commercial uses.

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

B. Parking Lots

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

a. Sub-surface construction (e.g. structural soils, Silva cells) is recommended to provide adequate root space to allow trees to grow for an extended period of time without hardscape damage as well as to assist with stormwater management.

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

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

4. The main pedestrian route from a parking lot to a building entrance should be easily recognizable, accessible, and demarcated by special paving, landscaping, and/or sheltering features. Appropriate elements include: a) a tree-lined walkway with unit paving b) colored concrete, or other paving change c) a continuous canopy or trellis d) a line of pedestrian-height streetlights e) ornamental landscaping. Points where the pedestrian path crosses a drive aisle or other vehicle circulation path should feature clearly visible crosswalk markings on the paved surface and stop-sign traffic control if warranted by expected pedestrian activity.

C. Parking Structures

1. Parking structure vehicular and pedestrian entrances should be positioned and treated to be architecturally prominent, highly visible and easily located. Treatments should include one or more of the following:

a. Marking of entrances by a taller façade or building mass element, such as a tower, or a volume that protrudes from the façade.

b. At stair and/or elevator towers, special roof forms are recommended, such as sloped or curved roofs.

c. Highlighting of entrances by additive architectural elements such as flanking columns, overhanging roof, canopy, trellis, and/or awnings.

d. Provision of ornamental vehicular door grillwork, decorative lighting, and architectural signage, consistent with the style of the parking structure and adjacent buildings.

D. Sustainability

1. Parking lots should utilize permeable paving systems and bio-filtration swales wherever possible, unless constrained by Fire Department restrictions or inappropriate due to soil conditions.

2. The size of surface parking lot paving areas should be minimized to reduce surface water runoff and minimize heat island effects.

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

4. Please refer to Section 2.10.2 Green Site Treatments for additional recommendations.

E. Security

1. Police and Fire Department emergency radios may not be able to receive or transmit in subterranean garages. Effective repeaters/radio equipment should be installed so that emergency personnel can receive/transmit in parking structures.

2. Parking structure and parking lot lighting should illuminate directly between parking stalls as well as in the center of parking aisles, as much crime in parking structures and lots occurs between parked vehicles.

3. 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 the of the structure.

4. Parking structure stairwells, elevators, and waiting areas should be designed to allow pedestrians to be seen from the outside of these structures and for pedestrians to see out.

5. Surveillance cameras should be installed in parking lots and structures, and should cover as much area as possible. In structures, they should be placed at entrances and exits as well as interior areas, especially at elevator waiting areas and stairwells. Cameras should record 24 hours a day and 7 days a week with clear signs indicating these operations.

2.8 ARCHITECTURE REGULATIONS

Section 2.3 Building Scale Regulations and Section 2.4 Frontage and Building Placement Regulations regulate the general placement and overall scale of buildings relative to public streets, spaces, and adjacent developments. The regulations in this section further define the vertical character of buildings and address more detailed aspects of facade and roof design. Together, these regulations are intended to ensure that new buildings and renovations contribute high quality development, support district character, maintain the desired human scale, and promote stability, value, and investment.

2.8.1 FAÇADE REQUIREMENTS

A. Definition

1. Façade Articulation

a. Facade Base: The horizontal articulation of the building's lower façade that visually connects the building to the ground and establishes the building's human scale as experienced by pedestrians and motorists.

b. Façade Top: The architectural treatment of the façade's top or cap. Well-designed top treatments of a building facade contribute to district character and a distinctive skyline for the district, whether seen from the adjacent street or property or from a distance in the neighborhood.

c. Street Façade: The building façade that fronts upon a street or public space, extending from the ground up to the roof eave line or parapet.

d. Side Façade: The building façade that fronts upon a side yard or side property line, extending from the ground up to the roof eave line or parapet.

e. Rear Façade: The building façade that fronts upon a rear yard, rear property line, or alley, extending from the ground up to the roof eave line or parapet.

f. Façade Articulation Elements: Additive elements or architectural treatments to building facades that create significant articulation.

2. Roof Articulation

a. Roof types: The basic type of the building's primary roof(s) as defined by slope, such as flat, sloping or curved, and by architectural form, such as gable, shed, gambrel, dome, barrel-vaulted, butterfly, etc.

b. Roof Articulation Elements: Additive features to roofs, such as large assemblies (towers, steeples, dormers), ornamental elements (cupolas, finials), and functional elements (chimneys, skylights, mechanical equipment); these categories may overlap.

B. Regulation

1. General

a. Façade Articulation is required as specified for each District in Section 2.1 Development Standards.

b. The permitted encroachment (overhang) of façade articulation elements into the public right-of-way or a setback is established in Section 2.4.3 Front Yard Setback.

c. Fabric awnings do not count towards provision of a required building base or top treatments.

d. See also Section 2.8.2.A Façade Guidelines for additional detail addressing Façade Composition, Street Façade Base design, Top design, and Roof design.

2. Street Facade Base

a. A substantial horizontal articulation at the base of street and public space façades shall be applied to form a Base treatment on buildings:

i. 5 Floors or more: between finished grade and the top of the second floor.

ii. 4 Floors or less: between finished grade and the top of the first floor.

3. Street Facade Top

a. A substantial horizontal articulation of street and public space façades shall be applied at the top of the uppermost floor of the façade to form a facade Top treatment on buildings.

4. Street Façade Wall Composition

a. At street-facing façades, the proportion of window openings shall be a minimum of twenty (20) percent of the vertical wall area between the ground (finished grade) and the top of the uppermost floor (the percentage does not include parapet height).

b. Side and Rear walls do not have a minimum façade window opening area requirement.

c. Balcony railings and/or porch walls shall not be made of a solid uninterrupted vertical plane of material. They shall have a minimum of twenty (20) percent transparency distributed evenly throughout the railing.

5. Side and Rear Façade Base and Top

a. Full Requirements

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

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

(B) Where a side or rear yard of greater than (5) five feet exists and the adjacent property has no building volume providing horizontal obstruction.

(C) Where the side or rear facade faces upon a public open space such as a plaza or courtyard.

b. Flush Treatments Permitted

i. The minimum requirement for Base and Top articulation may alternatively be satisfied with flush treatments in the following cases:

(A) Where building wall to building wall clearance is less than ten (10) feet.

(B) Where a rear yard between five (5) and ten (10) feet exists but the adjacent property has a building volume providing horizontal obstruction.

ii. Flush treatments (for Façade Base, Façade Top, and other articulations) shall consist of one or more of the following elements which match vertical increments used on the street façade(s) of the building:

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

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

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

c. No Requirements

i. No Side or Rear Façade Articulation is required where building wall to building wall clearance is five (5) feet or less.

6. Roof

a. Rooftop equipment such as mechanical equipment or large receiving dishes shall be set back a minimum of ten (10) feet from building façade walls, screened on all sides, and integrated into the overall building design.

7. Façade Articulation Elements

a. The architectural treatment of Faced Base and Top elements may vary on a building and be interrupted occasionally but shall otherwise extend the entire length of the façade.

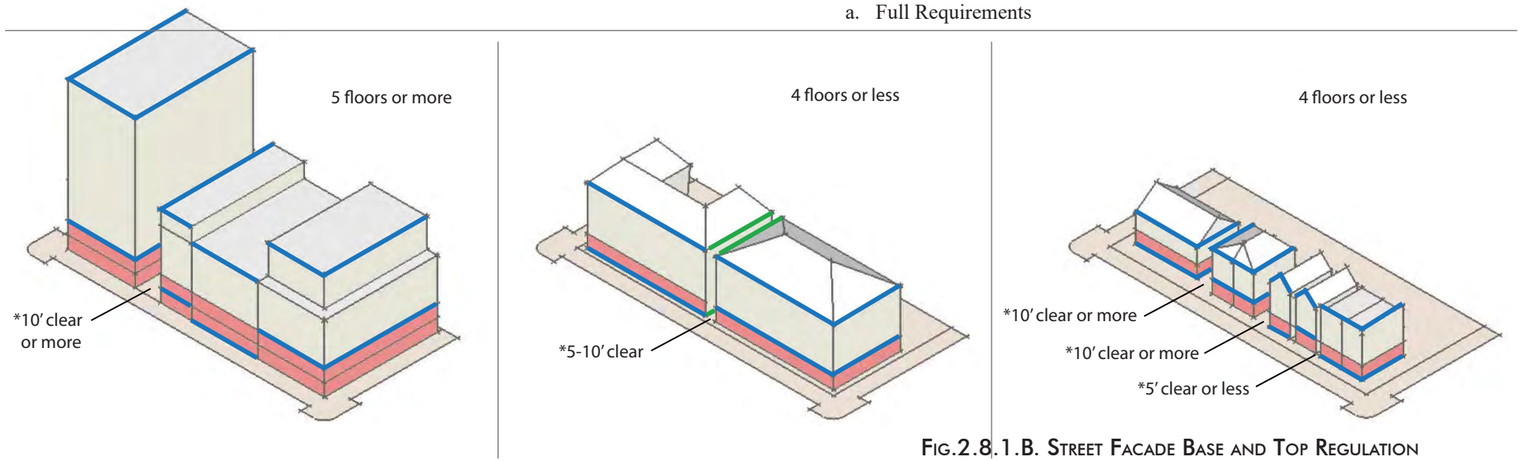


FIG.2.8.1.B. STREET FACADE BASE AND TOP REGULATION

b. Articulation elements that may be used to satisfy Façade Base and/or Façade Top requirements include (but are not limited to) the following (see Figure 2.8.1.B.7):

   i. Cornice: A decorative linear horizontal protrusion at the top or at one or more intermediate locations on the façade. Locations may include the top of a building base, at the top of a ground floor storefront but below residential windows above it, or to mark the change in floors.

   ii. Canopy: A decorative and functional horizontal protrusion at a building's façade providing shade or shelter for pedestrian activities. A Canopy creates a strong subdivision of the façade's height. It can be one continuous horizontal element across the entire facade, a series of repeated elements (typically above shopfront windows), or a single feature element occurring at a structure's main or secondary entrance.

   iii. Articulated Roof Eave: An extended portion of the building's sloping or flat roof that overhangs a façade, with an exposed edge. It serves as a building top element when articulated with architectural treatments.

   iv. Mansard Roof: A decorative segment of sloping roof attached at or near the top of the façade.

   v. Parapet: A freestanding upper extension of the building's façade which extends above the building's roof behind it.

   vi. Glazed Penthouse: At a 4 story or taller building, application of a predominantly glazed façade at the uppermost story (penthouse) façade, in contrast to lower floors with less façade glazing, to "lighten" the upper mass and appearance of the building as part of a façade top treatment.

   vii. Façade Offset: A setback of the uppermost portion of the building façade, typically at the top floor, to form a façade top treatment that reduces the impression of the building's height and mass.

c. See Section 2.8.2.A.3 for façade articulation element design guidelines.

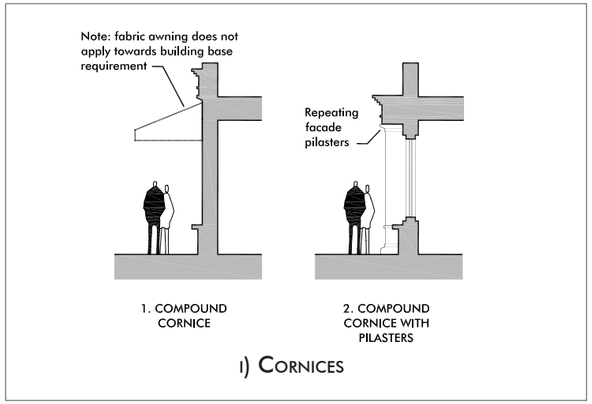


FIG.2.8.1.B.7 FACADE ARTICULATION ELEMENTS

2.8.2 ARCHITECTURAL GUIDELINES

This Section provides guidance for well-designed façade and roof articulation on new or renovated buildings (including freestanding parking structures) in the Plan Area. They are established to encourage buildings that strengthen the quality and character of the Plan Area while providing ample opportunities for creativity and choice.

A. Façade Guidelines

1. General Façade Composition

a. Façades and their elements should be composed according to the building's architectural style and respond to conditions of the site.

b. Buildings should be "four-sided," meaning that all façades including side and rear façades should be considered visible and treated with an equivalent quality of articulation and materials.

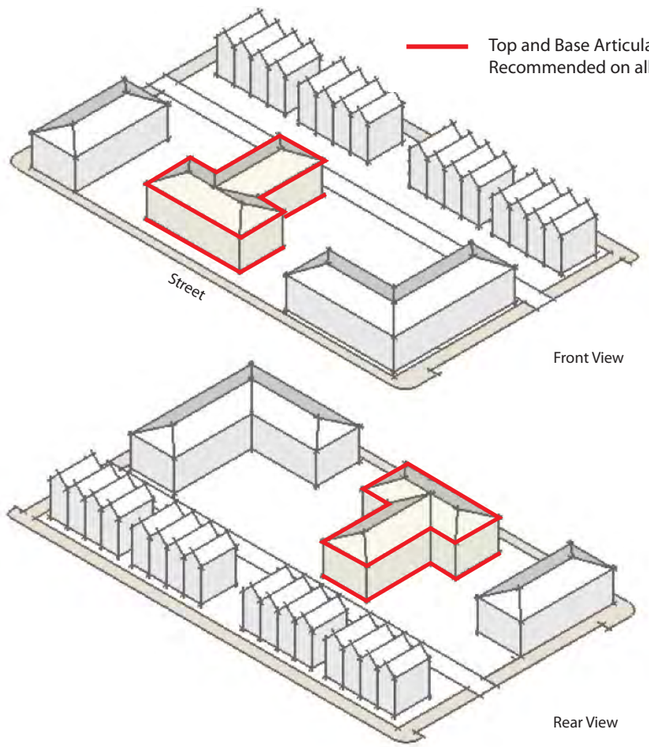


FIG.2.8.2.A.1.B. "FOURISEDED" FACADE COMPOSITION

c. Distinctive building elements, such as a corner or entrance tower, are encouraged to accent terminating views within the Plan Area (see figure 2.8.2.A.1.c).

d. The compositional arrangement and positioning of entrances, doors, and window openings on the façade should be designed in accordance with the building's architectural style(s), and to support the building's relationship to pedestrian scale.

e. Unifying architectural approaches should be used to lay out window and door patterns across façades, such as aligning windows by using common sill or header lines.

i. At attached residential dwellings, façades of attached residences within the same project may be distinct and 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.

ii. At larger buildings or complexes, horizontal ornament such as awnings or cornice lines should be carried across adjacent façades to unify different building facades and masses.

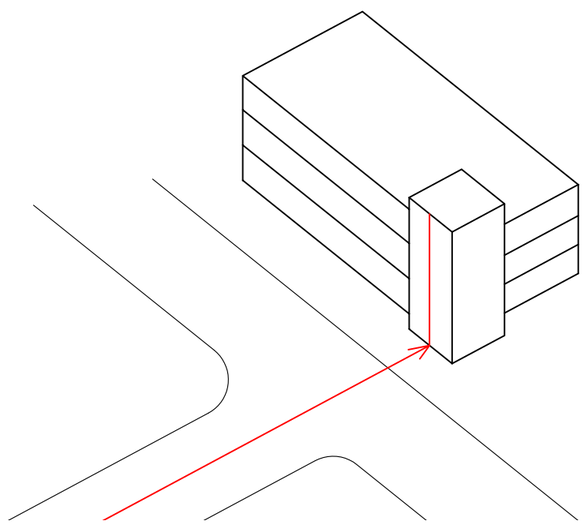


FIG.2.8.2.A.1.C. CORNER TOWER LOCATED TO ACCENT TERMINATING VIEW

2. Façade Base & Top

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

b. At buildings above two stories in height, in addition to the required base at the building-wide scale (see Section 2.8.1.B) a secondary lower base treatment should be provided at the pedestrian scale - within the height of the ground floor, relating to the height of the human body. (see Figure 2.8.2.A.2.b)

i. The building-scale base and pedestrian-scale base may coincide, where one treatment serves both scales.

ii. The pedestrian scale base is recommended to be created by one or more of the following treatments:

(A) An exterior wainscot – i.e, a horizontal projection or visible thickening of the lowest portion of wall surface.

(1) This type of base treatment is generally heavier in character than the portion of façade above (for example, a "rustication") and may employ changes of material and/or color.

(B) An architectural cornice or canopy at or below the top of the base.

(1) Examples include a belt course or a secondary cornice (related to or repeating the pattern of an upper cornice) separating the first two floors.

(C) A ground level arcade or a canopy with columns.

(1) Column spacing is recommended to be regular and related to the structural bay of the building.

c. Parking Podiums: Where a parking podium forms the visible ground floor or floors of a building or complex, it should be designed as the façade's base or part of the façade's base. Parking podium massing, dimensional modules, wall textures, and colors should be architecturally composed with the façades of the building above.

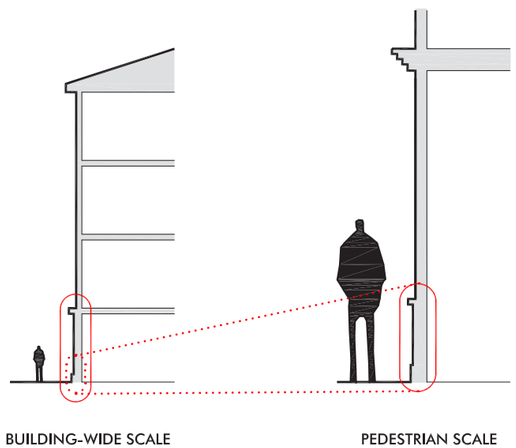


FIG.2.8.2.A.2.B. EXAMPLES OF EXTERIOR WAINSCOT FACADE BASE TREATMENT AT PEDESTRIAN SCALE AND BUILDING-WIDE SCALE

3. Facade Articulation Elements

The following are design recommendations for the façade articulation elements shown in Figure 2.8.1.B.7:

a. Cornice:

i. The cornice provides a significant opportunity for shadow lines and visual emphasis and a minimum of three different “steps” or layers should be used within its vertical profile.

ii. Cornice designs are typically expressive of architectural style and should be integrated with the selected architectural style of the facade.

b. Canopy:

i. Canopies and their related building components should be constructed of an accent building material (such as metal or tempered glass, or a roof material used elsewhere on building) that is compatible with the primary façade material.

c. Articulated Roof Eave – An exposed roof eave edge should be treated as follows:

i. A decorative vertical fascia should be applied to an exposed roof eave edge, such as profiled or shaped barge boards or fascia boards.

ii. Where a gutter is located at an exposed roof eave edge:

(A) The gutter should have an architectural profile and ornamental supports.

(B) Alternatively, the gutter should be enclosed by decorative vertical fascia coordinated with other roof eave edges.

iii. Where a vertical fascia is over eighteen inches in height, it is recommended to be subdivided or accented by additional horizontal layers, stepbacks, trim, and other detailing.

iv. Use of expressive structural supports for an overhanging roof eave, such as brackets or corbels.

v. Decorative treatment of the underside of overhanging roof eaves such as soffit panels, framing trim, and lighting fixtures.

d. Mansard Roof: Due to their visual prominence, recommended guidelines for Mansard Roofs include:

i. The maximum mansard roof slope should not be steeper than three feet of rise for every two feet of run (3:2). (see figure 2.8.2.A.3.D.i)

ii. The minimum height of mansard roofs (from eave to roof peak) should be one typical building story height or thirty (30) percent of the building façade height as measured to the eave, whichever is smaller. (see figure 2.8.2.A.3.D.ii)

iii. Mansard roofs should fully enclose the perimeter of a building, except where interrupted by a tower or taller building volume, or where building wall clearance to an adjacent building is limited. (see figure 2.8.2.A.3.D.iii)

iv. Mansard roofs should use permanent roofing materials such as tile and metal. Lightweight residential materials such as asphalt or wood shingles and shakes should not be used.

e. Parapet:

i. At a street façade, a Parapet is typically shaped with recognizable and usually symmetrical decorative front profile. Many historical styles apply a shaped parapet at commercial and civic buildings.

ii. A cornice or cornice-like top is recommended at the top of a parapet.

iii. A parapet should generally be made of the same elements and materials as the primary façade from which it extends.

iv. At Parking Structures, cornices, shading elements, and/or trellises are encouraged at the top of parapet walls to provide additional visual interest. The height of parapet walls may be varied in coordination with the overall façade composition and as permitted by building code, but should be tall enough to conceal vehicles.

v. Where a sheet metal parapet cap is used:

(A) A heavy gage sheet metal thickness should be selected to avoid “oilcanning” distortion. Single layer, flush sheet metal parapet caps should not be used.

(B) Sheet metal parapet caps or coping should utilize a formed (folded) edge.

(C) The finish treatment of galvanized sheet metal parapet caps should be painted to match adjacent cornice or wall surfaces.

f. Glazed Penthouse:

i. A Glazed Penthouse should not be used as a Façade Top at buildings less than 4 stories in height. If used in such instances, other Façade Top treatments should be applied.

g. Façade Offset:

i. The Façade Offset should apply a Cornice, Canopy, or Parapet at the edge of the offset to cap the façade below and add visual interest.

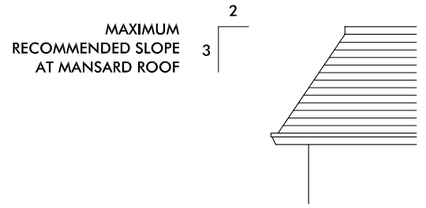


FIG.2.8.2.A.3.D.I. MAXIMUM MANSARD ROOF SLOPE

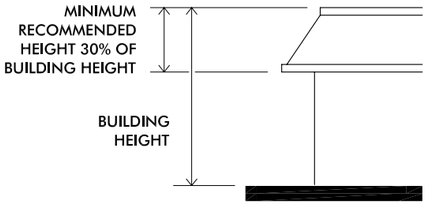
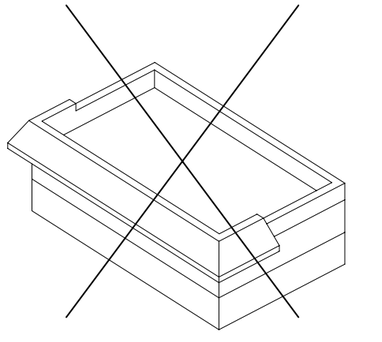
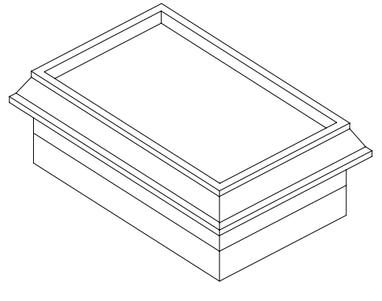


FIG.2.8.2.A.3.D.II. MINIMUM MANSARD ROOF HEIGHT



NOT RECOMMENDED



RECOMMENDED

FIG.2.8.2.A.3.D.III. MANSARD ROOF - FULLY ENCLOSE BUILDING

4. Windows

a. Window Form:

i. Windows throughout a building's façades should be related in design, operating type, proportions, and trim.

ii. Where windows are individual "punched" openings in façade walls, recessing of window glazing from the wall surface is strongly recommended to create surface relief, and visual interest. A minimum of three (3) inches of recess is recommended. (see figure 2.8.2.A.4.a.ii)

iii. At additions and accessory buildings, windows should be of the same or related architectural style as the main building, including opening mechanisms and trim.

iv. 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.

v. Commercial clerestory windows are a recommended feature in storefront glazing to provide natural light in conjunction with the required height for shopfront type. (see figure 2.8.2.A.4.a.v)

vi. Upper floor windows should generally be smaller in size than storefront or first floor windows, and should encompass a smaller proportion of the façade surface area. Exception: use of large window openings as "penthouse" glazing.

vii. At parking structures, long-span façade openings with height to width ratios greater than 1:3 should be avoided. Vertically proportioned window-like openings (3:2 to 2:1 ratio) are encouraged. Alternatively, fenestration or decorative grillwork with vertical proportions may be added to large horizontal façade openings to modify their scale and proportions. (see figure 2.8.2.A.4.a.vii)

viii. At street-facing locations and where they face or abut residential buildings, curtain-wall window walls building systems should be used with discretion. Recommended design measures include:

(A) To support pedestrian-compatible scale, window panes and mullions should be composed to subdivide the curtain wall façade pattern into smaller typical window size increments.

(B) Floor levels should be clearly expressed on the façade.

(C) A mix of clear vision panels and opaque spandrel panels should be used to provide visual and scale variety.

(D) A mix of recessed and non-recessed panels and shade devices should be used to provide visual and scale variety.

b. Window Components and Materials:

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

(A) Aluminum sliding windows: If horizontal or vertical aluminum sliding windows are used, assemblies with more robust extrusions and frame members of minimum one and one-half inches (1-½") exterior width dimension are strongly recommended to avoid an insubstantial appearance common to aluminum sliding windows.

(B) "Lug sills" (protruding window sills – see glossary) should be constructed with a permanent material such as painted wood, painted FRP, metal, precast concrete, GFRC, terra cotta, or stone. They should not be formed of rigid foam or other substrates sprayed with stucco or other wall finish material. (see figure 2.8.2.A.4.b.i)

(C) Where multi-pane windows are utilized, "true divided light" windows or sectional windows should be used. "Snap-in" muntins (i.e. detachable vertical or horizontal glass plane dividers or glass pane dividers) should not be used.

ii. Glazing

(A) Clear glass should be used and reflective glass should not be used at vision panels. If tinted glazing is used, light tints and green, gray or blue hues should be used.

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

iii. Window accessories such as window boxes for plants, fabric awnings, etc. should be considered for adding of visual interest, in coordination with the architectural style.

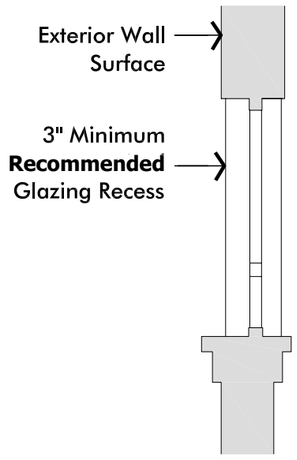


Fig.2.8.2.A.4.a.ii Glazing Recess

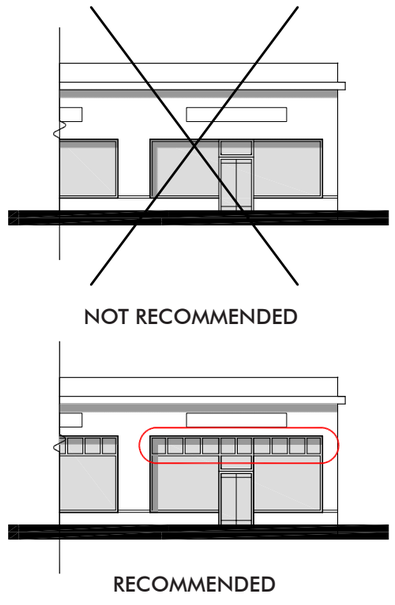


Fig.2.8.2.A.4.a.v Commercial Clerestory Windows in Storefront Glazing (Elevation)

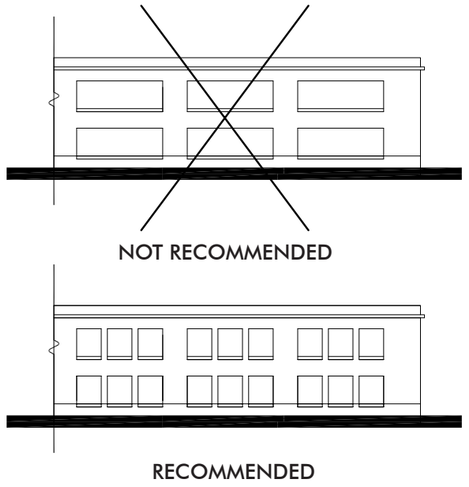


Fig.2.8.2.A.4.a.vii Parking Structure Window Form (Elevation)

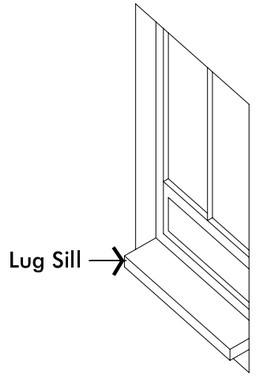


Fig.2.8.2.A.4.b.i Lug Sills

5. Entrances

a. Main Pedestrian Entrances

i. Main pedestrian entrances should be positioned and treated to be architecturally prominent, highly visible and easily located, particularly as viewed and accessed from streets, public spaces, and major pedestrian ways.

ii. A Main entrance should provide the primary entrance to the building from the public street.

(A) Where a Main Entrance is located to serve a parking lot at the side of the building, the entrance should be positioned at or near the building corner so that it equally serves the public street and the parking lot.

iii. Main Pedestrian Entrances should incorporate one or more of the following treatments:

(A) Marked by a taller façade element or building mass element, such as a tower or a volume that protrudes from the facade.

(B) Sheltered by additive façade elements such as columns, an overhanging roof, canopy, and/or awnings.

(C) In conjunction with other treatments, indicated by a recessed entry or a recessed bay in the façade.

(D) Accented by clerestory windows, flanking sidelight windows, symmetrical composition and ornamental lighting fixtures, and identified by decorative signage and/or address numbering.

iv. Main Entrances to upper-story uses (Common Lobby Entries) that are located on the primary elevation should typically be:

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

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

b. Secondary Pedestrian Entrances

i. Secondary Entrances should be positioned and architecturally treated to be visible and easily located, particularly as accessed from public parking lots.

ii. Secondary Entrances should not be more visually prominent than the Main Entrance.

iii. The design of a Secondary Entrance should be architecturally related to the Main Entrance, such as in use of materials and proportions.

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

c. Door Treatments

i. Entrance Doors are the one part of the building façade that patrons and visitors will inevitably see and touch, and should be made of durable high quality materials such as crafted wood, stainless steel, bronze, and other ornamental metals.

ii. Carved woodwork, metal trim, and/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.

iii. Doors at commercial establishments should include windows of substantial size that permit views into the interior. Exceptions include restaurants, bars, and clubs.

iv. Doors at residential mixed-use buildings set amongst shopfronts should match or complement the materials, design and character of the primary building (upper story façade), as well as convey the residential character of the building.

6. Security Doors

a. Roll-up security doors for windows, doors, and loading docks:

i. To minimize the visual presence of security doors to the degree possible, a roll-up security door should be recessed as follows:

(A) At windows, behind window glazing.

(B) At pedestrian entrances, behind entrance doors.

(C) At a minimum, behind the building façade wall surface.

ii. Roll-up security doors should be detailed to recess or conceal door housings and tracks and provide an attractive and finished appearance for all exposed components.

iii. Where recessing is not possible, roll-up door housings and tracks should avoid protruding more than six (6) inches from the building façade wall surface.

b. Horizontal sliding security grills should be architecturally concealed when in a fully opened position.

7. Garage Doors

a. Single-width vehicular doors are strongly recommended for all garage entrances.

b. Where double- width doors are used, a door width of twenty-four (24) feet should not be exceeded at commercial, mixed-use, and multifamily residential buildings.

c. Scale-reducing design treatments are recommended at doors facing streets, public spaces, alleys, or directly upon residential buildings:

i. Window openings or open grillwork should be applied on the upper portion of the vehicular door.

ii. Door design treatments such as use of panels and trim detail should be used to visually subdivide it in accordance with the selected architectural style.

iii. Framing elements such as trellises or canopies above door openings and architectural trim around the edges of openings should be used.

d. At live-work façades, garage or studio doors should be compatible with a residential character. Multi-panel doors and door glazing should be used to impart a residential scale.

8. Wall Cladding and Materials

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

ii. 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.

iii. At all buildings facades located at or near the edge of walkways and driveways, and at portions of buildings exposed to pedestrian traffic such as lobby entrances and ground floor retail storefronts, durable, washable materials such as tile, brick, stone, and metal should be used for wall cladding to avoid damage from impacts, wear, and graffiti. Softer materials such as exposed stucco or EIFS finishes should not be used.

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

v. 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.

vi. See figure 2.8.2.A.8 for descriptions and usage recommendations of specific materials.

9. Mechanical Equipment and Screening

a. Where mounted on street facades, mechanical equipment such as heating and ventilation equipment, ducting, utility meters, conduit, and large receiving dishes should be relocated where possible to alternate locations away from street view.

b. Where wall-mounted equipment cannot be relocated, it should not appear to be a "stuck on" afterthought – instead, the equipment should be:

i. Concealed within walls.

ii. Architecturally recessed or incorporated into the building façade design using louvers, architectural trim, etc. to minimize its visibility.

iii. Mounted within additive architectural enclosures using treatments, materials, and colors from the building façade.

c. If located on facades, photovoltaic panels should be architecturally integrated into the façade. Integration into canopies, window awnings and other integrated treatments is recommended.

d. Downspouts:

i. Where possible, downspouts should be concealed within walls.

ii. Where downspouts are exposed, the location, spacing, materials, and colors of downspouts, gutters, scuppers, conductor heads and other visible roof drainage components should be incorporated into the architectural

Fig.2.8.2.A.8 Wall Cladding and Materials

	Material	Description	Usage Recommendations
Primary Cladding	Brick	Full size brick units Thin brick veneer units	Full size brick units are preferable to thin veneer brick units. When used, thin brick veneer should have mortared joints to give the appearance of full size, full-depth brick. Detailing should avoid the exposure of the thin sides of veneer tiles; wrap-around corner and bullnose pieces should be used to further minimize the appearance of veneer. Tan and yellow brick colors should be considered as well as red brick. Brick accent and trim elements from the same manufacturer should be used, such as for wall bases and cornices; window and door headers, frames, and sills; and other architectural trim. These may be of the same or complementary color. Alternatively, accent and trim elements may be made of complementary light-colored (white, off-white, light gray) masonry materials such as stone (limestone, granite), unglazed or glazed terra cotta, precast concrete, and/or glass fiber reinforced concrete (GFRC).
	Concrete Block	Hollow concrete masonry units	Creativity should be used in selecting and composing unit dimensions, stacking and bonding patterns, surface textures, and unit and grout colors. In the case of a building base, concrete block design composition should be coordinated with the architecture of primary building walls above. To avoid a "project" or "prison"-like appearance, a plain stack-bond block pattern of standard size blocks should be avoided. Decorative treatments such as alternating block courses of differing heights, varied but repeating block widths, contrasting grout colors, alternating surface textures (e.g. precision face and split face) and/or compositions of colored blocks should be considered, along with matching cap and trim pieces.
	Site-Cast Concrete	Concrete walls that are formed on site, including poured-in-place and tilt-up concrete.	To avoid long surfaces of uninterrupted flat concrete walls, textured form liners, pigments, stains, and/or special aggregates should be used to create visually interesting surfaces. At a minimum, the location and spacing of formwork tie-holes, expansion joints and control joints should be incorporated 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. Additive ornament such as sills, door and window frames, wainscot trim, etc. made of precast concrete, GFRC, and other materials should be utilized.
	Fiber-Cement or Cementitious Siding	A cured cement composition exterior siding product available in planks, panels and shingles.	Fiber-cement or cementitious siding may be an appropriate substitute for wood siding. Edges of siding should be provided with architectural trim. Extra care and training must be taken to ensure proper installation and that non-staining hardware is used for fastening.
	Metal Siding	Profile, Corrugated, and Other Sheet, Rolled and Extruded Metal wall cladding	Metal siding should be detailed with adequate metal thickness to resist dents and impacts. Trim elements should be provided 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.
	Stucco & EIFS (Exterior Insulating and Finish Systems)	Stucco (also called Cement Plaster) is a non-insulating wall cladding material, trowel-applied or sprayed on. EIFS wall cladding shares a similar appearance to stucco but has insulating properties.	At street exposures of commercial buildings above the ground floor and at side and rear exposures at all levels, stucco and EIFS finishes may be appropirate wall finishes. Stucco and EIFS should only be used at ground floor exposures where protection of "touchable" surfaces and exposed wall bases, corners, edges, and openings is provided by the use of more durable cladding and trim materials. An anti-graffiti coating should be provided at reachable exposed stucco and EIFS surfaces. For EIFS, a high-density version should be specified at the ground floor level to resist impacts and wear. Very stylized or highly textured stucco surface textures should not be used. Joint patterns should be architecturally coordinated with overall façade composition. Ground floor level window trim and door trim elements such as frames and sills should be made of precast concrete, GFRC, metal, wood, or other contrasting durable materials.
	Wood	Horizontal wood siding 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. "T1-11" plywood panel siding should not be used, unless added vertical trim is applied to emulate a board and batten appearance and a smooth finish grade is utilized.
Secondary Cladding	Ceramic Tile	Glazed and unglazed tile cladding made of fired clay.	Ceramic tile is most appropriate as a ground floor facade cladding and/or a decorative wall accent material. Simple color palettes and design motifs should be used.
	Fiber-reinforced plastics (FRP) & Glass Fiber Reinforced Concrete (GFRC)	Fiber-reinforced concrete (GFRC) or plastic (FRP) cladding and decorative elements.	GFRC and FRP are used to provide lightweight cladding, cornices, and other decorative wall trim elements. They may simulate materials such as stone, wood or metal. and are frequently used in restoration of historic architecture. Joints should be integrated into the design to ensure a complete and finished appearance.
	Precast Concrete	Concrete walls, veneers and elements that are cast off-site in facilities 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.
	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.

composition of the façade. Haphazard placement should be avoided. Materials and attachment hardware should be non-corroding.

10. Additive Façade Composition Elements.

a. At facades, covered outdoor spaces such as arcades and galleries are encouraged to protect pedestrians from summer sun and winter rain.

b. Storefront and Window Awnings:

i. To provide shade and visual definition, colored fabric awnings supported by a metal structural frame are recommended.

ii. The awning form should not dominate or obscure the storefront or façade. A straight sloping profile is recommended

iii. Internally illuminated fabric awnings should not be used.

iv. For a sequence of repeating storefronts or windows, a sequence of discrete awnings for each storefront or building bay should be used, instead of one continuous run-on awning. (see figure 2.8.2.A.10.b)

v. Awnings should not cover up intermediate piers, pilasters, or other vertical architectural features

vi. See Section 2.9 Signage Regulations regarding permitted sign and graphic treatment of awnings.

c. Trellises, Marquees, and Architectural Canopies:

i. 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.

ii. At non-residential buildings, architectural canopies and mansard roofs incorporating a sloping roof should use permanent roofing materials such as tile and metal. Lightweight residential materials such as asphalt or wood shingles and shakes should not be used.

iii. Trellises, Marquees and Architectural Canopies that are added onto existing buildings should not abruptly "cut off" prominent vertical façade elements such as piers and pilasters.

iv. See regulations for signs (Section 2.9) regarding permitted sign and graphic treatment of trellises, marquees and architectural canopies.

d. Balconies are encouraged at upper stories to create visual interest, support a regional architectural context, and to provide outdoor spaces for upper story tenants.

i. In conjunction with upper story balconies, recessed alcoves are recommended to increase the depth and usability of the balcony space and add visual interest to the façade composition. (see figure 2.8.2.A.10.d.i)

ii. 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. For multi-tenant residential developments, tenant regulations are strongly recommended to prevent balconies from becoming storage spaces for large visible belongings. (see figure 2.8.2.A.10.d.ii)

e. Balconies and porches should be constructed of materials and proportions related to the overall façade composition.

f. Ornamental wall-mounted outdoor lighting may be used to accent entries or mark a sequence of repeating pilasters or façade panels. Fixture style and

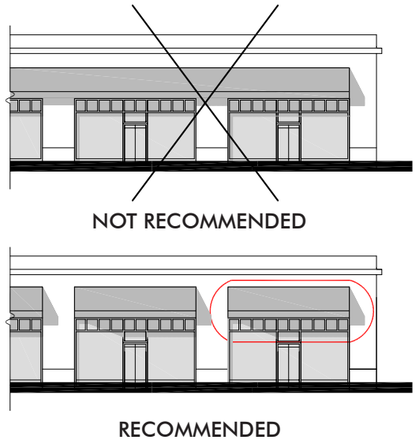


Fig.2.8.2.A.10.b. Treatment of Awnings

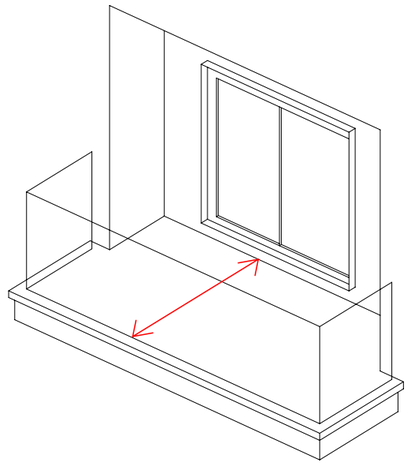


Fig.2.8.2.A.10.d.i Recessed Alcove to Increase Usable Balcony Depth

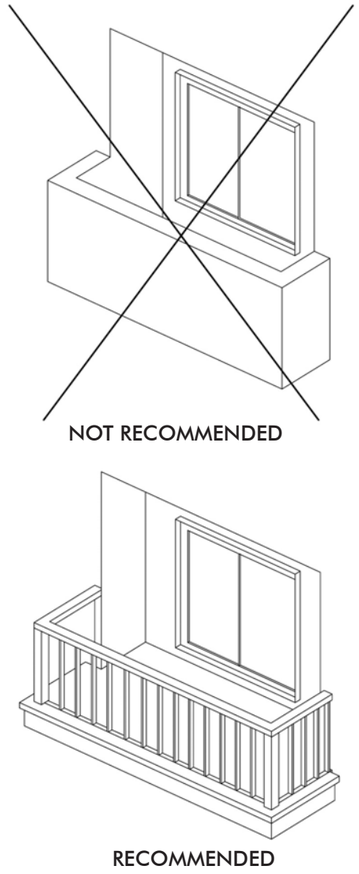


Fig.2.8.2.A.10.d.ii Treatment of Barrier Railings

materials should be consistent with the architectural expression of the building.

B. Roof Guidelines

1. Roof Design

a. To strengthen District character, all pitched and continuous sloping roof forms (i.e. without flat horizontal portions) are encouraged. These include gable, hip, and pyramidal roofs. For buildings with a larger depth increment extending away from the street, application of sloping roofs to smaller building volumes at street-facing facades is recommended.

b. Roofs on additions and accessory buildings are encouraged to match the roof of the original or primary building in terms of materials, slope, detailing and style, to the degree possible.

c. Variations of the roof and/or eave line should be used:

i. To highlight major building entrances.

ii. To differentiate between individual units within attached residential buildings.

2. Roof Cladding and Materials

a. Roof materials should match or complement the existing context of the project area and be designed in relation to the building's architectural style and façade expression.

b. Roof materials that should not be used include:

i. Stamped sheet metal used to simulate Mediterranean or Spanish roof tiles.

ii. Corrugated sheet metal, unless used as an accent roofing material or at historically restored or preserved buildings.

iii. Lightweight asphalt shingles.

iv. Wood shakes or shingles.

c. See Figure 2.8.2.B.2 for descriptions and usage recommendations of specific roof cladding materials.

3. Mechanical Equipment and Screening

a. Façade colors and materials, dimensional increments, stylistic treatment, and other elements from the façade composition should be used to integrate additive rooftop structures with the primary building's architecture. Unrelated fencing should not be used.

i. At sloping roofs, equipment should be enclosed within sloping roof volumes or contained within additive rooftop structures such as roof dormers, towers, or architectural screening enclosures.

ii. At flat roofs, equipment should be located behind parapets and contained within structures such as towers or architectural screening enclosures. Where roofs are light colored (including "cool roofs"), their configurations should be designed and oriented to minimize glare visible from public streets, parks, and adjacent buildings; screening should also be provided by parapet walls and other architectural means.

b. Photovoltaic or solar water heating panels should be architecturally integrated into the roof and/or screened from public view to the best degree possible.

i. At sloping roofs, panels should attempt to match and conform to existing roof slopes. Solar roof tiles or solar panels that can be laid flat within or on top of existing sloping roofing are recommended.

ii. At flat roofs, parapets should provide visual screening of solar panels to the best degree possible. Multiple smaller panels of lower height and more consistent roof coverage

Fig.2.8.2.B.2 Roof Cladding and Materials

Material	Description	Usage Recommendations
Metal Seam Roofing	Metal seam roofing formed from continuous rolls or pans, with folded seams or battens and made of exposable metals such as copper, zinc, and others; or non-exposable metals such as aluminum and galvanized steel.	Exposable metal roofs should be natural or oxidized. Non-exposable metal roof finishes should be factory coated with highly durable paint or architectural finishes.
Metal Shingles	Metal shingles with exposable metals such as copper, zinc, and others; non-exposable metals such as aluminum and galvanized steel.	Exposable metal roofs should be natural or oxidized. Non-exposable metal roof finishes should be factory coated with highly durable paint or architectural coating finishes.
Solar (Photovoltaic) Shingles	Roof shingles containing photovoltaic cells, sized to match with non-solar shingles to enable a unified mixed installation.	Where solar and non-solar shingles are combined in the same roof plane, shingles should be configured to match the visible dimensional size and layout of solar and non-solar roof shingles for an unobtrusive appearance.
Terra Cotta Tile	Roof tiles made of fired terra cotta clay in glazed or unglazed finish. Semicircular barrel tiles are traditional forms for Spanish and Mediterranean architectural styles.	Natural clay color is recommended. Recommended edge treatments for traditional barrel tiles include doubling the tiles at the roof edges.
Concrete Tile	Roof tiles made of precast concrete.	
Slate and Other Natural Stone Tile	Roof tiles made of natural stone such as slate.	
Tar and Gravel, Composition or Elastomeric	Continuous membrane roofs installed in place and intended for flat or very shallow pitched roofs.	Should be used only at flat or very shallow pitched roof locations. Where not surrounded with parapet walls, edges of roofs with these materials should be provided with trim elements such as barge boards or decorative gutters at exposed edges. Light colors are recommended to minimize heat gain within the buildings. Roof surfaces utilizing light colored materials should be screened from view from adjacent buildings and sites by parapet walls.
Asphalt Shingles	Composition shingles made of asphalt, fabric, and crushed stone	Buildings using asphalt shingles should utilize the highest quality commercial grade materials, and be provided with trim elements at exposed edges.
Wood Shakes or Shingles		Should not be used, except at an accent roofing material or at historically preserved or restored buildings.
Corrugated Sheet Metal	Galvanized corrugated sheet roofing	Should not be used, except as an accent roofing material or at historically preserved or restored buildings.
Simulated Tile Stamped Sheet Metal	Metal seam or metal shingle roofing that simulates Mediterranean or Spanish terra cotta roof tiles.	Should not be used.

are preferable to fewer but taller panels.

C. Color Guidelines

1. General Guidelines

a. Fluorescent colors should not be used as primary wall colors or accent colors.

b. Colors that relate to the building's existing district character should be used. Colors of adjacent buildings should be taken into consideration. Light colors such as different shades of whites and pastels are appropriate. Extremely bright colors should not be used as primary wall colors.

c. Secondary colors should complement the primary building color. They should be lighter or darker values than the body color, or use more saturated hues of the body color. Secondary colors 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.

d. Accent colors may be more saturated in color, or brighter in tone. They should be used to highlight special features such as doors, shutters, gates, ornamentation, or storefront elements. Bright colors should be limited to retail establishments, and used sparingly for fabric awnings, banners, window frames, or special architectural details. A restrained use of bright colors allows signage and merchandise to catch the eye and stand out in the visual field.

2.9 SIGNAGE REGULATIONS

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

2.9.1 NUMBER OF SIGNS

A. Definition

1. Number of signs is how many signs are permitted for each property, building, and/or business establishment/tenant.
2. Street Frontage is the length of the back-of-sidewalk line along a street. (see Figure 2.9.1 Street Frontage)

B. Regulation

The number of each sign type permitted shall be as follows:

1. Auto-Oriented Signs
   a. One (1) Pylon Sign along each street frontage of at least three hundred (300) feet, or two (2) Pylon Signs along each street frontage of at least six hundred (600) feet, or three (3) Pylon Signs along each street frontage of at least nine hundred (900) feet; with any two signs located a minimum of two hundred (200) feet apart.
   b. One (1) Monument or Ground Sign along each street frontage of at least three hundred (300) feet or two (2) Monument or Ground Signs along each street frontage of at least six hundred (600) feet, or three (3) Monument or Ground Signs along each street frontage of at least nine hundred (900) feet, with any two signs located a minimum of one hundred (100) feet apart.
2. Special Signs
   a. One (1) Grand Projecting or Marquee Sign per use.
   b. Two (2) Building Identification Signs on buildings at least three (3) stories tall.
   c. Number of Grand Wall Signs permitted shall be determined by the Planning Director on a case by case basis.
3. Pedestrian-Oriented Signs
   a. Two (2) Projecting Signs, Canopy Fascia Signs, or Above Canopy Signs (i.e. two total of any of these types listed) per business entity.
   b. One (1) Awning Valence Sign per awning on a street facing panel and/or at each of the two side panels of the awning (side panel lettering shall be in the same line, at the same height, and of the same or smaller letter size as the front panel).
   c. One (1) Recessed Entry Sign per business entity at its recessed entry.
4. Directory Signs
   a. Each property may designate one (1) of its permitted signs as a directory sign to display more than three (3) tenant names in addition to the name of the center or development.
5. Wall Signs
   a. There are no limits on the number of Wall Signs permitted, see Section 2.9.2 Wall Sign Area Per Tenant.

2.9.2 WALL SIGN AREA PER TENANT

A. Definition

1. Wall Signs regulated in the section refers to Wall Signs as distinguished from Auto-Oriented Signs, Special Signs, Pedestrian-Oriented Signs and Directory Signs as noted in preceding section 2.9.1.B.
2. Wall Sign Area Per Tenant is the combined sign area of all wall signs on a façade for each business establishment/tenant.
3. Tenant Frontage is the length of a tenant along a building façade (see figure 2.9.2 Tenant Frontage)

B. Regulation

1. Wall Signs are permitted for any establishment/tenant with a dedicated ground floor (or second floor) entrance.
2. The total wall sign area permitted on each façade for each tenant shall not exceed one and one-half (1 ½) square feet for each foot of tenant frontage. See section 2.9.5.J.3 Sign Type Regulations – Wall Sign for additional regulations concerning length.
3. Each tenant and façade shall be calculated individually and permitted sign area for one establishment or façade shall not be placed on another establishment or facade.
4. A tenant's total sign area on all side and/or rear facades shall not exceed its total sign area on all street facing facades.
5. All wall signs shall count toward the total wall sign area permitted except as noted below.
6. Exceptions
   a. Wall-mounted Directory Signs do not count toward Total Sign Area.
   b. Menu and Menu Case Wall Signs do not count toward Total Sign Area.

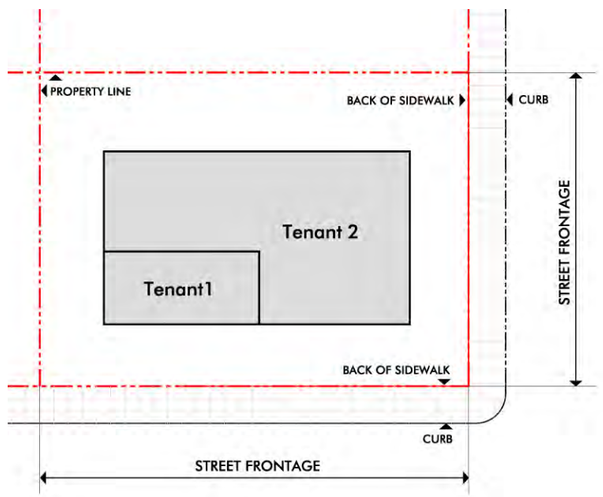


FIG.2.9.1 STREET FRONTAGE

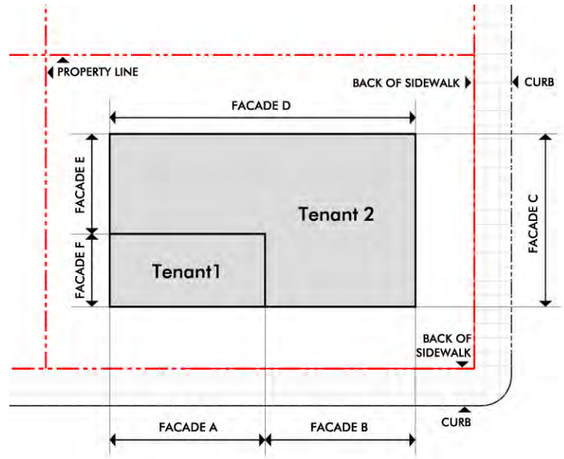


FIG.2.9.2 TENANT FRONTAGE

2.9.3 SIGN SETBACKS

A. Definition

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

B. Regulation

1. Back of Sidewalk
   a. Pylon Signs, Monument Signs, Ground Signs, and Grand Projecting Signs shall be set back five (5) feet from the back of sidewalk as shown in Fig. 2.9.3 Sign Setbacks.
2. Side & Rear Property Lines
   a. Pylon Signs, Monument Signs, Ground Signs, and Grand Projecting Signs shall be set back ten (10) feet from side and rear property lines as shown in Fig. 2.9.3 Freestanding Sign Setbacks.
      i. Exception for Entertainment Anchor and Civic/Cultural Uses: a Monument or Ground Sign shall be set back a minimum of five (5) feet from any common lot line and shall be located within a landscaped area or planter.
3. Driveways

Freestanding signs shall not be located within ten (10) feet of adjacent driveways as shown in Fig. 2.9.3 Sign Setbacks.

4. Street Intersections

Freestanding signs shall not be located within a fifteen (15) foot by fifteen (15) foot triangle defined by the backs of sidewalk at a street intersection as shown in Fig. 2.9.3 Sign Setbacks.

5. Encroachments
   a. No portion of a freestanding sign shall encroach within the public right-of-way.
   b. No portion of any sign shall encroach within a horizontal distance of three (3) feet from the face of curb.

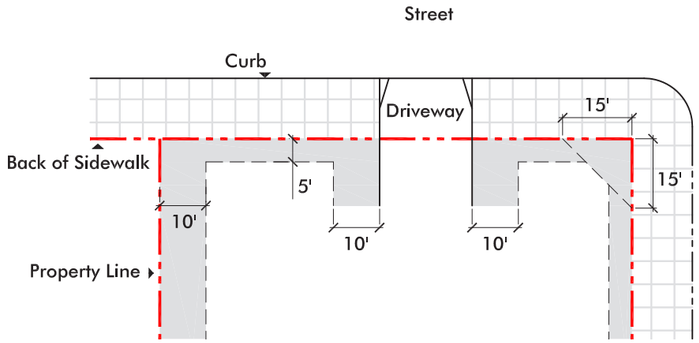


FIG.2.9.3 SIGN SETBACKS

2.9.4 INTERACTIVITY & ANIMATION

A. Regulation

1. LED screen signs, electronic readerboard signs, or other signs that display animation and/or include interactive media such as social network information or interactive art shall be permitted as specified in the Section 2.1 Development Standards Charts and are specifically encouraged as part of Plazas, Courtyard Plazas, and Passages/Paseos (see section 2.6.4 Public Open Space Types), and with a conditional use permit at Entertainment Anchors, Civic/Cultural uses, and Schools.

   a. Such signs may be incorporated into the design of various Sign Types including pylon signs and monument signs, subject to the regulations applicable to each sign type.

   b. Such signs shall not contain or provide any off-site advertising, as defined in the city's Sign Ordinance, pertaining to any entity or activity not available on the property upon which the sign is located.

   c. Illuminated displays of such signs shall not be permitted to be visible from residential blocks adjacent to the Crossings District, such as from those across Talbert Avenue and Ward Street.

2.9.5 SIGN TYPE REGULATIONS

A. Definition

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

2. The physical configuration of each Sign Type is established by the text, and illustrations in this Section.

B. Regulation

1. General

   a. Sign types not listed in this Section nor in FVMC Chapter 21.24 are not permitted. These include:

      i. Pole-mounted signs, or pole signs: Pole 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.

      ii. Roof-mounted signs, or roof signs: Roof Signs are large signs located above the top of a cornice, a parapet, or an eave line of a peaked roof.

   b. Sign Types not listed in this Section but addressed in FVMC Chapter 21.24 shall be regulated by that chapter.

   c. A property's permitted sign types shall be as specified in the Section 2.1 Development Standards Charts.

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

2. Messages

   a. Commercial messages which identify, advertise, or attract attention to a business, product, service, event, or activity sold, existing, or offered elsewhere than upon the same property (or in a public open space adjacent to the property) where the sign is displayed are expressly prohibited unless otherwise noted.

   b. Signs which display civic or cultural messages are permitted and specifically encouraged as part of Plazas, Courtyard Plazas, and Passages/Paseos (see section 2.6.4 Public Open Space Types).

   c. Regulatory Interpretations. All regulatory and administrative interpretations of this section are to be exercised in light of the message neutrality and message substitution policies.

      i. Message Neutrality. It is the city's policy and intent to regulate signs in a manner consistent with the United States and California constitutions, which is content neutral as to protected noncommercial speech and which does not favor commercial speech over noncommercial speech.

      ii. Message Substitution. Subject to the property owner's consent, a protected noncommercial message of any type may be substituted, in whole or in part, for the message displayed on any sign which is already legal or legal nonconforming without consideration of message content. Such substitution of message may be made without any additional approval or permitting, provided that the message substitution makes no changes to the physical structure of the sign. The purpose of this provision is to prevent any inadvertent favoring of commercial speech over protected noncommercial speech, or favoring of any particular protected noncommercial message over any other protected noncommercial message.

      iii. Message substitution is a continuing right and may be exercised any number of times, in whole or in part. This policy applies only to messages which are within the protection of the First Amendment to the United States constitution and corresponding provisions of the California constitution. This message substitution provision does not: (1) create a right to increase the total amount of signage on a parcel, lot or land use, beyond that otherwise allowed; (2) affect the requirement that a sign structure or mounting device be properly permitted, when any permit requirement applies; (3) allow a change in the physical structure of a sign or its mounting device; or (4) authorize the substitution of an offsite commercial message in place of an onsite commercial message or in place of a noncommercial message.

3. Illumination

   a. Internally illuminated cabinet signs consisting of opaque rectangular enclosures with large translucent plastic sign faces shall not be used. Acceptable forms of cabinet or "can" signs include:

      i. Signs fabricated in the shape of individual letters, characters, or a logo.

      ii. Signs composed of an opaque surface with shapes cut out so that letters, or other character shapes and outlines, are illuminated from within through translucent surfaces.

   b. Sign illumination shall be aimed and shielded to avoid casting excessive glare and "overspill" lighting towards public right-of-ways, adjacent properties, the night sky, and upper floor residential units.

4. Sign Size / Area

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

      i. Sign area shall be calculated on one (1) face of the sign; or

      ii. A double-sided sign shall be counted as a single-sided sign where parallel faces are not separated by more than twelve (12) inches at any point, or are angled at no more than 30 degrees apart.

      iii. For signs applied to a surface such as wall, awning, or canopy and where sign copy is calculated by area, the area shall be calculated by enclosing the sign copy and logos only within parallel lines. If a pictorial graphic background to the sign copy is used, the area calculated shall apply to the entirety of the graphic area.

      iv. For signs with no distinct border or boundary, the sign area shall be calculated by computing the area of a simple rectilinear figure consisting of not more than eight perpendicular lines that contain all of the writing, representations, emblems, logos, or other display elements of the sign.

   b. 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. Pylon Signs

Pylon Signs are freestanding signs that are taller than they are wide. They are similar to monument signs in that support poles or structures are concealed within an architectural enclosure of relatively constant width from bottom to top.

1. Use

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

2. Distribution and Location

a. Pylon Signs shall only be permitted at locations along Talbert Avenue, Euclid Street, Newhope Street, Ellis Avenue, or Ward Street

b. They shall not be permitted at locations directly across the above streets from fronting residential uses, such as along portions of Ward Street and Talbert Avenue.

c. They shall not be permitted along smaller internal streets (local streets) within the Crossings district.

3. Size

a. The maximum size of Pylon Signs shall be as established in Section 2.1 Development Standards.

4. Design

a. Pylon Signs over sixty (60) square feet in size:

i. Shall have an opaque or dark translucent background, where only items of information may be internally illuminated; or,

ii. Shall be of channel letter design.

b. No more than sixty percent (60%) of a Pylon Sign's face shall be utilized for the sign message.

c. Street addresses shall be included on Pylon Signs with Arabic numerals a minimum of eight (8) inches in height and placed atop the sign or on the side parallel to the street.

d. Pylon Signs shall be located in a landscaped planter a minimum of six (6) feet wider than the sign itself.

5. Guidelines

a. The architecture and composition of the sign should provide visual interest and detail at both automotive and pedestrian-scale speed and perception.

b. Exposed materials used in Pylon Signs should be metal, stone, brick, concrete (including precast and GFRC), and/or paint.

c. Pylon Signs are recommended to be illuminated by external, halo, exposed neon tube, or exposed LED illumination.

D. Monument Sign &

E. Ground Sign

Monument Signs are freestanding signs that are wider than they are tall. They 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 or enclosed 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.

1. Use

a. Monument or Ground Signs shall only be permitted for non-residential uses with a dedicated ground floor entrance or to mark the entrance into a neighborhood, district, or multi-building complex.

2. Distribution and Location

a. Monument or Ground Signs shall only be permitted at locations along Talbert Avenue, Euclid Street, Newhope Street, Ellis Avenue, or Ward Street, and not across the street from residential uses along portions of Ward Street and Talbert Avenue.

3. Size

a. The maximum size of Monument and Ground Signs shall be as established in Section 2.1 Development Standards.

4. Design

a. No more than sixty percent (60%) of the sign face on each side shall be utilized for the sign message which shall be contained within a maximum of three (3) lines.

b. Monument or Ground Signs over thirty-two (32) square feet in size:

i. Shall have an opaque or dark translucent background, where only items of information may be internally illuminated; or,

ii. Shall be of channel letter design.

c. Street addresses shall be included on Monument or Ground Signs with Arabic numerals a minimum of eight (8) inches in height and placed atop the sign or on the side parallel to the street.

d. Monument or Ground Signs shall be located in a landscaped planter a minimum of six (6) feet wider than the sign itself.

5. Service Station Monument Signs:

a. Shall be regulated by FVMC 21.24.080.i. Service Station Monument Signs.

6. Guidelines

a. External, edge-lit or halo illumination is recommended.

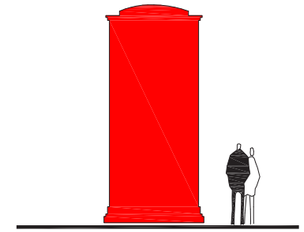


FIG.2.9.4.C. PYLON SIGN

FIG.2.9.4.D. MONUMENT SIGN

FIG.2.9.4.E GROUND SIGN

F. 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.

1. Use

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

2. Distribution and Location

a. A Grand Projecting Sign shall only be permitted at the front façade facing onto a primary corridor.

3. Size

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

b. Grand Projecting Signs shall be no more than thirty (30) feet tall

c. No portion of a Grand Projecting Sign shall be lower than twelve (12) feet above the finished grade over which it projects.

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

4. Design

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

b. Only night clubs, movie theaters, and live performance theaters with a capacity of 200 persons or greater may have animated Grand Projecting Signs.

c. 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. Time and Temperature Signs are permitted.

5. Guidelines

a. 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.

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

G. Marquee Sign

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

1. Use

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

2. Distribution and Location

a. A Marquee Sign shall have no more than three (3) faces or facets.

b. A Marquee Sign shall be located directly above the venue's primary public entrance facing a primary corridor or a secondary arterial or collector street.

c. The area of a Marquee Sign shall not count towards the area of permitted wall signs based on the Linear Building Frontage Ratio.

3. Size

a. The maximum size of Marquee Signs shall be as established in Section 2.1 Development Standards.

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

c. 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.

4. Design

a. 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.

5. Guidelines

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

b. Marquee Signs should be illuminated by exposed neon tube illumination, exposed incandescent bulb illumination, and/or LED illumination only.

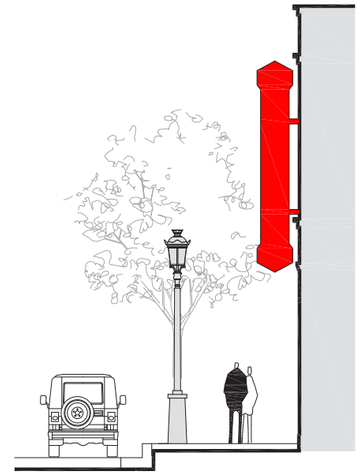


FIG.2.9.4.F. GRAND PROJECTING SIGN

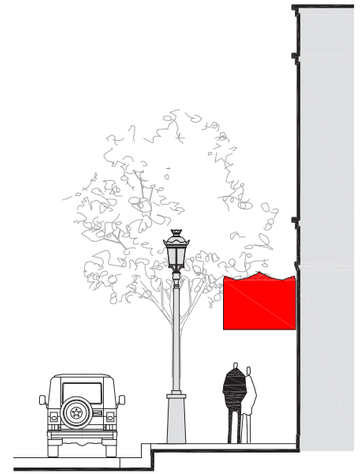


FIG.2.9.4.G. MARQUEE SIGN

H. Building Identification Sign

1. Use

   a. Building Identification Signs shall only be permitted to identify a building or non-residential tenant which occupies over 50% of the building.

2. Distribution and Location

   a. The location of such signs shall be at the uppermost story, at the front façade elevation facing the primary corridor, and additionally or alternatively at a side elevation.

3. Size

   a. The total size of such signs shall not exceed an area of one (1) square feet per lineal foot of building frontage where signs are attached.

   b. Minimum depth of three-dimensional letters shall be two (2) inches.

4. Design

   a. Building Identification Signs shall only be formed of individual three-dimensional letters.

   b. Whether made of solid materials or a hollow assembly, the sign's letters shall be made of permanent materials.

   c. "Plastic trim caps" (an assembly where plastic trim is overlap mounted atop a letter can by gluing the trim to the outer edge of a letter face) shall not be used.

   d. When illuminated, illumination shall be internal or halo illumination.

   e. Each sign copy shall be limited to one (1) line.

Fig.2.9.4.H. Building Identification Sign

I. Grand Wall Sign

Grand Wall Signs are large signs located on, and parallel to, large unfenestrated building wall areas.

1. Use

   i. Grand Wall Signs shall only be permitted for non-residential uses.

   ii. Grand Wall Signs shall not be used to advertise off-site products, services, events, or activities.

2. Distribution and Location

   a. Grand Wall Signs shall only be located on unfenestrated wall areas of two thousand (2,000) square feet in size or greater.

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

3. Size

   a. The total area of a Grand Wall Sign shall not exceed one thousand (1,000) square feet or twenty-five percent (25%) of the total wall area, whichever is less.

4. Design

   a. Materials used in Grand Wall Signs should be wood, ceramic, metal, or paint only.

   b. Grand Wall Signs should be illuminated by external illumination only.

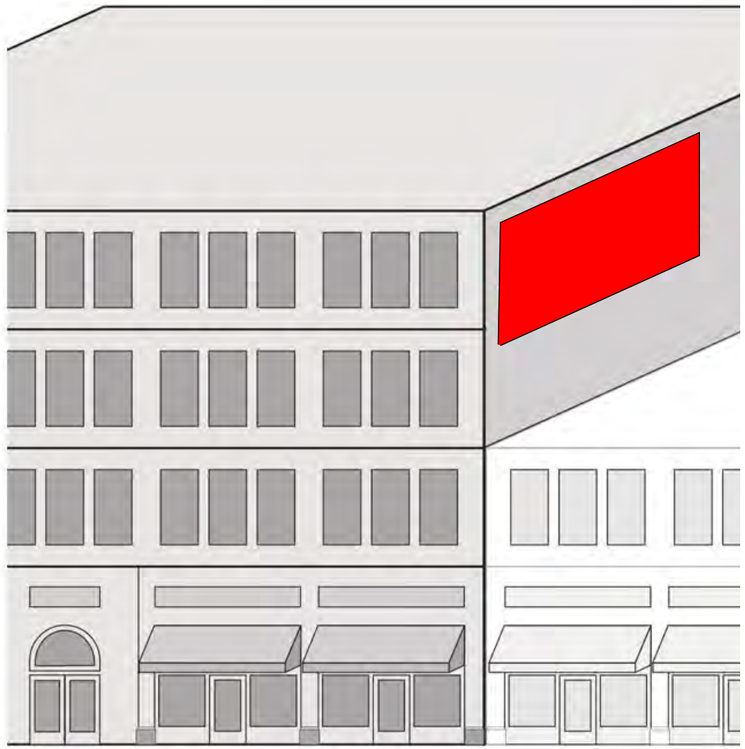


Fig.2.9.4.I. Grand Wall Sign

J. Wall Sign

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

1. Use

   a. Wall Signs shall be permitted for non-residential and multifamily residential uses with a dedicated ground floor entrance.

2. Distribution and Location

   a. Primary and secondary building frontages shall be designated by the property owner or the applicant/tenant.

   b. Wall signs shall only be mounted on a wall area at the ground floor or second floor level.

3. Size

   a. The maximum size of Wall Signs shall be as established in Section 2.1 Development Standards, except that the maximum horizontal length of wall signs appearing on an individual tenant frontage (a single sign, or multiple signs horizontally aligned) shall not exceed eighty percent (80%) of the horizontal length of that tenant frontage.

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

   c. Wall signs shall extend no higher than the second floor level or the roof eave or parapet line, whichever is lowest.

4. Design

   a. Sign copy shall be limited to the business name and product or service offered, and logo.

   b. All sign copy on both the ground floor and the second floor shall be contained within two (2) lines.

   c. Raceways shall only be permitted when electrical components cannot physically be placed within or behind the wall or parapet. Where such raceways are potentially visible, they shall be constructed with minimum depth, neatly finished, and painted or treated to be visually inconspicuous, subject to review and approval by the Planning Director.

   d. Wall signs may be painted directly on to the building façade only if professionally executed by a licensed commercial sign painter.

5. Wall-Mounted Directory Sign:

   a. Use and Distribution

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

   b. Distribution and Location

      i. A Wall-Mounted Directory Sign shall not be located along a non-arterial street, or on any residentially-zoned lot that has less than one hundred (100) feet of street frontage, with the exception of an Assembly Wall-Mounted Directory Sign.

      ii. No portion of a Wall-Mounted Directory sign shall encroach within ten (10) feet of a common lot line.

   c. Size

      i. The area of any individual Wall-Mounted Directory Sign face shall not

exceed fifty (50) square feet in area.

ii. Wall-Mounted Directory Signs shall extend no higher than the second floor level or the roof eave or parapet line, whichever is lowest.

d. Design

i. A Wall–Mounted Directory Sign shall not have more than one (1) face.

ii. No more than sixty percent (60%) of a sign face shall be utilized for the sign message, including text and logos.

iii. Street addresses shall be included on all Wall-Mounted Directory Signs with minimum six (6) inch numerals of a color legibly contrasting with its background.

e. Guidelines

i. The architectural character, materials, and colors of a Wall-Mounted Directory Sign should be an extension of, or complementary to those from the primary building(s).

6. Menu or Menu Case Wall Signs:

a. Menu or Menu Case Wall Signs (non-drive-through locations) are discrete wall-mounted signs, or may be a freestanding sign case containing a restaurant menu:

i. Shall be mounted at the ground floor façade adjacent to the entrance of a restaurant or café.

ii. Shall be limited to the size of up to four pages of the menu utilized by the restaurant plus the frame. Freestanding Menu Case Signs shall be limited to the size of up to two pages of the menu utilized by the restaurant plus the frame.

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

iv. Shall not exceed one sign or sign case per façade.

v. Shall not be an internally illuminated "can" sign with light colored translucent menu panels. Menu pages shall be illuminated by low brightness, indirect illumination only.

vi. A freestanding menu sign or sign case shall only be permitted in association with adjacent outdoor seating during outdoor seating service, and must be removed at other times.

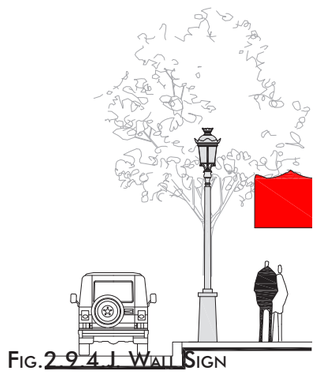


Fig.2.9.4.I. Wall Sign

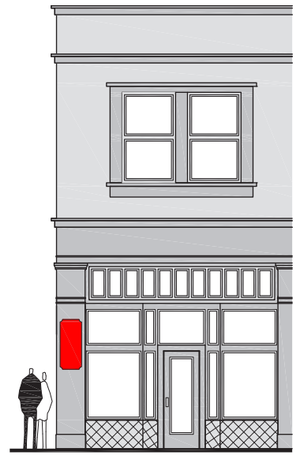


Fig.2.9.4.J.7. Menu Wall Sign

K. Projecting Signs

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

1. Use

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

2. Distribution and Location

a. Projecting Signs shall only be mounted on the wall area within a ground floor façade or shopfront (typically centered above the building entrance, store entrance, or lease length, or mounted above or below an awning or canopy).

3. Size

a. The maximum size of Projecting Signs shall be as established in Section 2.1 Development Standards.

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

c. No portion of a Projecting Sign shall be lower than eight (8) feet above the level of the sidewalk or other walkway over which it projects.

4. Design

a. Projecting Signs shall be limited to two (2) sign copy faces with each face having a maximum of two (2) lines.

b. Projecting Signs shall be illuminated by external illumination only.

5. Guidelines

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

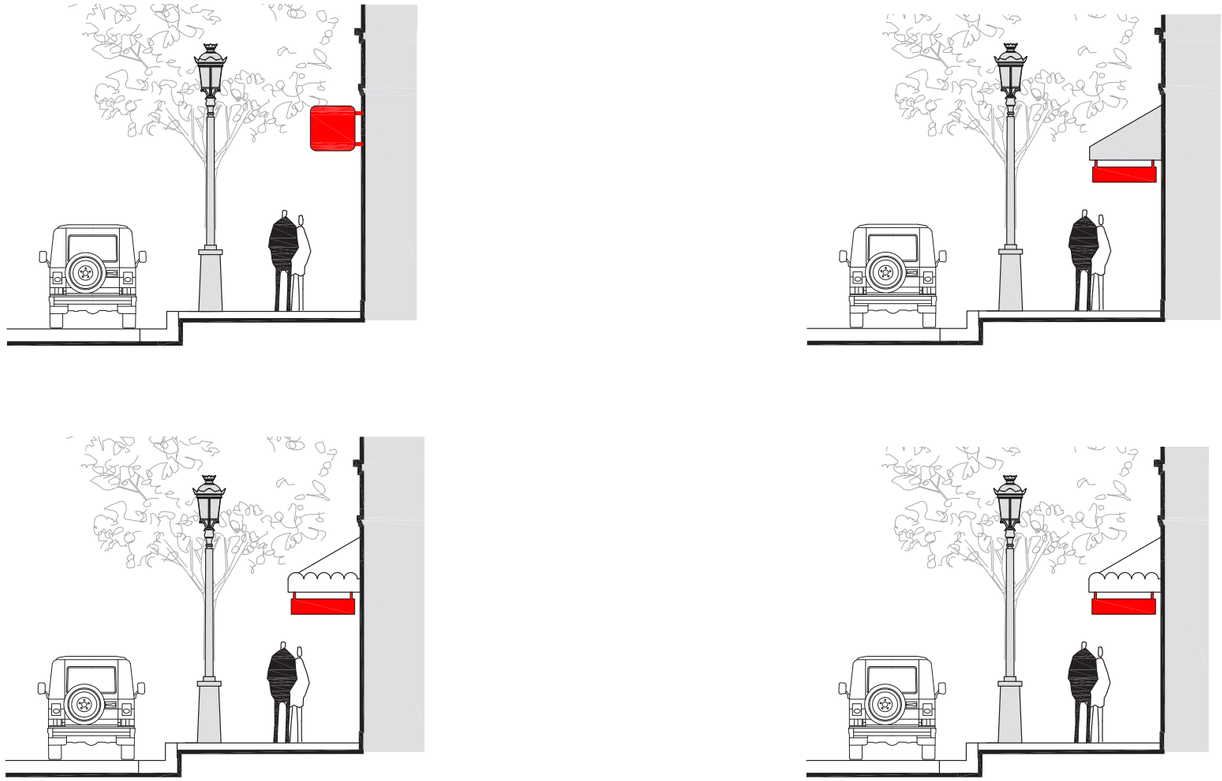


Fig.2.9.4.K. Projecting Sign Examples

L. 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.

1. Use

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

2. Distribution and Location

a. Awning Face Signs shall only be permitted at awnings relating to a shopfront or a primary building entrance.

3. Size

a. The maximum size of Awning Face Signs shall be as established in Section 2.1 Development Standards.

4. Design

a. Awning Face Signs shall not be internally illuminated.

5. Guidelines

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

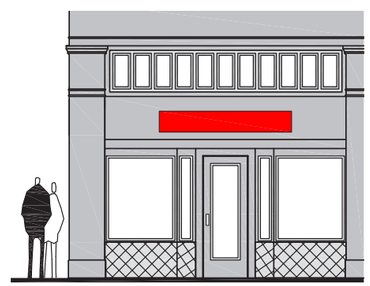


Fig.2.9.4.L. Awning Face Sign

M. Awning Side Signs &

N. Awning Valance Signs

Awning Side Signs are applied to either or both of the two sides of the awning where they exist, in addition to or instead of the Awning Valence Sign.

Awning Valance Signs are signs applied to the awning valence – the narrow vertical trim portion hanging beneath the sloping portion of an awning at its front.

1. Use

   a. Awning Valance Signs and 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.

2. Distribution and Location

   a. Awning Valance Signs and Awning Side Signs shall only be permitted at awnings relating to a shopfront or a primary building entrance.

3. Size

   a. The maximum size of Awning Side and Valance Signs shall be as established in Section 2.1 Development Standards.

4. Design

   a. Awning Valance Signs and Awning Side Signs shall not be internally illuminated.

5. Guidelines

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

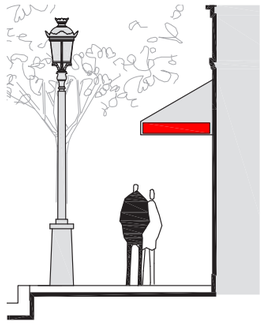


Fig.2.9.4.M. Awning Side Sign

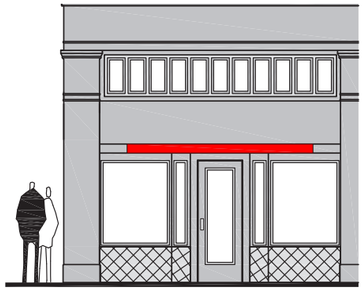


Fig.2.9.4.N. Awning Valance Sign

O. Above Canopy Sign &

P. Canopy Fascia Sign

Above Canopy Signs are mounted immediately above the front and/or side fascia of an architectural canopy structure and are oriented parallel to the adjacent fascia surface.

Canopy Fascia Signs are mounted to the front and/or side fascia of an architectural canopy structure, are contained completely within that fascia, and oriented parallel to the fascia surface.

1. Use

   a. Canopy Fascia Signs OR Above Canopy Signs shall only be permitted at a non-residential use with a dedicated ground floor entrance, or multi-family buildings with a common lobby entry.

2. Distribution and Location

   a. A Canopy Fascia Sign or an Above Canopy Sign shall not project farther from the architectural canopy than its associated fascia.

3. Size

   a. The maximum size of Above Canopy and Canopy Fascia Signs shall be as established in Section 2.1 Development Standards.

4. Guidelines

   a. Canopy Fascia Signs should be illuminated by external, edge-lit, halo, exposed LED, or exposed neon tube illumination only.

   b. Above Canopy Signs should be illuminated by external or halo illumination. They may also be translucent letters that are edge-lit by an internal source.

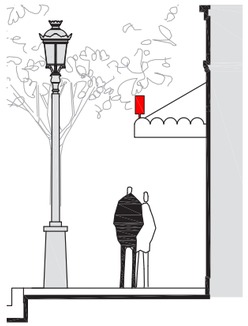


Fig.2.9.4.O. Above Canopy Sign

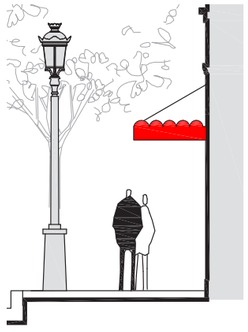


Fig.2.9.4.P. Canopy Facia Sign

Q. Recessed Entry Signs

Recessed Entry Signs are signs which are oriented parallel to the building façade and which are suspended within a recessed entry.

1. Use

   a. 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.

2. Size

   a. The maximum size of Recessed Entry Signs shall be as established in Section 2.1 Development Standards.

   b. Recessed Entry Signs shall not project beyond the façade of the building.

   c. No portion of a Recessed Entry Sign shall be lower than eight (8) feet above the level of the sidewalk.

3. Design

   a. Recessed Entry Signs shall not be internally illuminated.

4. Guidelines

   a. Exposed materials used in Recessed Entry Signs should be wood, glass, metal, and/or paint.

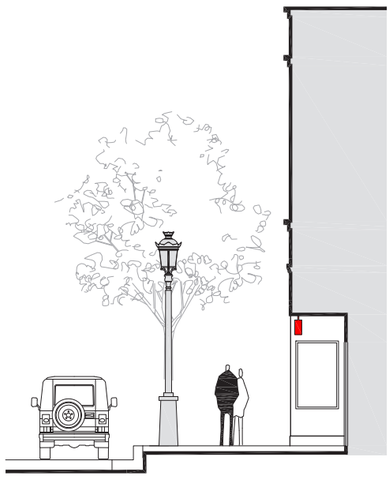


Fig.2.9.4.Q. Recessed Entry Sign

R. Window Signs

Window Signs are signs which are applied directly to a window or mounted or suspended directly behind a window.

1. Use

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

2. Distribution and Location

a. Window Signs shall be permitted on windows below the second floor level only.

3. Size and Design

a. The maximum size of Window Signs shall be as established in Section 2.1 Development Standards.

b. Window Signs shall be no more than twelve (12) inches behind the glass window.

4. Guidelines

a. Ground floor Window Signs should consist of gold or silver leaf, or vinyl graphics applied to the glass, or of neon mounted or suspended behind the glass, or framed and mounted paper signs. For metallic leaf or vinyl signs, a drop shadow behind letters is recommended to increase visibility.

b. If illuminated, Ground floor Window Signs should be illuminated by exposed neon tube or LED illumination only.

FIG.2.9.4.R. WINDOW SIGN

S. Café Umbrella Signs

1. Use

a. Café Umbrella Signs shall only be permitted for non-residential uses at outdoor seating areas.

2. Size

a. The maximum size of Café Umbrella Signs shall be as established in Section 2.1 Development Standards.

3. Design

a. Café Umbrella Signs shall only be permitted to display the name and/or a business logo of the business, up to a maximum of four (4) repetitions per umbrella. Generic advertising such as a product name shall not be permitted.

b. Café Umbrella Signs shall not be illuminated, except as by outdoor area lighting.

4. Guidelines

a. The color combination of signs and umbrella fabric should be simple and contrasting for legibility and avoidance of visual clutter.

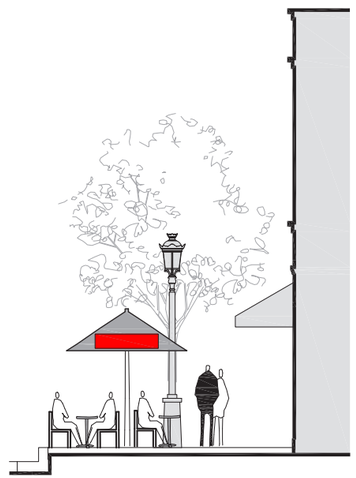


FIG.2.9.4.S. CAFE UMBRELLA SIGN

T. Temporary Signs

Temporary signs are designed, constructed, and intended for display on a private property for a limited periods of time to advertise temporary events such as “special sales,” or “grand openings.”.

1. Use & Design

i. Temporary Signs shall only be permitted for non-residential uses with a dedicated ground floor entrance for a maximum of 90 days per calendar year per tenant.

ii. Temporary Signs shall be regulated by the Temporary Sign Permit process (Fountain Valley Zoning Ordinance #) or an applicable Specific Plan, Area Plan, or other governing policy standards.

U. Portable A-Frame Signs

Portable A-Frame Signs are pedestrian-oriented movable signs for use on private property only, limited to Activity Core locations.

1. Use

a. Portable A-Frame Signs shall only be permitted for Activity Core retail uses or eating/drinking establishments.

b. Signs shall be displayed only during hours of operation for the associated business and shall be removed by the close of business day.

2. Distribution and Location

a. One Portable A-Frame Sign is permitted per establishment maximum.

b. A sign shall not be located within the public right-of-way.

c. A sign shall be located within the business' frontage and immediately adjacent to the business on private property. It shall not be permitted to constrict any portion of a public right-of-way, including easements on private property intended to supplement existing narrow sidewalk widths.

d. Signs shall be located on the surface of a paved walkway or plaza and not within landscaped areas.

e. Sign locations and configurations shall comply with the Americans with Disabilities Act and California Title 24 and shall not obstruct or endanger any pedestrian, bicycle or vehicle movement.

3. Size

a. The maximum size of a Portable A-Frame Sign shall be a maximum of twelve (12) square feet per each of its two faces.

b. Sign assemblies shall not exceed four (4) feet in height.

4. Design

a. Portable A-Frame Signs shall be a single freestanding portable assembly of two sign panels attached at the top and spread apart at the bottom to create a stable base, where the panels are slightly angled for view by pedestrians.

b. Signs shall only be permitted to display information pertaining to the business, such as business name, menu or changing sale offerings, etc. Generic advertising such as product names shall not be permitted.

c. Signs shall not be illuminated, except as by separate outdoor area lighting in the vicinity of the sign.

d. Signs shall be properly anchored to avoid creating hazards.

e. Chalk or dry-erase board may be used provided that the panel for this changeable area is no more than 75% of an individual sign area.

f. The business owner or operator shall maintain the sign in good condition and repair (no peeling paint, stuck-on notices or unkempt appearance).

5. Guidelines

a. Permanent sign graphics should have a professional and neat appearance. A "yard sale" appearance should be avoided.

2.9.6 SIGN GUIDELINES – ALL SIGN TYPES

A. Design Character

1. The architectural character, materials, and colors of any sign are strongly recommended to be an extension of or complementary to those of their primary building(s).

2. 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.

3. Prominent façade elements such as windows, cornices, framed panels, pilasters, and columns should not be haphazardly overlapped by building-mounted signs.

4. Sign design, including color, should be appropriate to the establishment, conveying a sense of what type of business is being advertised.

5. Storefront signage should help create architectural variety from establishment to establishment. In multi-tenant buildings, signage should be used to create interest and variety.

6. Channel letters or individual cut or molded letters are strongly recommended wherever possible.

B. Graphics

1. For legibility, the color of letters and their backgrounds should be selected for high contrast.

2. Colors or color combinations that interfere with the legibility of the sign copy should be avoided. Too many colors may weaken the legibility of the sign.

3. 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.

4. For vertical format sign copy, 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.

C. Illumination

1. Signs with large backlit panels should have an opaque or dark translucent background, where only items of information are internally illuminated in order to avoid creating glare and light pollution.

2. Where low-brightness lamps are exposed to view as part of a sign's illumination design, recommended types include incandescent, halogen, neon, warm-white encapsulated compact fluorescent, warm-white encapsulated induction lamps, and LED light sources.

3. Spiral-tube compact fluorescent, fluorescent tube, metal halide, and cold-cathode light sources should only be used for indirect illumination, i.e. where light sources are shielded from view.

D. Execution

1. All signs (including temporary signs) should present a level, neat and aligned appearance.

2. All signs (including temporary signs) should be constructed and installed utilizing the services of a professional sign fabricator and installer.

2.10 SUSTAINABILITY

2.10.1 GREEN BUILDINGS

Please refer to the requirements of the 2013 California Green Building Code Standards that has been adopted as the Green Buildings Standard Code by the City of Fountain Valley. In addition, application of "green building" techniques such as those found in: 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 Building Guidelines (http://www.nahbrc.org/greenguidelines); and 3) future "green building" ordinances and guidelines as they become available are strongly encouraged.

A. Energy

1. Solar Access, Daylighting, Passive Solar Heating & Cooling

   a. Where not in conflict with building scale and frontage & building placement regulations, the massing and orientation of new buildings should optimize solar and wind exposure for heating, cooling, daylighting, and management of glare.

   b. For energy savings and thermal comfort, the location and design of shading structures and devices, window orientation, and window size should minimize solar heat gain and maximize cooling during warm weather and promote solar heat gain during cold weather. These elements include (but are not limited to): roof overhangs, canopies, "brise-soleil" shading elements, latticework, and trellises.

   c. Shading devices, window orientation, window opening sizes, and glazing selections should be designed to promote daylighting of interior spaces, minimize the need for artificial lighting, and control glare. 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.

   d. Building massing, roof forms, shading devices, and façade cladding systems should be designed and oriented to direct airflow that facilitates natural ventilation.

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

   f. Recommended rooftop green building features include:

      i. Photovoltaic panels – with appropriate screening measures.

      ii. "Cool roofs" (white or light colored), to reduce solar heat gain – with proper orientation and screening measures to prevent glare effects on adjacent buildings, public streets, and public spaces.

      iii. Green roofs with living materials and soil, as appropriate to local climate and water conditions.

      iv. Skylights to provide interior daylighting.

B. Construction Materials

To reduce resource consumption in manufacture and transport, locally produced and recycled building construction materials should be used whenever possible.

C. Mechanical Equipment and Screening

Similar to all other building- and site-mounted mechanical equipment, mechanical equipment in support of sustainability such as photovoltaic or solar water heating panels should be architecturally integrated into the roof and/or screened from public view to the degree possible.

2.10.2 GREEN SITE TREATMENTS

A. Water Conservation & Quality

1. Please refer to Guidelines for Implementation of the Fountain Valley Water Efficient Landscape Provisions of FVMC 21.20.050(c).

2. Drought tolerant landscaping is highly recommended and turf is highly discouraged.

3. Rooftop gardens or other rainwater capture and recycling systems are encouraged, especially on otherwise un occupied flat portions of building and parking structure roofs.

B. Stormwater Management

1. 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 types.

2. 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.

3. 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/

4. Parking lots should utilize permeable paving systems and bio-filtration swales wherever possible, unless constrained by Fire Department restrictions or inappropriate due to soil conditions.

5. The size of surface parking lot paving areas should be minimized to reduce surface water runoff and minimize heat island effects.

C. Energy Conservation

1. To conserve energy, large deciduous trees should be located:

   a. Where they can shade east-facing and west-facing windows/facades to prevent heat gain when the sun is low in the morning and afternoon (lower branches can be pruned to preserve views).

   b. Where they can shade air conditioning units and hardscape patios or driveways.

BOOK III: CITY ACTIONS

3.0 INTRODUCTION

The revitalization and ongoing development of the Crossings District will be supported by a program of community actions and investment. Given the size of the District and the multiplicity of needs represented, this program will be implemented in phases in accordance with the availability of City resources, and/or implemented concurrently with private development and as supported by private investment. The prioritization of public improvements will be guided by the goals and strategies of this Specific Plan. Complementing the regulations in Book II: Development Code, the strategic investment of community resources planned in this section is intended to accelerate the revitalization process and to add to the appeal and success of district streets and public spaces – and by extension, to the city as a whole. As opportunities arise that were unknown 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 District.

3.1 IMPROVEMENTS TO THE EXISTING TRAFFIC / STREET NETWORK

To accommodate ongoing growth and investment within the Crossings Plan Area, the City intends to implement improvements to the existing street network to expand vehicular capacity and accommodate other modes. This section outlines recommended improvements.

3.1.1 OCTA/CALTRANS I-405 IMPROVEMENT PROJECT

This section describes I-405 improvements within the Crossings District to be undertaken by the Orange County Transportation Authority (OCTA) in cooperation with Caltrans, independent of the recommendations of this Specific Plan. OCTA/Caltrans are undertaking a widening of the San Diego Freeway (I-405) between State Route 73 (SR-73) and Interstate 605 (I-605), along with improvements to freeway entrances, exits and bridges and inclusive of all of the latter within the Crossings District. The City of Fountain Valley has coordinated closely with Caltrans and the OCTA during the process. The Final Environmental Impact Report/ Environmental Impact Statement (FEIR/EIS) was completed in March 2015, and Caltrans selected the preferred "Alternative 3" of 3 alternatives in May 2015. Caltrans issued the Design-Build Final Request for Proposals (RFP) in March 2016 and awarded a contract to OC 405 Partners (a joint venture of OHL USA Inc. and Astaldi Construction Corporation) in November 2016. Project implementation is scheduled to occur within the 2018-2023 timeframe.[1]

Key elements of the OCTA/Caltrans project within and affecting the Crossings District (Figs. 3.1.1.A, 3.1.1.B and 3.1.1.C) subject to modifications by OCTA/Caltrans will include:

- The freeway will be widened and adjustments will be made to on- and off-ramps, affecting its physical extents and right-of-way.
- A new elevated onramp structure (over the Santa Ana River) will connect eastbound Ellis Avenue directly to southbound I-405 with high-capacity free-right turn movements, relieving congestion caused by the existing signalized left-turn configuration; the two existing left-turn lanes will be removed.
- The current Ellis Avenue/Euclid Street/Southbound I-405 ramps intersection will be restructured and an additional pedestrian crosswalk across Euclid Street will be incorporated.
- The current Newhope Street/Euclid Street/Northbound I-405 ramps intersection will be improved.
- The current Ward Street bridge over I-405 will be reconstructed and widened from 2 vehicle lanes to 4 vehicle lanes (and existing bike lanes will be retained), and a continuous sidewalk will be added to the east side of the bridge on Ward Street to infill the currently unconnected missing segment. The Ward Street/Antelope River Avenue intersection will be reconfigured with the addition of traffic signals and a pedestrian crosswalk across Ward Street.
- The current Talbert Avenue/Ward Street intersection will be improved (note – it is assumed that all intersections designated to be improved will be updated to Caltrans' most current standards in configurations and equipment).

The following Specific Plan recommendations are made in recognition of these I-405 Improvement Project changes. Many of the I-405 Project improvements further the goals of the Specific Plan, while others create potential opportunities to further the goals of the Specific Plan in coordination with these improvements.

1 Information obtained from the OCTA websites http://www.octa.net/Projects-and-Programs/All-Projects/Freeway-Projects/San-Diego-Freeway-(I-405)/I-405-(SR-73-to-I-605)/?frm=7135 on May 6, 2016 and http://www.octa.net/Projects-and-Programs/Under-Construction/I-405-Improvement-Project/?frm=7135#!Overview on March 1, 2018.

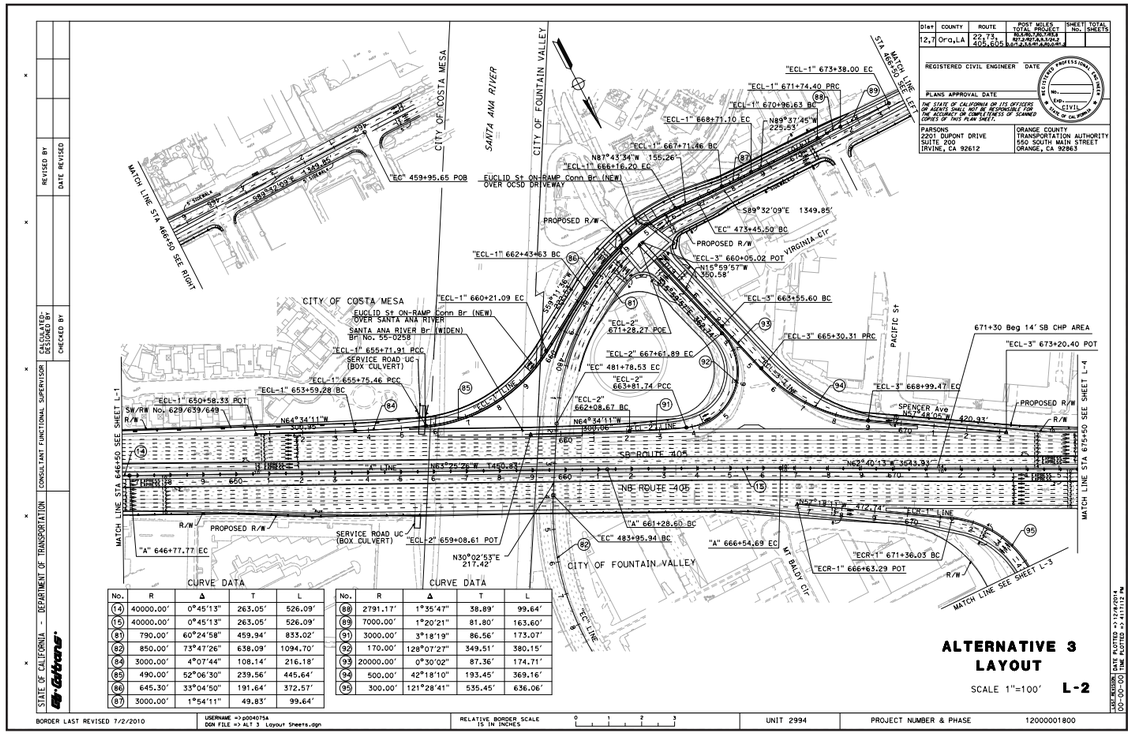
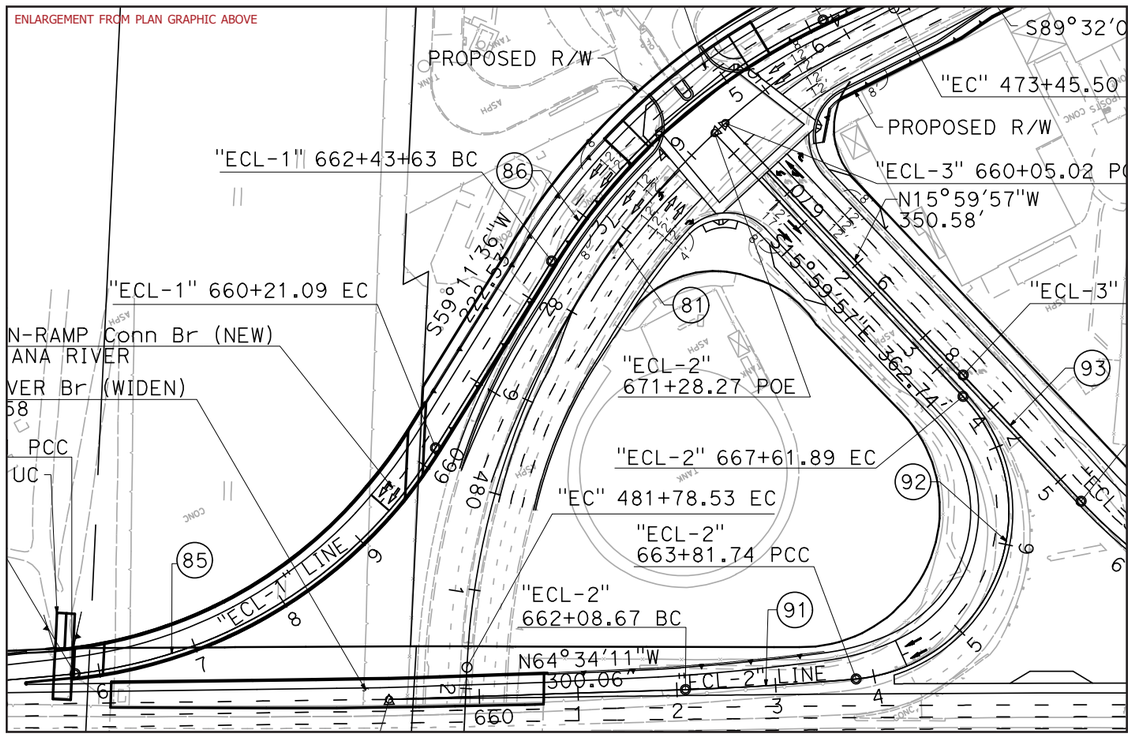


FIG. 3.1.1.A OCTA/CALTRANS I-405 IMPROVEMENT PROJECT - ELLIS AVE./EUCLID ST./SOUTHBOUND I-405 RAMPS



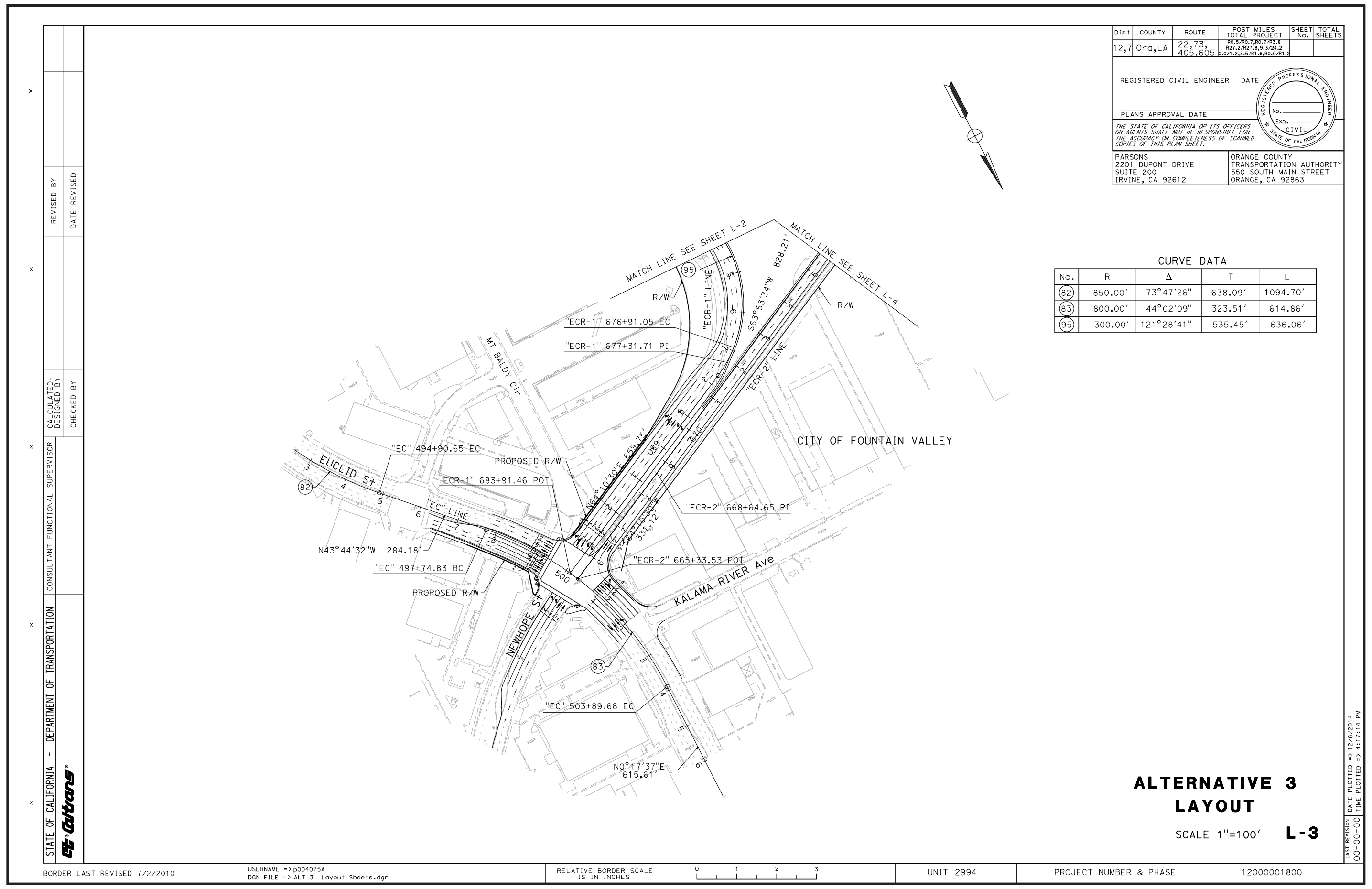
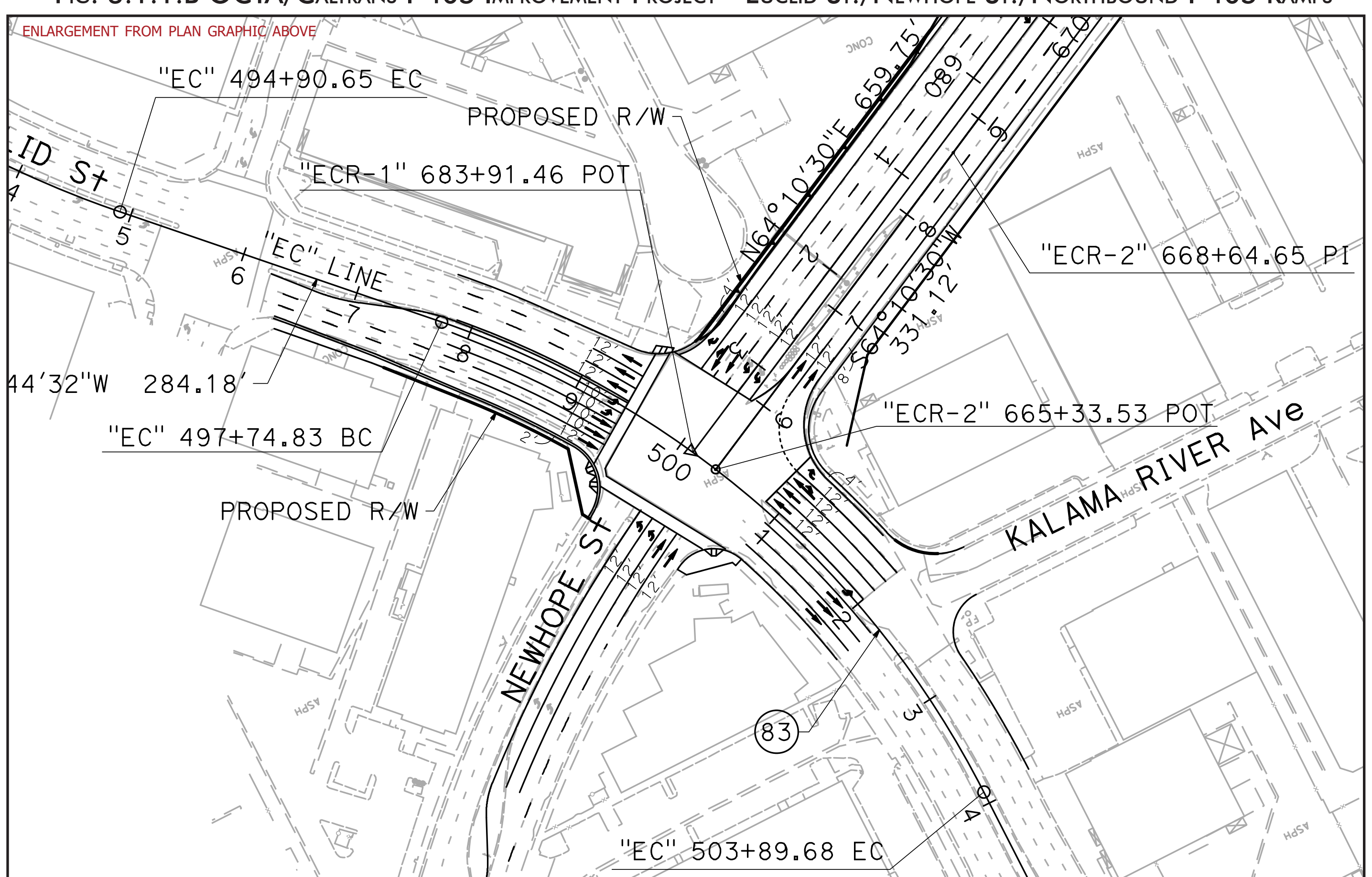


Fig. 3.1.1.B OCTA/Caltrans I-405 Improvement Project - Euclid St./Newhope St./Northbound I-405 Ramps



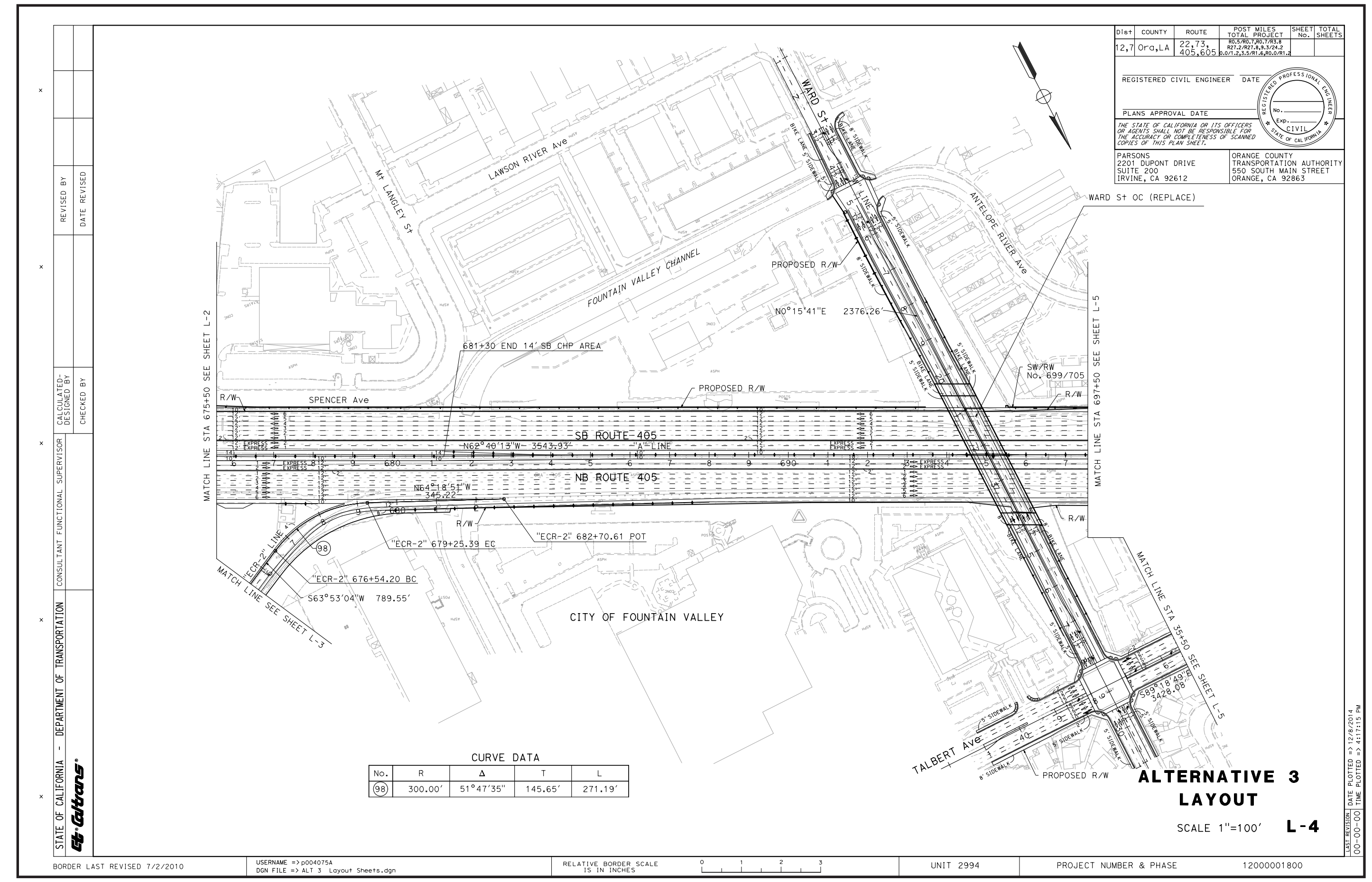
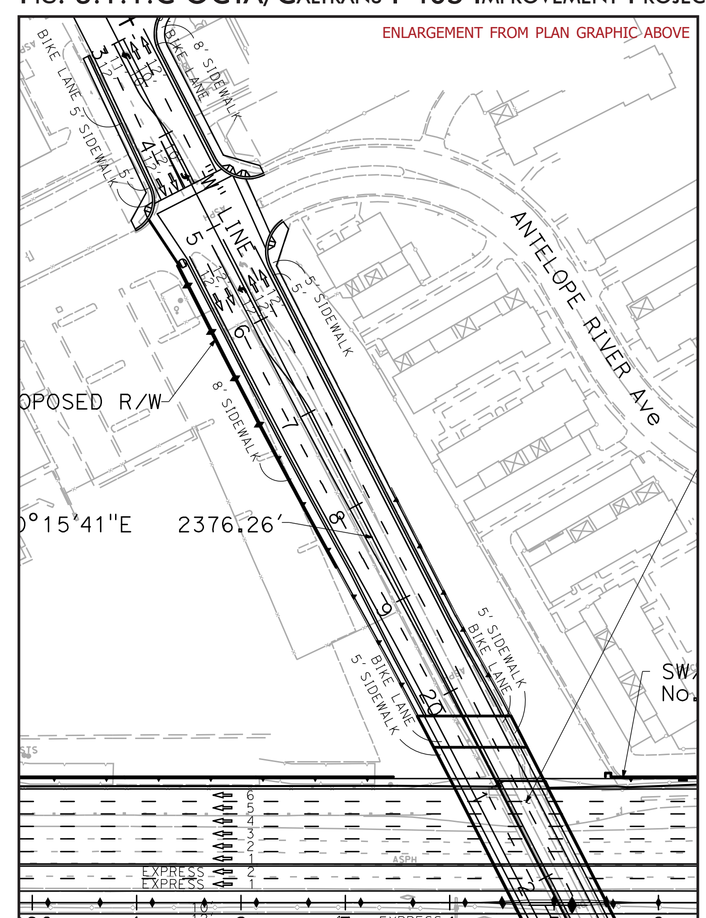
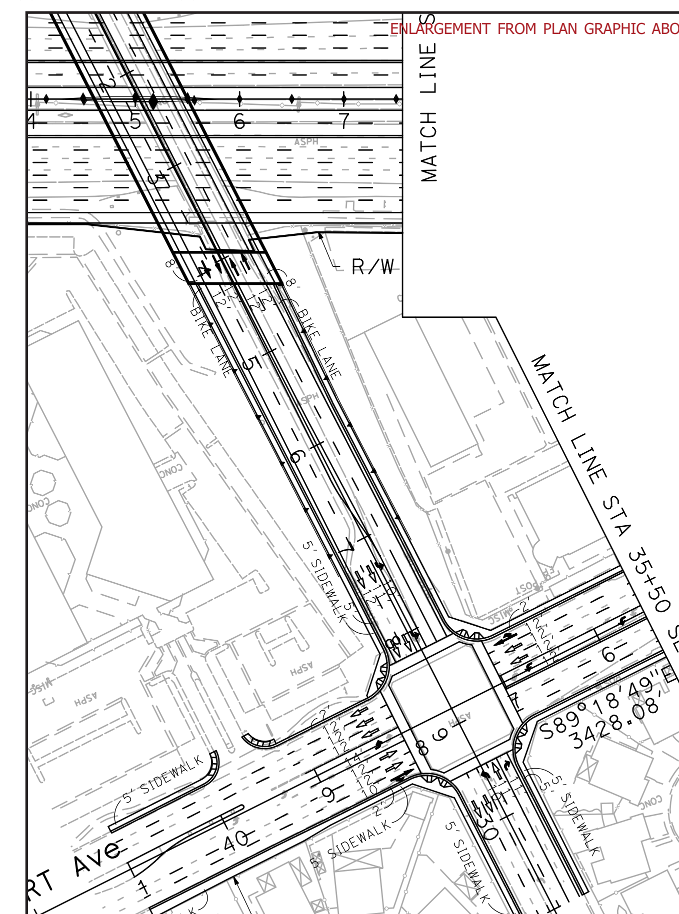


Fig. 3.1.1.C OCTA/Caltrans I-405 Improvement Project - Widening of Ward Street Overcrossing Bridge Structure





BOOK III: City Actions

3.1.2 STREET/PATH NETWORK AND STREETSCAPE IMPROVEMENTS

Separate from the OCTA/Caltrans I-405 Improvement Project improvements but in sync with them, Figure 3.1.2 diagrammatically summarizes Specific Plan-recommended improvements to the street/path network and the public realm of the Crossings District to support the revitalization goals of the Specific Plan. Detailed discussion and description occur in the following sections 3.1.3 through 3.1.7.

These will be implemented through a combination of City capital improvement projects and private development initiatives. It is also possible that some improvement concepts may first be implemented through an initial phase, i.e. with lower-cost means such as paint striping and temporary construction, followed later by permanent improvements. The latter could enable the collection of data, allow user familiarization, and facilitate funding.

These projects address the overlapping function/safety and "placemaking" quality of the public rights-of-way of the street/path network as well as those of private development frontages and the connecting network of driveways and walkways on private properties. To the extent possible, the intent will be to improve both and not one at the expense of the other. This is in keeping with national and statewide (Caltrans) policies such as Context-Sensitive Design, in which the scale and character of traffic improvements are configured in recognition of the scale and character of neighborhood and community, and Complete Streets, in which all transportation modes used by people on streets are accommodated, including driving, transit, bicycling, and walking, and in accordance with the Americans with Disabilities Act (ADA).

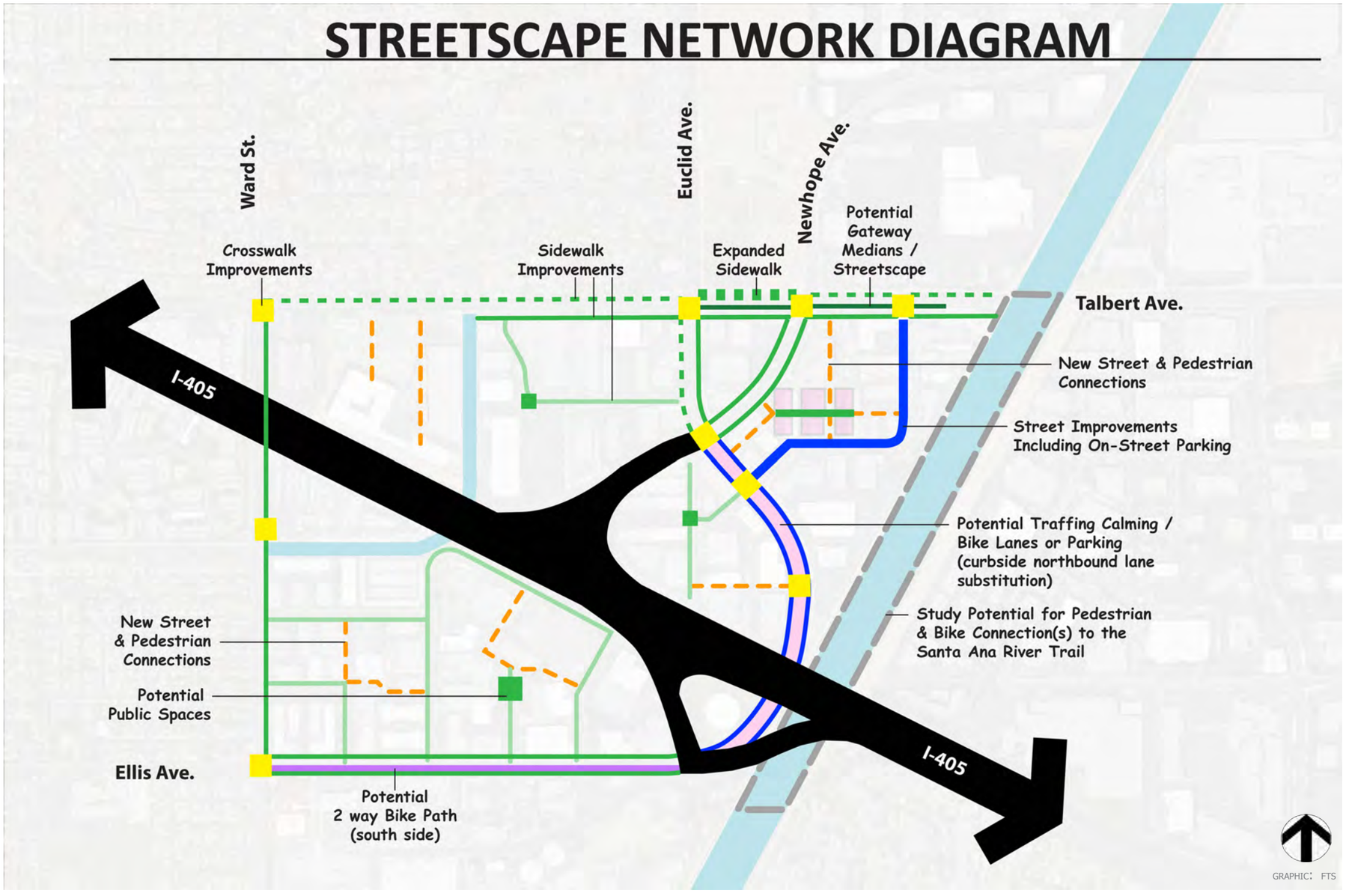


FIG.3.1.2 STREET/PATH AND STREETSCAPE NETWORK DIAGRAM

3.1.3 RECOMMENDED INTERSECTION MITIGATION MEASURES

Improvement measures were developed to minimize the impact of the Crossings Specific Plan buildout on the study intersections. Mitigation measures were developed in order to bring intersection operations back to acceptable or pre-project conditions. Implementing the mitigation measures described below would reduce impacts to less-than-significant. A description of the recommended mitigation measures is provided below.

A. Ellis Avenue & Ward Street

The intersection of Ellis Avenue and Ward Street (Fig. 3.1.3.A) is a critical gateway to the Crossings site, both for district workers/customers and for local freeway access to Interstate 405 (I-405). This intersection is especially important during the morning commute hours. Future traffic projections for the Plan indicate that this intersection will operate deficiently in the morning peak hours. The following improvements for the Ellis Avenue/Ward Street intersection address the operational issues and also increase capacity:

1. The northbound approach of the intersection should be modified from its current geometry of one left turn lane, two through lanes, and one right turn lane, to one left turn lane, one through lane, one through/right lane, one dedicated right turn lane. This requires restriping of the right-most through lane. Additionally, the existing right-turn overlap signal phase should remain in operation.

Along with the forthcoming I-405 southbound ramp improvements, the improvements at the intersection of Ellis Avenue and Ward Street should reduce the traffic congestion and increase accessibility to both businesses and homes on-site, as well as the freeway.

Fig. 3.1.3.A Existing Ellis Ave./Ward St. Intersection

B. Talbert Avenue & Mt. Washington Street

The intersection of Talbert Avenue and Mt. Washington Street (Fig. 3.1.3.B) will serve an important role in the redevelopment of the Crossings Area. The proposed Activity Core is directly south of the intersection. This intersection also provides direct access to the Costco shopping center to the north. The intersection will require a traffic signal to maintain acceptable operations in the coming years. This intersection already warrants a traffic signal as of the adoption of this Plan, based on a study by Kittelson & Associates for Costco and was confirmed by Fehr & Peers through the Plan effort.

Special consideration should be taken in regards to the closely spaced, stop-controlled intersection (within the Costco parking lot) less than 200 feet north of the Talbert Avenue/Mt. Washington Street intersection. The northbound approach at the six-point intersection should be reconfigured to accommodate future northbound queues. Solutions may include making the northbound movement a free movement, which may require removing access to and from the northern two east/west approaches. The dedicated right turn lane at the westbound approach on Talbert Avenue should also be striped as a through right lane in order to accommodate future traffic demand.

Fig. 3.1.3.B Existing Talbert Ave./Mt. Washington St. Intersection

C. Euclid Street & Newhope Street/Northbound I-405 Ramps

The I-405 Northbound Ramps (Fig. 3.1.3.C) serve as a major gateway to the Plan Area. It is important to manage traffic congestion at this intersection to prevent backups throughout the core of the Plan Area. Long-term growth forecasts indicate that this intersection's signal timing will need to be closely monitored to maintain acceptable operations during the evening commute hours. The City already monitors congestion through regional traffic sync projects. Developers should work with Caltrans to update splits and cycle lengths when appropriate.

Fig. 3.1.3.C Existing Euclid St./Newhope St./NB I-405 Ramps Intersection

3.1.4 RECOMMENDED ROADWAY IMPROVEMENTS

In addition to the above-mentioned intersection mitigation measures, additional roadway treatments are recommended as part of this plan. These improvements range from traffic calming measures to adding on-street parking. Recommended roadway improvements are as follows:

A. On-Street Parking

The area as a whole may experience higher parking demand following the adoption of the Plan. Providing new on-street parking spots would increase the parking supply while also acting as a traffic calming measure. Wide roads and wide lane widths can lead to increased travel speeds, while narrowing lanes can lead to slower, safer speeds. For non-arterial streets, the preferred best practice would be to install "back-in" angled parking spots (45-degree angle) that require vehicles to reverse into them (Fig. 3.1.4.A.1, 3.1.4.A.2) Though the maneuver takes a little more time, crash records show the configuration as safest for cars, bicyclists and pedestrians since drivers of back-in parked cars have excellent visibility of oncoming street traffic (especially bicyclists) when departing, unlike the poor back-out visibility of conventional head-in angled parking. Also, passenger and trunk doors of parked vehicles open toward the sidewalk and minimize the presence of drivers and passengers (especially children) next to travel lanes. Curbside back-in angled parking has been implemented in Oceanside, Del Mar, Ventura, Sacramento, San Jose, and San Francisco, is contained in the City of Los Angeles' adopted Complete Streets Design Guide, and is planned for installation on a portion of Colorado Boulevard in Pasadena. Because it would be new to Fountain Valley, implementation would need to include community education and enhanced signage.

FIG. 3.1.4.A.1 BACK-IN ANGLED PARKING EXAMPLE ON MISSION AVENUE, OCEANSIDE, CA (ONE SIDE OF STREET ONLY DUE TO LIMITED RIGHT-OF-WAY WIDTH)

FIG. 3.1.4.A.2 BACK-IN ANGLED PARKING EXAMPLE ON TOWNSEND STREET, SAN FRANCISCO, CA (BOTH SIDES OF STREET)

In coordination with and to help catalyze the development of the proposed Activity Center, the wide roadway on Mt. Washington Street/Condor Avenue (64'curb to curb width) east of Euclid Street is an ideal candidate to convert to angled street parking (Fig. 3.1.4.A.3, 3.1.4.A.4). This can generate up to twice the available on-street parking supply (depending on the design angle) adjacent to the Activity Center. This would reduce the travel lanes to 12'-14' width (assuming 45 degree angled, 18' width spaces as measured relative to the street cross-section) which can still accommodate trucks. Due to heavy vehicles and trucks, enough space at turns should be maintained. At intersections, this can take the form of curbed sidewalk corner "bulb-outs" that create a shorter crosswalk distance for safety, pedestrian comfort and visibility (especially for seniors, children and mobility-impaired pedestrians).

FIG. 3.1.4.A.3 AERIAL VIEW (PARTIAL) OF EXISTING CONDOR AVE./MT. WASHINGTON ST. CORRIDOR EAST OF EUCLID STREET

FIG. 3.1.4.A.4 EYE-LEVEL VIEW EAST OF EXISTING CONDOR AVE./MT. WASHINGTON ST. CORRIDOR EAST OF EUCLID STREET

FIG. 3.1.4.A.5 AERIAL VIEW OF EXISTING EUCLID ST. BETWEEN I-405 OVERPASS AND CONDOR AVE./MT. WASHINGTON ST. INTERSECTION

Euclid Street (84'curb to curb width) between the I-405 southbound ramps to the south and Newhope Street to the north (Fig. 3.1.4.A.5) has excess capacity in the northbound direction with three existing travel lanes (Fig. 3.1.4.A.6). The extra capacity and width attracts motorists to drive at higher speeds. It is recommended that the rightmost northbound lane (approximately 11 feet in width) be converted to on-street parallel parking; the width would allow for a segment of conventional 8-foot width curbside parallel parking stalls and with the remaining width (2 to 3 feet), a striped buffer width between the parking stalls and the travel lane to accommodate door swings and passenger loading (Fig. 3.1.4.A.7). Additional analysis would be needed to determine the location of the beginning and end of the on-street parking relative to intersection cross-traffic.

This on-street parking would also provide benefits to other travel modes. The line of parked cars would also act as a physical buffer between the travel lanes and the relatively narrow sidewalk to provide an extra measure of pedestrian comfort and safety. It is also possible to configure this parking lane with regularly spaced street trees in curbed tree wells positioned in-between the parked cars (for example, after every two parked cars, or approximately 54 feet on center) to add a continuous shade canopy, further visual narrowing of the street and more pedestrian buffering without widening the sidewalk and with minor loss of parking spaces in comparison to an all-parking configuration.

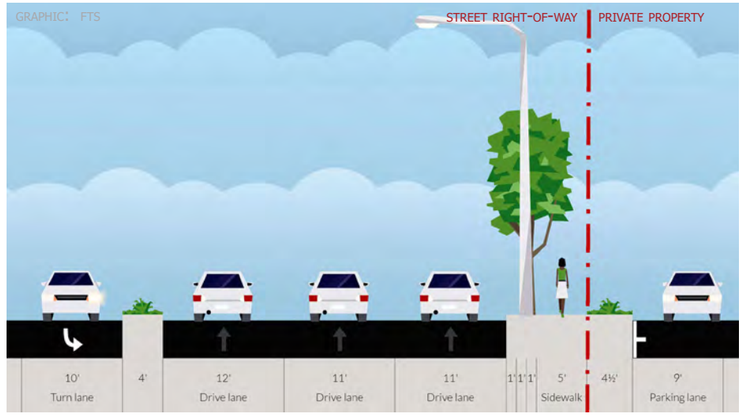


FIG. 3.1.4.A.6 EUCLID ST. PARTIAL CROSS-SECTION DIAGRAM APPROXIMATELY 300 FEET SOUTH OF CONDOR AVENUE - EXISTING NORTHBOUND LANES

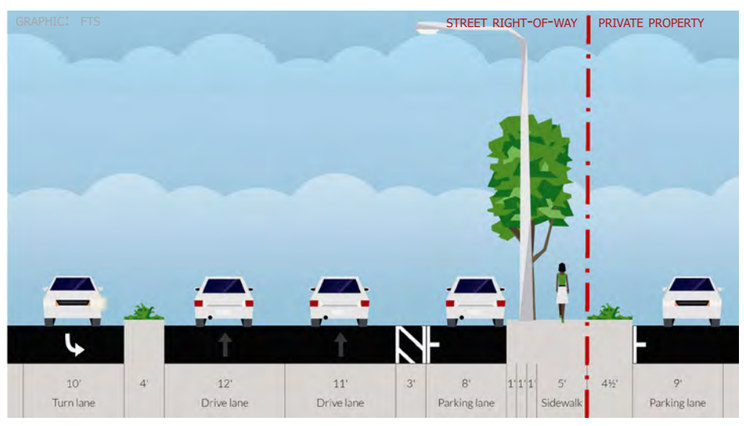


FIG. 3.1.4.A.7 EUCLID ST. PARTIAL CROSS-SECTION DIAGRAM 300 FT. SOUTH OF CONDOR AVE. - PARALLEL PARKING AND BUFFER CONCEPT AT NORTHBOUND LANES

Alternately, this third northbound curbside lane could be used instead for a bicycle lane (see section 3.1.6.D “Bike Lanes on Euclid Street”).

B. Gateway Streetscape on Talbert Avenue

North of the Plan Area, Talbert Avenue currently contains three to four lanes in each direction, dual left turn lanes at the Newhope and Euclid intersections, and segments of center median west of Newhope Street.

For the segment of greatest commercial and retail use from the Santa Ana River to Euclid Street (Costco shopping center on the north side and future Activity center on the south side – Figs. 3.1.4.B.1, 2, and 3), there is an opportunity to install a gateway streetscape treatment by expanding and redesigning the median to give the commercial core of the Plan Area more character and to mark the district and future activity center with a unique identifier. Due to its high visibility to motorists, a wider gateway median would be highly desirable so as to host a gateway marker (pylons, landmark structure, sign structure, etc. – Figs. 3.1.4.B.5 and 6)) as well as trees of significant size and/or attractive landscaping (Fig. 3.1.4.B.4) within. This could be accomplished by taking width from one of the dual left turn lanes.

Sensitivity testing was conducted and determined that the study intersections affected by removal of a turn lane would still operate acceptably with one turn lane in each direction. Additional queueing analysis should be performed before removing all turn lanes to ensure east- and westbound queues do not spill back into travel lanes, specifically for eastbound lefts onto Newhope Street. Congestion may be considered acceptable if it contributes to lower speeds and acts as traffic calming for the area. The slower speeds and retail experience are likely to be a mutually beneficial combination.

However, a gateway streetscape effect may also be accomplished without removing turn lanes by means of a continuous infill streetscape treatment along both flanking sidewalks (behind existing curb faces) throughout this segment. To have a meaningful visual effect on the broad multilane width and scale of the arterial, such a treatment would need to include tall, regularly spaced canopy street trees and decorative streetlights within the sidewalk on both sides of the street at a minimum, along with possible vertical landmark feature elements (Fig.3.1.4.B.7). However, existing sidewalk widths as narrow as 6 to 8 feet within this segment may not adequate to accommodate canopy street trees of adequate size and roadway scale (tree wells or a planting strip of 4 feet in width located at the back of curb would be the minimum necessary, with wider width advisable for viability and return on investment of street trees) and still provide a comfortable walking width (Fig.3.1.4.B.8 and Fig. 3.1.5.A.3). Given the investment in the area, the City could work with frontage property owners to establish an easement for widening of the sidewalk to provide a minimum of 5.5 feet of resulting clear paved sidewalk width between curbside tree wells/planter strip and the back of sidewalk (potentially requiring an easement width of at least 2 to 4 feet, depending on existing sidewalk width).

Fig. 3.1.4.B.1 Talbert Ave. Between Newhope St. and Mt. Washington St.

Fig. 3.1.4.B.2 View West on Talbert Ave. From the Santa Ana River Bridge

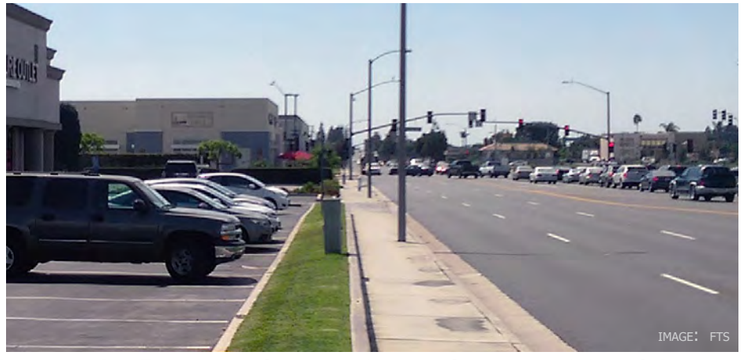


Fig. 3.1.4.B.3 Talbert Ave. Sidewalk - Lack of Confortable Width & Buffering

Fig. 3.1.4.B.4 Gateway Streetscape Example - Central Median Grove of Trees

Fig. 3.1.4.B.5 Gateway Streetscape Example - Blvd. Sign at Center Median

Fig. 3.1.4.B.6 Gateway Streetscape Example - Blvd. Landmark at Center Median

Whittier Boulevard Downtown Segment - Montebello, CA (Palm Planting)

East 14th Street - San Leandro, CA (Shade Canopy Tree Planting)

Fig. 3.1.4.B.7 Gateway Streetscapes - Examples of Treatments at Sides of Street (Sidewalks) only: “Before” (left image) & “After” (right image)

Fig. 3.1.4.B.8 Gateway Streetscape Example - Trees Provide Pedestrian Buffering

3.1.5 RECOMMENDED PEDESTRIAN NETWORK IMPROVEMENTS

Due to the district's light industrial past, its pattern of very large blocks, and its being cut in half by I-405, the pedestrian network in the Planning Area is discontinuous and not comfortable to use (see Appendices A and C). Pedestrians lack buffers on narrow sidewalks adjacent to high speed roads, few or no trees provide shade, and simple connection paths are not present in many locations. As a result, there is a lack of foot travel resulting in little sharing of parking or retail customers, barriers to commuter and shopper transit use, and a low-activity place image. The pedestrian experience within the study area could be greatly improved by increasing accessibility and safety, and simply making walking in the area more pleasant. This in turn will better support of retail activity and transit, reduction of auto trips, helping to achieve the City's sustainability goals, and making the district more appealing for workers and residents. The following improvements are recommended to help accomplish these goals:

FIG. 3.1.5.A.1: EXISTING TYPICAL SIX-FOOT WIDE SIDEWALK ON NEWHOPE STREET NEAR EUCLID STREET (VIEW EAST) - NEXT TO 13 FOOT WIDE EXISTING DRIVE LANES

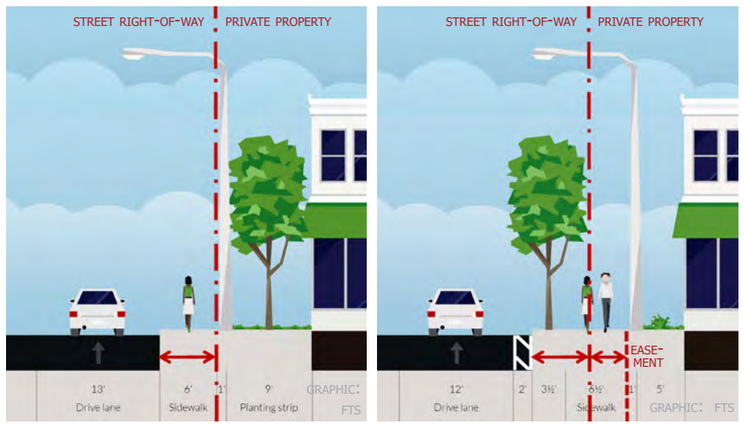


FIG. 3.1.5.A.2 AND 3.1.5.A.3: SIDE-BY-SIDE VIEW OF EXISTING SIX FOOT WIDE SIDEWALK (LEFT) AND CONCEPTUAL SIDEWALK WIDENING (RIGHT) WITH 1' LANE WIDTH REDUCTIONS AND 2' BUFFER, ADDED TYPICAL CURBSIDE STREET TREES IN 3'X 6' WELLS OR CONTINUOUS PLANTING STRIP, AND ADDED 4' SIDEWALK WIDENING VIA PRIVATE PROPERTY EASEMENT (ALL WIDTHS DEPENDENT ON SITE CONDITIONS)

A. Widen Sidewalks

Wider sidewalks are recommended throughout the study area to enhance the pedestrian experience, especially on streets serving as connections between front doors of workplace and commercial destinations, gathering places, parking, and transit stops. Outdoor malls in Southern California commonly provide wide sidewalks to promote large groups and high volumes of foot traffic. Sidewalks along major pedestrian corridors, such as throughout the Activity Core and adjacent to residential units, should be widened to 8'-10' (with no landscaping) or 6'- 8' (with additional 3.5' minimum for curb and tree grates of minimum 3' width or a continuous planter strip of minimum 3' width). Sidewalks should be widened concurrently with development with incentives to encourage easements to provide additional right-of-way for wider sidewalk width (Fig. 3.1.5.A.2, Fig. 3.1.5.A.3).

B. Limit Block Sizes & Increase Connections

Limiting block sizes (Fig. A.25) will promote walkability by making walking routes more direct, resulting in greater accessibility through the district by foot. Plan regulations calls for a maximum block size (perimeter length) of 3,000' for vehicles and 2,000' for pedestrians, where developments that exceed these sizes must provide alternative paths of travel within blocks to break down their scale. This will improve connectivity throughout the district and minimize dead-ends. Shorter block lengths correlate with increased walkability due to more destinations falling within walking distance. Several new pedestrian paths are proposed throughout the study area between buildings (Fig. 3.1.2). These should go in or be formalized concurrent with redevelopment, and their physical design, lighting, and wayfinding signage should be improved to make their intended use apparent and welcoming.

C. Install a Signalized Midblock Crossing on Euclid Street

In tandem with efforts to decrease block sizes, creating an east-west midblock crossing on Euclid Street (including related ramp and sidewalk improvements) would increase connectivity and help slow down vehicle speeds adjacent to the pedestrian paths. The proposed crossing would connect the alley between the existing World Plus Consignment and the 3 Day Suit Broker on the west side of Euclid Street to the former Staples parking lot to its east. A pedestrian signal is recommended for this crossing. Without this crossing, there is no opportunity to cross Euclid Street at any point between Mt. Washington Street to the I-405 Southbound Ramps, a length of about 2,000 feet.

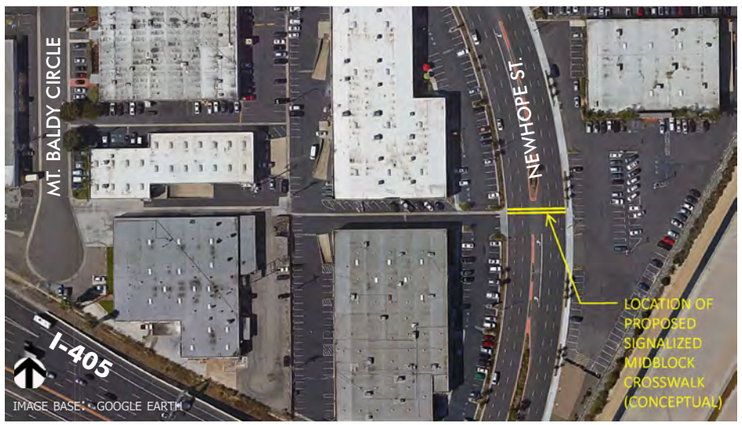


FIG. 3.1.5.C: DIAGRAM OF CONCEPT LOCATION FOR SIGNALIZED MIDBLOCK CROSSING AT EUCLID STREET CONNECTING EXISTING ALLEY ACROSS EUCLID (SHOWN IN DOUBLE YELLOW LINE), WITH ACCOMPANYING USE OF PEDESTRIAN SIGNAL

D. Install a Midblock Crossing on Ward Street

Increase pedestrian accessibility by providing an east-west midblock crossing of Ward Street between Ellis Avenue and Talbert Avenue, south of the bridge over I-405. At the time of Plan preparation, the only places to cross Ward Street are a half-mile apart at Ellis or Talbert Avenue. The Caltrans I-405 Improvements project includes signalization of the Ward Street/Antelope River Avenue intersection and provision of a pedestrian crosswalk across Ward Street as part of the widening of the Ward Street bridge over I-405. This is an ideal location for a pedestrian crossing and the City should support the proposed crosswalk leg on the south side of the intersection.

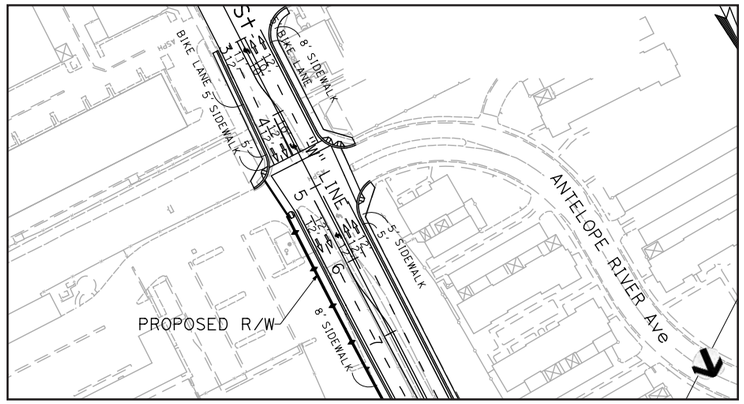


FIG. 3.1.5.D NEW PEDESTRIAN CROSSWALK AT WARD ST./ANTELOPE RIVER AVE. INTERSECTION FROM CALTRANS I-405 IMPROVEMENT PLAN (ALT. 3)

E. Continuous Sidewalks

The sizeable missing segments in the sidewalk network (Appendix C, Fig. 3-3) need to be filled-in to create direct routes for pedestrians and enhance walkability and district connectivity. The Ward Street bridge widening element of the Caltrans I-405 Improvement Project proposes to complete the sidewalk gap from Talbert Avenue to Antelope River Avenue on the east side of Ward Street. The City should support the proposed connections and also prioritize filling the gaps in the following stretches of discontinuous or insufficient sidewalk:

- Mt. Washington Street between Talbert Avenue and Euclid Street - in coordination with catalyzing and supporting the development of the Activity Center (Fig. 3.1.5.E.1, Appendix A Fig. A.40.2)
- The west side of Euclid Street from Talbert Avenue to Newhope Street and from Condor Avenue to the southbound I-405 ramps (Fig. 3.1.5.E.2) (potential sidewalk treatment of this segment would have to factor in an existing landscaping easement and adjustment of prior landscape frontage provision between the City and property owners).
- Mt. Shay Street and Kalama River Avenue between Talbert Avenue and Euclid Street (Fig. 3.1.5.E.3)
- The south side of Talbert Avenue between Ward Street and Euclid Street (Fig. 3.1.5.E.4, Appendix A Fig. A.35.2). Within this segment, the south side of Talbert Avenue between Ward Street and the Fountain Valley flood channel currently contains a narrow, meandering sidewalk through turf next to existing bermed conifer trees which is not conducive for walking (Fig. A.24.2).

Over the long term, installation of sidewalks or protected walkways should be promoted on all district interior local streets that currently lack sidewalks (notably all the district interior local streets south of I-405).

Fig. 3.1.5.E.1: View East of Missing Sidewalk Segments at Both Sides of Mt. Washington Street Between Euclid Street and Talbert Avenue

Fig. 3.1.5.E.2: View North of Missing Sidewalk Segments at the West Side of Euclid Street from Talbert Avenue to New Hope Street

Fig. 3.1.5.E.3: View East of Missing Sidewalk Segments at Both Sides of Kalama River Avenue west of Euclid Street

Fig. 3.1.5.E.4: View East of Missing Sidewalk Segments at the South Side of Talbert Avenue Between the Flood Channel and Euclid Street

F. Crosswalk Enhancements

Intersections within the Plan area should be improved in order to increase pedestrian traffic. High visibility crosswalks markings at signalized intersections should be phased in with redevelopment.

The intersection of Newhope Street and Euclid Street has crosswalks at only the south and east crossings, but it is unlikely that Caltrans will support additional legs given the heavy vehicle movements (Fig. 3.1.1.B). An east-west connection for pedestrians could be created at Kalama River Avenue across Euclid Street. The intersection is already signalized and would assist in traffic calming in the area. It should be noted that this intersection is in close proximity to the Euclid Street/Newhope Intersection and signal timing coordination should be paired with this improvement.

G. Pedestrian Lighting

A safe pedestrian environment requires well-lit walkways. Additional pedestrian lighting will support evening activities. A less-expensive means of adding pedestrian lighting to existing streets is to add a second streetlight luminaire head and arm at pedestrian height (12 to 14 feet) on the sidewalk side, to an existing roadway streetlight pole. In between these existing poles, decorative pedestrian-scale (12 to 14 foot) light poles can be infilled and also complement the proposed walkable character of the Activity Center (Fig. 3.1.5.G.2).

Fig. 3.1.5.G.1: Example of Decorative Pedestrian-Height Post-Top Lighting Supportive of a Successful Night-time Walkable Commercial District Setting - 12 foot high Poles at 50 - 70 foot Spacing with 100 Watt Warm White (2700 Degrees Kelvin) Metal Halide Lamps (equivalent performance led light sources are alternatives).

H. Maintain Pedestrian Connectivity in Conjunction with Forthcoming Caltrans Improvements

Monitor and maintain existing pedestrian connectivity during design development and upon construction of Caltrans ramp improvements. The proposed fly-over ramp spanning the Santa Ana River from eastbound Euclid Street to Southbound I-405 (Fig. 3.1.1.A) will significantly alter the character of the Plan area by widening and increasing the freeway infrastructure. Throughout the implementation, care needs to be placed on maintaining a continuous pedestrian path along and underneath the free right turn onto Southbound I-405. As part of Caltrans' I-405 Improvement Project, a new 4th crosswalk leg is proposed for the I-405 Southbound Ramps/Ellis Avenue intersection.

I. Pedestrian Buffers

In order to provide a safer and more appealing pedestrian environment, buffers between sidewalks and vehicle travel lanes are encouraged. This plan recommends providing canopy street trees, pedestrian-scale streetlight posts (and additive pedestrian luminaires on existing poles), landscaping, curbside parking and/or bicycle lanes between sidewalks and vehicle travel lanes. Lane widths in much of the Crossings District are already at minimums, but where feasible, lane striping may also be modified to create striped buffers between travel lanes and sidewalks (Fig. 3.1.5.A.3). These buffers are of highest priority on high speed multi-lane streets such as Newhope Street, Ellis Avenue, and Euclid Street. As redevelopment occurs, landscaping improvements are encouraged adjacent to the property including dedicating right-of-way easements for wider sidewalks, trees, and planter strips.

Fig. 3.1.5.G.2: Example of Pedestrian-Height Luminaires Attached to Roadway-Height Streetlight Poles with Supplementary Pedestrian-Height Luminaires and Poles added in-between.

3.1.6 RECOMMENDED BICYCLE NETWORK IMPROVEMENTS

Existing bicycle connectivity to the planning area is limited to north-south bike lanes on Ward Street and east-west lanes on Ellis Avenue, but only west of Ward Street (Fig.A.30). The paved Santa Ana River Bicycle Trail runs adjacent to the Plan Area along the east side of the river, but does not provide an easy connection to the Crossings District. East of the Santa Ana River, bike lanes on MacArthur Boulevard connect to the Santa Ana River Trail, but end at the narrow MacArthur Boulevard/Talbert Avenue bridge in which bicyclists must use the sidewalk or travel in lane with 45 mile-per-hour traffic to access the District. This bridge is to be widened and its associated bicycle facilities potentially improved per the Memorandum of Understanding (MOU) regarding the Garfield Avenue/ Gisler Avenue bridge, however timeline and funding for implementation of the widening have not yet been established. The closest Santa Ana River bike route crossings are a half-mile north of the Plan Area on Slater Avenue and one-and-a-half miles south of the Plan Area on Adams Avenue. Additional bike connectivity would enhance the Plan Area and provide alternative modes of travel for shoppers, employees, visitors, and residents alike. Grant funds are available via competitive application through OCTA and other federal grant programs to potentially implement many of the recommendations below.

A. Off-Street Bike Path along Ellis Avenue

There is a potential width of right-of-way in the setback area on the south side of Ellis Avenue and north of Orange County Water and Sanitation District facilities, between Ward Street and the I-405 southbound ramps (Fig 3.1.6.A; see also Fig. 3.1.1.A, Appendix A Fig.A.37.1, Fig. A.37.2). With relatively few driveways and the Water and Sanitation Districts' single "property ownership" along this frontage, it presents an opportunity to be converted into a two-way, off-street ("Class I") bike path, albeit with significant challenges. Potential complications include the encroachment of an existing pumping facility on the setback width in its eastern portion (across the street from the Ellis Avenue frontage of 18480 Pacific Street) and coordination of vertical and horizontal clearance of the possible bike path from the proposed Caltrans elevated freeway ramp structure connecting eastbound Ellis Avenue to southbound I-405, part of the I-405 Improvement project. With further design development of the I-405 Improvement project to be undertaken, it may be an opportune time for the City to explore this alignment. By means of this conceptual Ellis Avenue bike path, the City's existing Ellis Avenue bike lanes could be extended from their current terminus at Ward Street, eastward to potential Euclid Street bike lanes (see section 3.1.6.D) and ultimately via Condor Avenue to future bike lanes on the MacArthur Boulevard/Talbert Avenue bridge, and/or to the unpaved Santa Ana River Trail (west bank). The result would be the completion of an important missing east-west link within the Plan area's and the region's bikeability network.

While this project's alignment may be conceptually feasible, it would require significant cooperation of the City working together with the Orange County Water and Sanitation Districts and Caltrans.

B. Connecting Directly to the Santa Ana River Bicycle Trail

The Santa Ana River Bicycle Trail (east bank) is a heavily used and grade-separated paved bike and pedestrian path that runs adjacent to the Plan Area. From the Crossings District, pedestrians and bicyclists can only reach the Trail by the two unbuffered 5-foot-wide sidewalks on the Talbert Avenue/West MacArthur Boulevard bridge, as its traffic often exceeds 40 mph and there are no bike lanes on the bridge's 6-lane arterial road segment. The next river crossings to the north and south, respectively, are the Slater and Adams Avenue bridges.

Cyclists and walkers along this trail pass by the site daily without awareness of the Crossings District. The west bank trail that runs the length of the Plan Area's eastern edge is unimproved and less frequently used, and also can only be accessed from the district at Talbert Avenue. Once the Plan Area is developed into a destination (or in coordination with significant programs and investments underway), it would benefit from added bicycle and pedestrian connectivity to the regional bike trail (as well as open space access) by exploring the creation of:

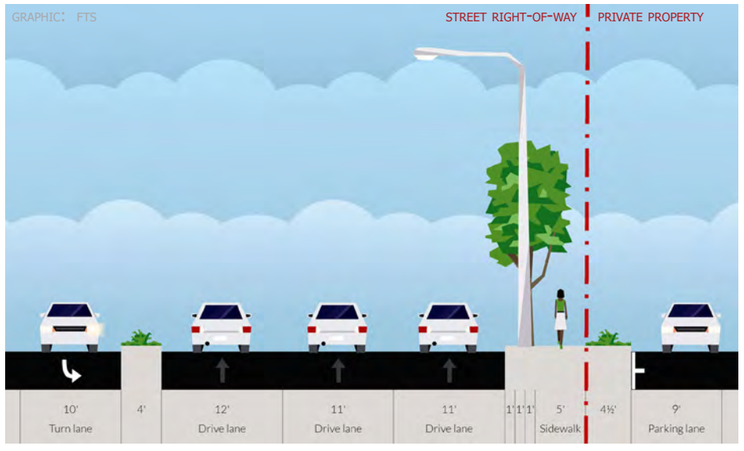


FIG. 3.1.6.D.1 EUCLID STREET PARTIAL CROSS-SECTION DIAGRAM APPROXIMATELY 300 FEET SOUTH OF CONDOR AVENUE - EXISTING NORTHBOUND LANES

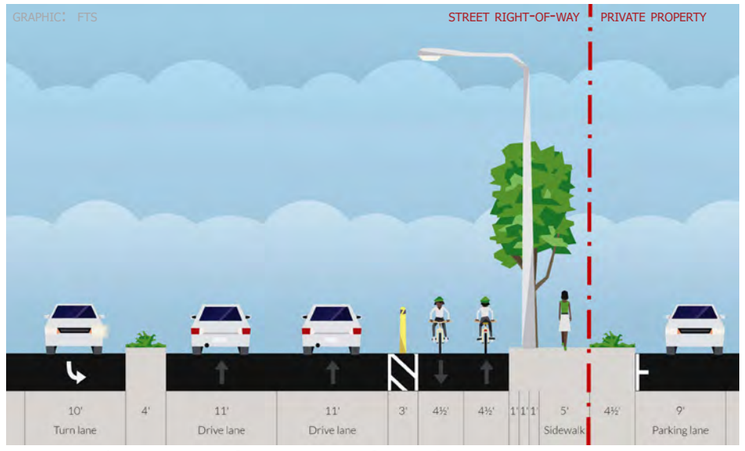


FIG. 3.1.6.D.2 EUCLID STREET PARTIAL CROSS-SECTION DIAGRAM APPROXIMATELY 300 FEET SOUTH OF CONDOR AVENUE - CONCEPT REPLACEMENT OF EASTERNMOST NORTHBOUND TRAVEL LANE WITH A 2-WAY CYCLE-TRACK, ALONG WITH A NARROWING OF ONE TRAVEL LANE FROM 12 FEET TO 11 FEET.

1. One or more additional bike and pedestrian access points from District streets to the west side bank trail (both the Euclid Street and the Condor Avenue/ Mt.Washington Street rights-of-way approach closely but provide no bike or pedestrian connection to the west bank trail). The raised elevation of the trail atop the river levee will require ramping for bike and handicapped access from district streets and/or sidewalks. As the river levee is owned and controlled by the County Flood District and the Army Corps of Engineers, significant coordination and cooperation would be required.

2. From the Crossings District, a fully functional bicycle path or lane(s) across the Santa Ana River. Bike lanes or paths (as well as protected pedestrian walkways) on the Talbert Avenue bridge could be created as part of the bridge widening described in the existing Memorandum of Understanding (MOU) regarding the Garfield Avenue/Gisler Avenue bridge, however timeline and funding for implementation of the widening have not yet been established.

   Alternatively (but with less likelihood), given enough participation or interest, a pedestrian and bike bridge could directly connect across the river to the Santa Ana River Bicycle Trail near Moon Park. This would require complex coordination with Caltrans and the OCTA in regard to the I-405 Improvement Project's proposed elevated onramp to southbound I-405 (see the preceding

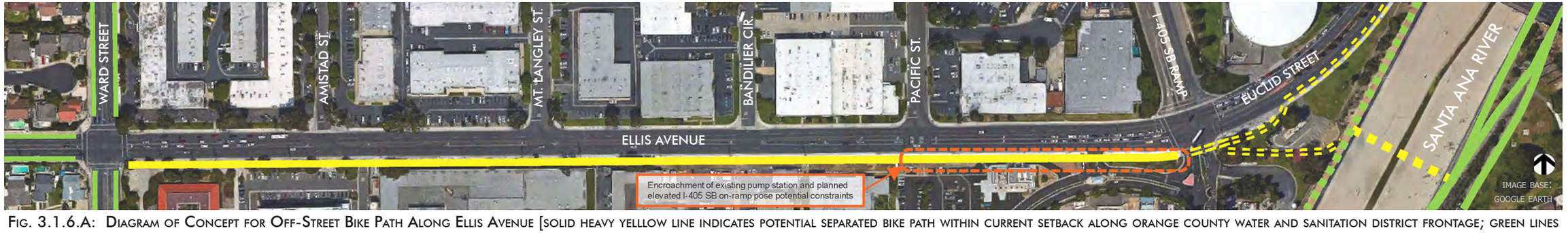


FIG. 3.1.6.A: DIAGRAM OF CONCEPT FOR OFF-STREET BIKE PATH ALONG ELLIS AVENUE [SOLID HEAVY YELLLOW LINE INDICATES POTENTIAL SEPARATED BIKE PATH WITHIN CURRENT SETBACK ALONG ORANGE COUNTY WATER AND SANITATION DISTRICT FRONTAGE; GREEN LINES INDICATE EXISTING BIKE LANES AT ELLIS AVENUE WEST OF WARD STREET, ALONG WARD STREET, AND AT SANTA ANA RIVER BIKE TRAIL (EAST BANK); DASHED DOUBLE LINES INDICATE POTENTIAL BIKE PATH/BIKE LANE CONNECTORS ON EUCLID STREET AND/OR TO UNIMPROVED SANTA ANA RIVER TRAIL (WEST BANK - SHOWN WITH DASHED GREEN LINES); DASHED HEAVY YELLOW LINE INDICATES POTENTIAL BIKE/PEDESTRIAN BRIDGE CROSSING LOCATION CONNECTING TO SANTA ANA RIVER BIKE TRAIL, MOON PARK IN COSTA MESA, AND SUNFLOWER AVENUE & CALIFORNIA STREET BIKE LANES IN COSTA MESA]. AN ALTERNATE RIVER CROSSING MAY ALSO POTENTIALLY OCCUR AT THE EXISTING TALBERT AVENUE BRIDGE BY MEANS OF WIDENENING OR IMPROVEMENT TO ACCOMMODATE BIKE PATH/BIKE TRAIL ACCESS.

item 3.1.6.A for discussion of a potential Ellis Avenue bike path linkage), as well as approvals from the County Flood District and the Army Corps of Engineers.

Wayfinding signs for visitors between the Trail and the District (to and from) would also be essential. The City should consider implementing a bike crossing of the river within 10 to 20 years after the Plan is adopted, or sooner if the pace of investment warrants.

In both cases, the City should coordinate with the OCTA/Caltrans I-405 Improvement Project to (at a minimum) ensure that possible right-of-way connections are not unnecessarily foreclosed by near term design development decisions, and if possible, for advantageous collaboration on grading and other infrastructure configuration design decisions to set the stage for future bicycle/pedestrian connections that could be made at relatively lower cost.

C. Develop East-West Bike Connections within the District

Investigate back alley routes and routes on low volume streets to increase east-west connections (See Fig. 3.1.2). As development occurs, new pathways can be created to better facilitate bike usage.

D. Bike lane(s) on Euclid Street between I-405 southbound ramps and Condor Avenue

In conjunction with additional bike routes mentioned above, bike lanes on Euclid Street between the I-405 southbound ramps intersection and Condor Avenue would help provide more connectivity to travel by bike through and around the District. These lanes would be an alternative to provision of parallel parking along northbound Ellis Avenue through removal of one traffic lane (previously described in Section 3.1.4.A). A two-way cycle track on the east side of the road would be most appropriate in order to separate bicyclists from vehicles (Fig. 3.1.6.D.1 and Fig.3.1.6.D.2). Condor Avenue/Mt. Washington Avenue could provide a future bike route connection to a widened Talbert Avenue bridge.

3.1.7 IMPROVEMENTS SUPPORTING FUTURE TRANSIT SERVICE

Transit within the study area is limited and correspondingly underutilized. However, the proposed mix of land uses is supportive of increased transit services. Promoting future transit access is a key factor in managing the future transportation needs of the increased activity in the area. Combined with residential use proposed in tandem with activity center uses, the shift to flexible office space will bring in more employees and will increase the demand for transit. The limited availability of parking within the Plan Area also makes more convenient access to transit and higher ridership desirable.

Fig. 3.1.7.B.1: Existing Bus Stop at Eastbound Talbert Avenue at Flood Control Channel with No Shelter, No Seating, No Nearby Street Lighting, and No Trash Receptacle - Lack of Rider Comfort Discourages Transit Use.

A. Proposed OCTA Route Modifications

Concurrent with the adoption of this Plan, OCTA is modifying existing bus routes that provide transit access to the Plan Area (Appendix A, Fig.A.33). As part of Plan 360, OCTA is improving headways on Route 37 from the current 30 minutes and longer down to 15 minutes. OCTA is reducing headways on Route 76 to between 45 and 60 minutes.

B. Encourage Increased Transit Service and Infrastructure

To meet the growing needs of patrons within the Plan Area, increased transit service and accessibility will be required. There are bus stops along the major corridors (Talbert Avenue, Ellis Avenue, Euclid Street and Newhope Street) so that a stop can be reached on foot within a quarter mile of any point on-site (though as previously described, this is affected by missing sidewalk segments). However, many bus stop locations lack benches and/or shelters, and in some cases are not well-lit by street lighting (Fig. 3.1.7.B.1 and Fig. 3.1.7.B.2). As activity increases, the transit infrastructure should be improved to match the needs of workers, customers and residents. Increased headways and routes should be investigated and monitored as the Plan Area redevelops.

C. Support programs to add wireless internet to transit stops

In 2015, Los Angeles Metro and LADOT announced pilot installations of bus shelters with WiFi, USB phone recharging and real-time bus arrival information, in coordination with its outdoor advertisement/bus shelter provider. The City should support and collaborate with OCTA on similar initiative(s) as they arise.

D. Provide OCTA with Bus Pads for Layovers

OCTA has expressed the need for bus pads in the area for layover periods. These pads are paved with reinforced concrete to support the weight of the bus while it is parked for scheduled periods of time between routes. While these pads exist at a number of locations in and near the Crossings District, providing them at locations currently without them makes OCTA routes more feasible and flexible in the area and will support operations for years to come.

Fig. 3.1.7.B.2: Existing Bus Stop at Westbound Talbert Avenue at Northwest Corner of Talbert /Euclid Intersection Has Minimum Amenities for Comfortable Rider Use: Shelter, Seating, Trash Receptacle, and Nearby Street Lighting. Bus "Duck-in" and Bus Pad Enhance System Functionality.

3.1.8 TRAVEL DEMAND MANAGEMENT (TDM) MEASURES

Given the existing parking constraints in the Plan Area, the following should be encouraged or mandated for developers and building owners. These measures have the potential to incentivize behavior changes and reduce vehicle trips substantially depending on the extent of implementation and participation.

- Secure Bicycle Storage – For every three new bike lockers/racks installed and maintained, expect one less vehicle trip per day. Experience has shown bicycle commuters will average using this mode one-third of the time, with increased usage during warmer months.
- Showers and Changing Rooms – Providing showers and changing rooms for bicyclists makes bicycling more feasible for office workers and increases the likelihood that commuters will choose this mode over another.
- Subsidizing Alternative Modes for Employees – Provide an additional incentive for employees to take alternative modes. Encourage employees by providing or covering the cost of transit passes or for parking at park and ride lots, or paying employees for choosing to bike or walk.
- Preferential Parking for Carpoolers – Carpooling has the potential to reduce trips and parking demand by 80% if all five seats in a vehicle are full, and the benefits are even higher for vanpooling. Designate spaces closest to the building as preferential parking for carpoolers or vanpoolers.
- Implementation of a Vanpool Program – Take the lead in instigating a vanpooling program by sponsoring one on-site. The size of the site presents great opportunity for a vanpooling program to be effective.
- Operating a Commute Assistance Center – Offer a one-stop-shop for transit and commute alternative information on-site. A commute assistance center offers trip planning assistance for building tenants. Preferably these work best when they are staffed with a live person. The center would also educate and promote the TDM measures on-site.
- Implementation of a Compressed Workweek Program – transitioning from the typical Monday through Friday schedule to four days a week (4-10 Schedule) or one day off every two weeks (9-80 Schedule) reduces the number of trips on the day off. This measure would be most effective if a non-Friday is chosen so trips are reduced on the busiest commute days. This measure also accomplishes the shifting of commute hours to non-peak hours due to the longer work hours on work days.
- Implementation of an Alternate Hours Workweek Program – Similar to a compressed workweek, alternate hours shift commuters to off-peak travel times. Instead of working the typical 9AM-5PM hours, employees would stagger work hours. Hours could be a set shift set by the employer or could be flexible and individually determined by the employee.
- Encourage Shared Parking – the combination of the daytime parking demand from the office and industrial uses with the evening parking demand of the proposed residential is perfect for implementing shared parking. This would reduce the required parking supply significantly by getting my efficiency out of the supplied lot.
- Improve the pedestrian, bicycle and transit facilities within the Plan Area as noted in the previous recommendations. Improving the non-automotive facilities will make multi-modal trips easier and more accessible and will promote mode shift away from the vehicle.

3.2 NEW STREET TYPES

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.

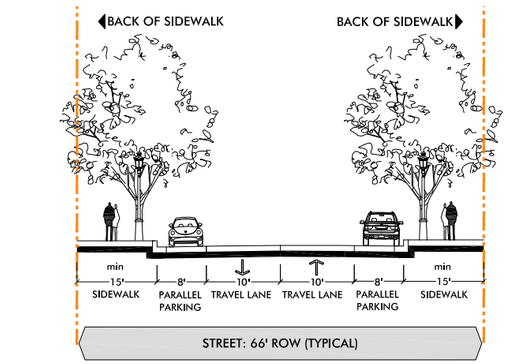
The configuration and design of new streets is regulated by specifying a range of permitted street types that fit contextually within each District. Any of the permitted street types may be selected for application on a property within a single District, provided that 1) a single street type is employed continuously for the entire block; 2) streets being installed to satisfy maximum block size requirements may not be alleys or passages; and 3) abrupt changes in street design and configuration, either across an intersection or within a block shall be avoided.

The range of street types permitted within each District is specified in Section 2.1. - Development Standards. 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.

3.2.1 CITY STREET - ILLUSTRATED IN FIGURE 3.2.1

1. Purpose:

Organize the primary public realm to create an environment hospitable to multiple uses including walking 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.



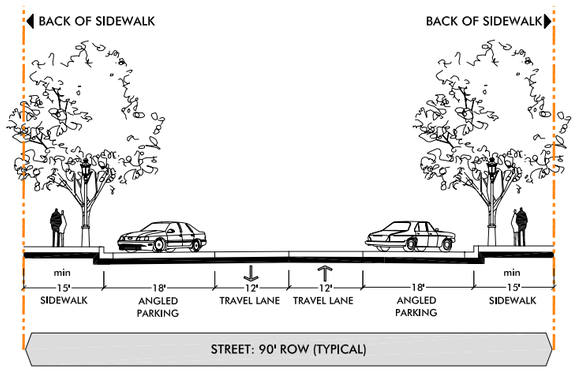


FIG.3.2.1.A - B: CITY STREET

2. Pedestrian Zone

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

   i. 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.

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

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

3. Parking Zone

a. On-street parking shall be oriented parallel or at a forty-five (45) degree angle to the curb. For angled parking, back-in configuration is a recommended best practice for safer interactions and enhanced visibility between cars, bicyclists and pedestrians.

b. Where trees are located within the curbside parking zone, they shall be centered between the curb face and the outside edge of the parking zone, and located in curbed planting wells or flush tree grates/tree guards between every pair (2) of contiguous parking spaces.

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

   ii. Special sub-surface construction is required to allow for proper tree growth and health beneath the pavement.

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

   iv. At parallel parking (assuming 22-foot-long stalls with 2-foot additional clearance to vertical elements), where flush tree grates are used, tree spacing shall be forty-eight (48) feet on center, and tree grates shall be rated for vehicular loading with attached tree guards. Where planting wells are curbed, tree spacing shall be at fifty-four (54) feet on-center with eight (8) foot long by six (6) foot wide curbed tree planter wells and trees asymmetrically positioned in the planter well to maintain four and a half (4.5) feet clear distance from the tree trunk at the back end of the adjacent parking space, to accommodate vehicles backing up and using the planter curb as a tire stop.

   v. At angled parking (assuming 9-foot-wide stalls), where flush tree grates/ guards are used, tree spacing shall be approximately at 30 feet on center, and tree grates shall be rated for vehicular loading with attached tree guards. Where planting wells are curbed, tree spacing shall be at approximately thirty-two and a half (32.5) feet on-center with five (5) foot square curbed tree planter wells.

   vi. Spacing adjustments and exceptions shall be made as needed for provision of handicapped parking and to accommodate block lengths, loading zones, driveways, and fire hydrants.

   vii. Uplighting of trees planted with parking zones is recommended for additional safety and aesthetic effect.

3.2.2 PUBLIC OPEN SPACE WITH CITY STREET – ILLUSTRATED IN FIGURE 3.2.2

1. Purpose:

Physically define the edges of linear greens, squares, or plazas with a streetscape environment that enhances the value of its surroundings.

2. Pedestrian Zone

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

   i. 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.

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

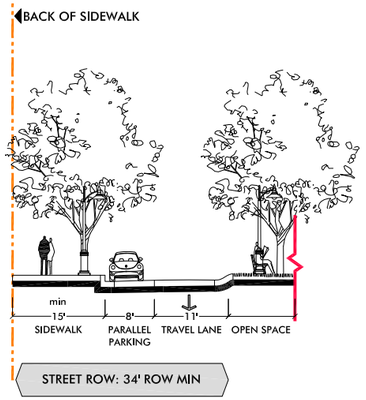
b. Decorative pedestrian-scale street lighting shall be provided along the sidewalk with a maximum spacing of 80 feet on-center. Light source should be located twelve to fourteen (12-14) feet above finished grade.

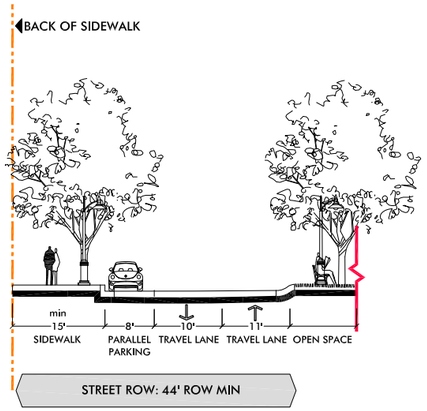
3. Parking Zone

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

4. Landing Zone

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





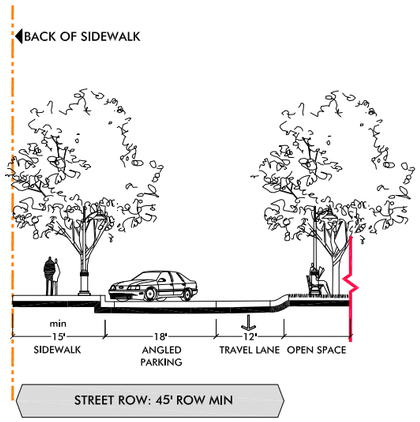


FIG.3.2.2.A - C: PUBLIC OPEN SPACE WITH CITY STREET

3.2.3 NEIGHBORHOOD STREET – ILLUSTRATED IN FIGURE 3.2.3

1. 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.

2. Pedestrian Zone

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

   i. 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.

b. Native/ water efficient, lo3.2.groundcovers and shrubs, which require minimal irrigation and a low level of maintenance, must be located within planting strips.

c. Decorative pedestrian-scale street lighting shall be provided along 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.

3. Parking Zone

a. The street shall include on-street parking oriented parallel to the curb, with stalls twenty-two (22) feet long by eight (8) feet wide, and an added two (2) feet length clearance space at stall ends that abut a curb (i.e. corner bulb-out or tree planter island) or a tree guard.

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

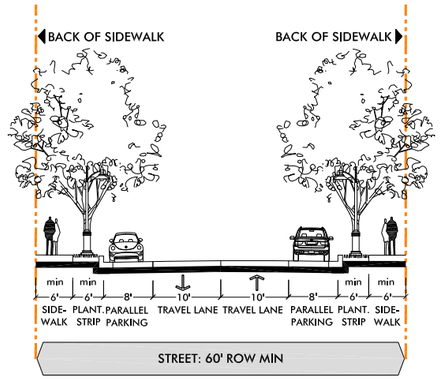
   i. Trees shall be located in curbed planting wells or flush tree grates/tree guards every two (2) contiguous parallel parking spaces. Where flush tree grates are used, tree spacing shall be forty-eight (48) feet on center, and tree grates shall be rated for vehicular loading with attached tree guards. Where planting wells are curbed, tree spacing shall be at fifty-four (54) feet on-center with eight (8) foot long by six (6) foot wide curbed tree planter wells and trees asymmetrically positioned in the planter well to maintain four and a half (4.5) feet clear distance from the tree trunk at the adjacent parking space back end, to accommodate vehicles backing up and using the planter curb as a tire stop. Special sub-surface construction is required to allow for proper tree growth and health.

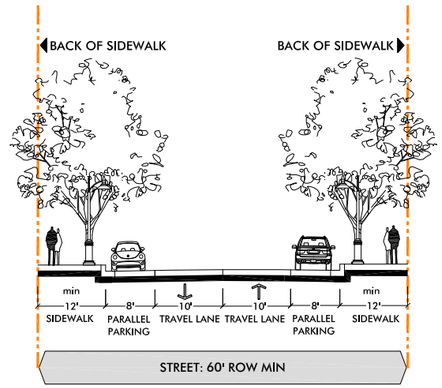
   ii. Where trees are located in the parking zone, trees in the pedestrian zone are encouraged to be staggered between the trees in parking lanes and evenly spaced for the length of the street.

4. Landing Zone

a. Planting strips between curb and sidewalk shall include a one (1) foot wide, paved auto passenger landing located along the back of curb.

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





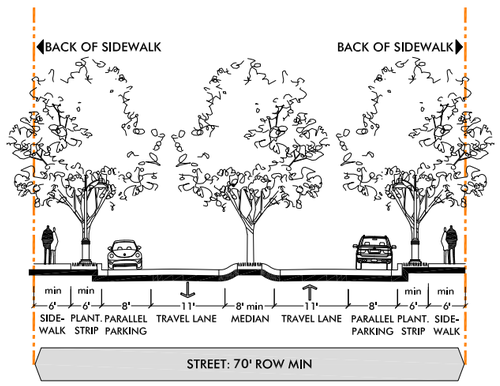


FIG.3.2.3.A - C: NEIGHBORHOOD STREET

3.2.4 PUBLIC OPEN SPACE WITH NEIGHBORHOOD STREET – ILLUSTRATED IN FIGURE 3.2.4

1. Purpose:

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

2. Pedestrian Zone

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

   i. 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.

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

c. Decorative pedestrian-scale street lighting shall be provided along 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.

3. Parking Zone

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

4. Landing Zone

a. Planting strips between curb and sidewalk shall include a one (1) foot wide, paved auto passenger landing located along the back of curb.

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

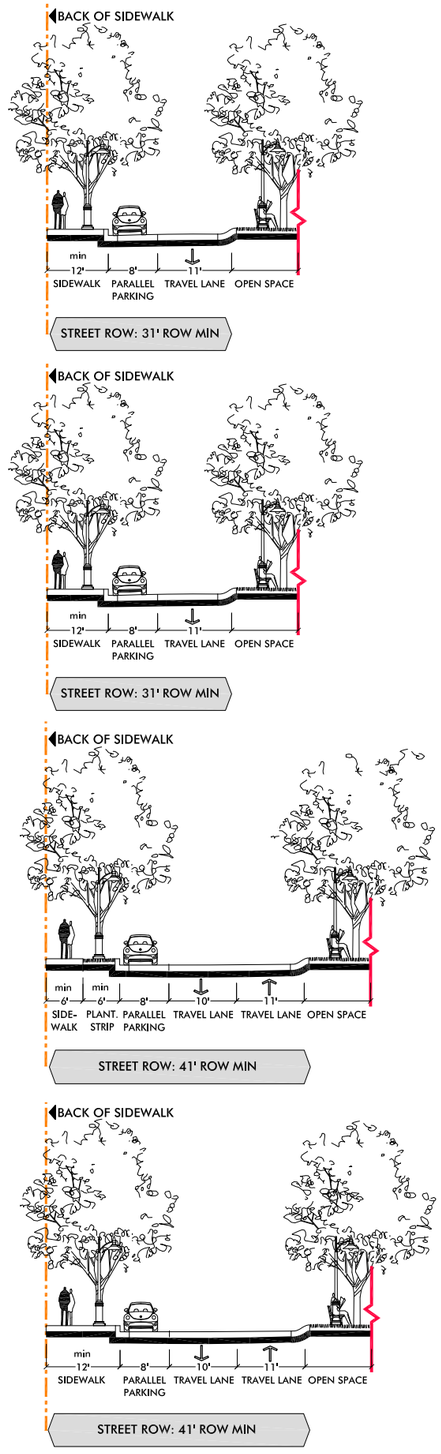


FIG.3.2.4.A THROUGH D: PUBLIC OPEN SPACE WITH NEIGHBORHOOD STREET

3.2.5 ALLEY – ILLUSTRATED IN FIGURE 3.2.5

1. Purpose:

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

2. Components

a. Alley right-of-way width shall be a minimum of twenty (20) feet.

b. Alleys must be entirely paved (permeable/pervious paving materials are highly recommended for alley paving).

c. 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.

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

e. At curb cuts which provide access to alleys, speed tables are recommended to maintain a level sidewalk and slow vehicular traffic entering or exiting the alley.

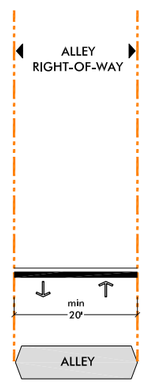


FIG.3.2.5: ALLEY

3.3 PUBLIC OPEN SPACE NETWORK

The General Plan (1995) identified the ratio of park acreage per 1,000 persons at the time as 13.2 acres per 1,000 residents, based on the 1990 census of 53,691 and parks totaling 708.75 acres within the City. It noted this in comparison with typical range of three (3) to five (5) acres of parkland per thousand residents it cited as a goal of most cities in California. The regional park lands of Mile Square Park at 640 acres provides the bulk of the identified park acreage. As noted in Appendix A, the 2010 census population figure of 57,010 represents a relatively modest 6% increase over the 15-year period. Assuming no additions to park acreage, the resulting ratio of park acreage per 1,000 persons is 12.4 acres per 1,000 residents.

Currently, there are no existing City parks within the Crossings Plan boundaries. The nearest existing publicly accessible parks to the edges of the Crossings District are:

Ellis Park (10301 Ellis Avenue, 3 acres, about a 1,035 foot, 5-minute walk along Ellis Avenue from the southwest corner of the Crossings District at the Ward Street/Ellis Avenue intersection)

Los Alamos Park (17901 Los Alamos Street, 4.02 acres, about a 0.4 mile, 8-minute walk from the northwest corner of the Crossings District at the Ward Street/Talbert Avenue intersection via residential streets)

Moon Park (a City of Costa Mesa Park - 3377 California Street, Costa Mesa, 1.7 acres, about a 0.7 mile, 15-minute walk from the northeast corner of the Crossing District across the Talbert Avenue bridge over the Santa Ana River and then southward on the paved Santa Ana River Trail on its east bank)

The paved Santa Ana River Trail (east bank) provides a 12-foot-wide path for biking, running and walking with multiple connections to bike and pedestrian routes east of the river and grade separations from intersecting east-west highways and streets. The west bank trail is mostly unpaved and unimproved in the project vicinity. The preceding Book 3 sections 3.1.5 (Recommended Pedestrian Network Improvements) and 3.1.6 (Recommended Bicycle Network Improvements) include recommendations for increased access and connectivity between the Crossings District and both the west and east bank Santa Ana River Trails.

The projected potential residential buildout within the Specific Plan Area is estimated to result in a maximum of 1,341 additional residents, with a resulting ratio of park acreage of 12.1 acres per 1,000 residents. While this ratio on a city-wide basis remains well above averages for California cities, everyday accessibility and usability of parks and open space for future Crossings District residents will depend on proximity to open space facilities and the connectivity of street and path networks.

Book 2, Section 2.6.2 of the Specific Plan contains a requirement for the six subareas within the Crossings District to each ultimately provide a public open space of a minimum of one-half acre size, applicable to General Plan requirements (See Fig. 2.6.2, Special Public Open Space Areas Map). A full buildout of these six subareas would result in three (3) additional acres of public open space, which would increase the city-wide ratio of park acreage per 1,000 residents by about .05 acres per 1,000 residents, i.e. not a significant increase on a city-wide basis, but more usably located in proximity to new Crossings District residents. Individual developments are also required to provide on-site public and private open space, though these areas are not applicable to General Plan requirements.

The City's regulations (Section 21.78.070, Park land dedications and fees) provide that residential subdivisions shall dedicate land and/or pay a park-in lieu fee. Subdivisions of fifty parcels or less may pay an in-lieu fee only. For the Crossings Specific Plan, Park land dedications and fees shall be as described in Book 2, Sections 2.6.1 and 2.6.2. Except properties with a Special Public Open Space Requirement pursuant to Book 2, 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 Fountain Valley Municipal Code, Title 21 Zoning.

3.4 UTILITIES AND INFRASTRUCTURE

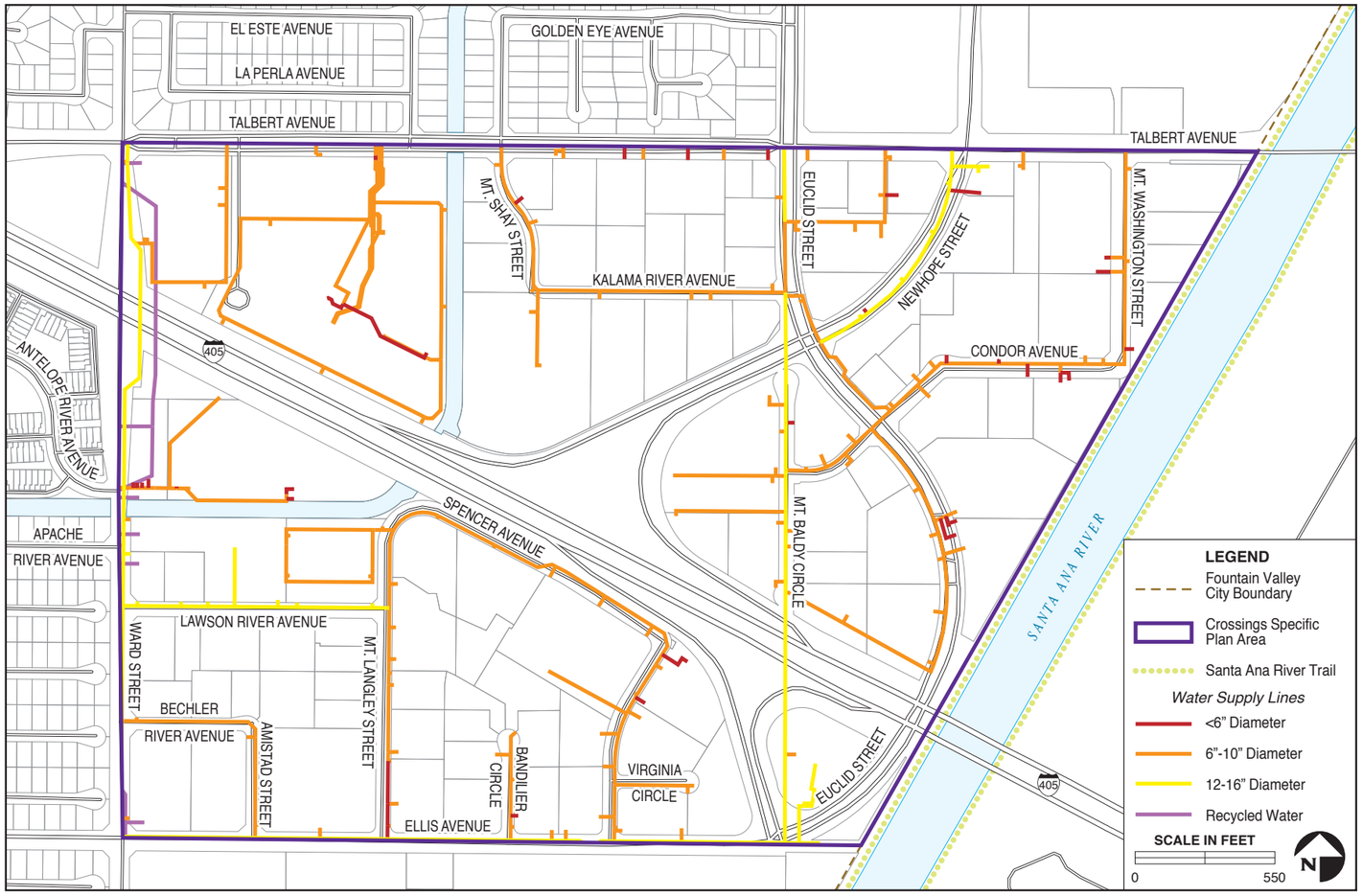
This section summarizes existing and proposed water, wastewater, solid waste and telecommunications infrastructure improvements to serve development within the Specific Plan Area. A more extensive and detailed analysis of infrastructure conditions and requirements (including reference sources for all conditions and figures cited in this section) can be found in the Environmental Impact Report, a program level environmental analysis for the Fountain Valley Crossings Specific Plan. The Plan Area is served by a network of utility lines, including sewer lines, water mains, and storm drains that were generally constructed during the 1970s and 1980s. This infrastructure was sized and installed to accommodate development anticipated at that time, and as noted in Appendix A, the Crossings District was largely built out by the early 1980s.

A. Existing Utilities and Infrastructure

1. Water Supply

The City receives its water from three main sources: 1) the Lower Santa Ana River Groundwater basin (Orange County Groundwater Basin), which is managed by the Orange County Water District (OCWD); 2) imported Colorado River and State Water Project (SWP) water delivered by the Municipal Water District of Orange County (MWDOC); and 3) recycled water from the OCWD's Green Acres Project (GAP). MWDOC is Orange County's wholesale supplier and is a member agency of the Metropolitan Water District of Southern California (MWD).

Groundwater makes up 60 percent of the City's water supply and is pumped from six active wells located primarily in the northeast section of the City, managed by OCWD. Due to drought conditions, increased pumping of groundwater over the past few years has occurred, leading to decreasing groundwater levels and overdraft conditions. In order to reduce overdraft and sustainably manage groundwater resources, the City supports programs that use recycled water and water reclamation to permit basin recharge.



GRAPHIC: AMEC FOSTER WHEELER

FIG. 3.4.A.1: FOUNTAIN VALLEY WATER SUPPLY WITHIN THE CROSSINGS DISTRICT

Imported water is wholesaled to the City by MWD through MWDOC, and represents approximately 24 percent of the City's annual water supply. This supply is influenced by annual Sierra snowpack levels and weather conditions in Northern California and along the Colorado River. Multi-year drought conditions, record low rainfalls and increasing temperatures have directly impacted demands and supplies to Southern California and led to a decrease in Orange County imported water allocations.

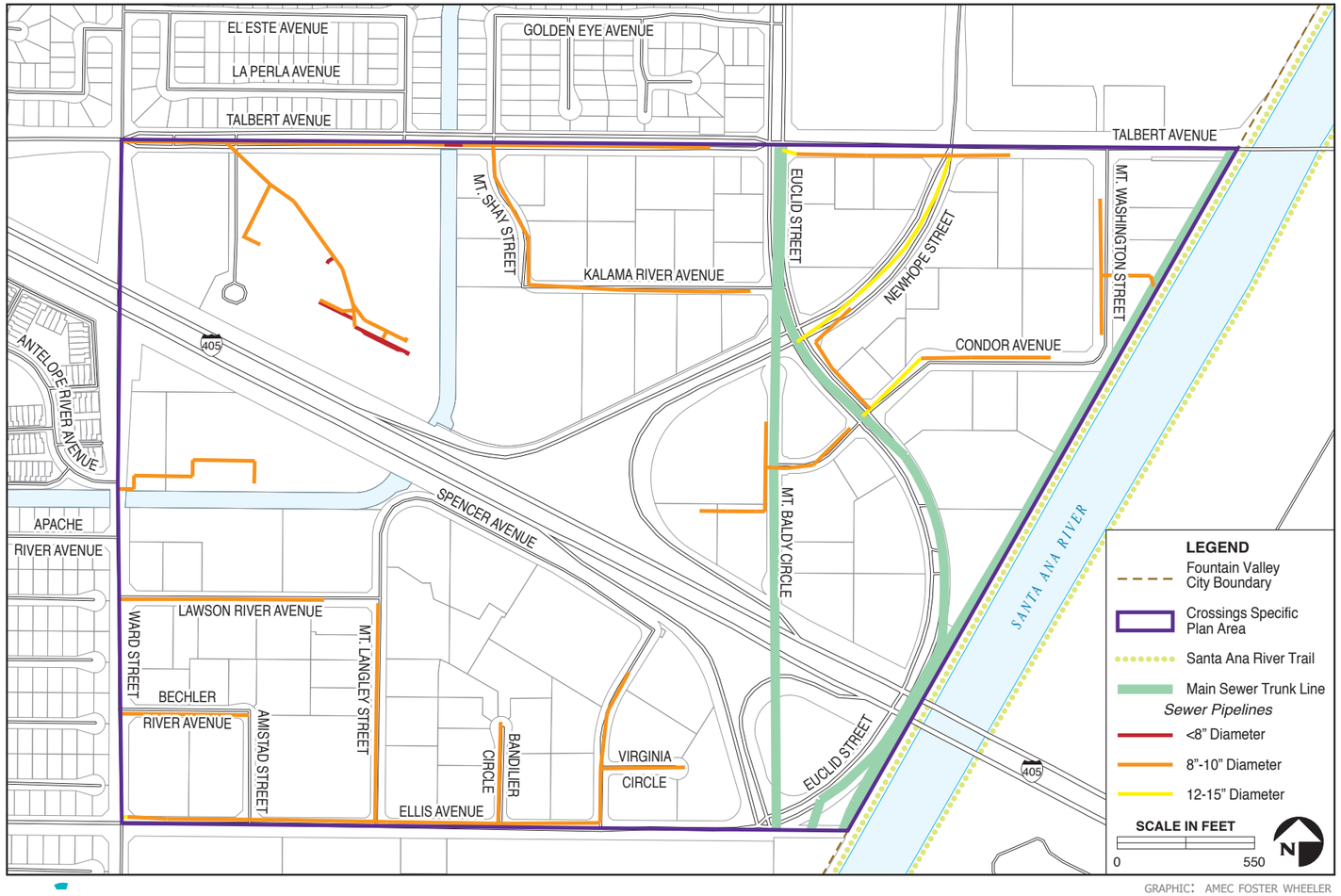
Recycled water (non-potable water) makes up the remaining 14 percent of the City's water supply. The City uses reclaimed/recycled water to irrigate landscaped areas for irrigation, including the Sports Park, Mile Square Park and the golf courses, and also supplies other outdoor areas and private businesses throughout the City.

Water distribution service within the Plan Area is provided by the Fountain Valley Water Utility, which operates as a division of the Public Works Department. One of the Utility's two storage reservoirs, Reservoir No. 1, is visible as the large cylindrical tank structure located at the northeast corner of Euclid Street and Ellis Avenue in the southwest portion of the Crossings District.

Within the Plan Area, water supply conveyance systems consist of lines ranging from 4 to 16 inches in diameter and extend approximately 32,679 linear feet, or nearly 6.1 miles. These lines run within the public rights-of-way of all streets within the Plan Area and connect to adjacent parcels or create closed loop systems under larger development parcels. In addition to water supply lines, recycled water is distributed to parcels along the western boundary of the Plan Area, paralleling Ward Street and extending approximately 3,251 feet, or 0.62 mile; see Figure 3.4.A.1 for the extent of the water distribution system within the Plan Area.

2. Wastewater

Wastewater treatment and collection in the Plan Area is provided by the OCSD. Existing sewer lines within the Plan Area typically ranges in diameter from less than 8 inches to 15 inches and extends nearly 2.6 miles. Lateral sewer lines are generally located within the public road right-of-way within the Plan Area, and branch lines connect the area north of I-405, south of Talbert Avenue, and east of Ward Street; see Figure 3.4.A.2. Trunk lines that collect waste effluent conveyed by lateral lines occur within the District and are located along Mt. Baldy Circle, Euclid Street, and parallel to the Santa Ana River. These trunk lines extend approximately 1.6 miles.



GRAPHIC: AMEC FOSTER WHEELER

FIG. 3.4.A.2: FOUNTAIN VALLEY SEWER SYSTEM WITHIN THE CROSSINGS DISTRICT

3. Solid Waste

The City of Fountain Valley contracts with Rainbow Environmental Services to collect solid waste generated throughout the City; it provides commercial bins, compactor pick-up service, and Rent-A-Bins for commercial, construction, and residential needs. Solid waste from the City is transported to a Materials Recovery Facility (MRF) within the City of Huntington Beach approximately 3 miles northwest of the Plan Area, where solid waste is manually and mechanically separated into recyclable and non-recyclable materials. Non-recyclable materials and solid waste are then transported to Frank R. Bowerman Landfill located within the City of Irvine, approximately 13.5 miles east of Project area. This landfill is scheduled to close in the year 2053.

4. Electrical Service

Southern California Edison (SCE) is the primary local public utility and energy supplier that services the Plan area. The majority of Fountain Valley's electrical transmission lines run underground and follow existing street rights-of-way, consistent with City Municipal Code 21.68.100, Public utilities and utility easements. Within the Plan area, underground 12 kilovolt (kV) electrical transmission lines are located along the existing right-of-way of arterial roadways. However, poles and overhead power lines remain visible along Plan area arterial roadways including Ellis Avenue, Ward Street, and portions of Talbert Avenue, as well as along smaller local streets like Mt. Washington St., Mt. Baldy Circle, portions of Condor Avenue, and along the Fountain Valley flood channel and through at least one other mid-block right-of-way (north of I-405).

Interconnection studies of electrical transmission lines have identified the adequate deliverability of electrical services within and surrounding the Plan area (SCE 2016). Based on consumption factors provided by the CEC in the 2006 California Commercial End-use Survey, electrical energy demand within the Plan area is estimated to be approximately 36.16 million kilowatt-hours (kWh), or 36.16 GWh per year, contributing to approximately 0.17 percent of the total County energy consumption, with Office/ Industrial land uses consuming the largest amount.

5. Communications Services

Telephone and internet services within the City are provided by a small group of network service carriers. Telephone services are provided by AT&T Phone Company, Frontier Communications, and Time Warner Cable. In addition, customers may choose to establish cellular phone services with independent service providers in the Plan Area including AT&T, Sprint, T-Mobile, and Verizon Wireless. Broadband internet and cable television services are provided by Frontier Communications and Time Warner Cable. Fiber optic lines used to transmit data through the Plan Area are located along Talbert Avenue and portions of Euclid Street.

B. Planned Utilities and Infrastructure

With the City's and the region's built-out condition and limitations on supply from and discharge/disposal to outside the district, planned measures to address and manage future demand for utilities and infrastructure are primarily focused on demand management and conservation, particularly as regulated by Federal, State and Local requirements.

1. Water Supply

By 2040, the City projects that its water supply mix will consist of 70 percent groundwater, 17 percent imported water, and 13 percent recycled water, with increased reliance on local groundwater sources. Total water supply for the City is projected to increase by approximately 9.5 percent. The MWD District and City project that they will be able to meet full service demands, including committed imported water supplies. With the eventual replacement of older wells with new more efficient wells, increasing the capacity of existing booster stations, addition of desalinated water from the Poseidon Project, and continued efforts in reducing water waste, the City is expected to meet projected demands with existing facilities and distribution systems. Any new water supply sources will be developed primarily to better manage the Orange County Groundwater Basin and to replace or upgrade inefficient wells, rather than to support population growth and new development (City of Fountain Valley 2015 Urban Water Management Plan).

2. Solid Waste

Currently, Rainbow Environmental Services is in the process of upgrading the Huntington Beach MRF; expansion of the facility would allow Rainbow Environmental Services to meet State mandated solid waste diversions of 75%.

3. Electrical Service

Undergrounding of overhead lines along streets should be implemented with development and to the extent practicable.

4. Communications Services

Competitive and innovation-oriented businesses today increasingly utilize and seek out very high speed internet ("gigabit" service) of 1,000 Mbps and higher as well as symmetric (equal upload/download speeds) service available only through fiber optic lines. These include businesses involved in advanced manufacturing, graphics and video production, conferencing, and distributed data. Currently, there are no providers servicing the Crossings District that offer gigabit service; the highest currently available speeds are approximately 300 Mbps. The City should work with internet providers and encourage them to expand gigabit and fiber optic service in the Plan area to increase the Crossings District's appeal to these often higher-value-added and higher-wage businesses. In addition, whenever the City opens utility trenches within streets and other rights-of-way in the district, it should consider installation of conduit in coordination with service providers to enable expansion of fiber optic service capacity, geographic coverage and availability.

3.5 IMPLEMENTATION AND FUNDING/FINANCING STRATEGY

Prepared by Strategic Economics

This section describes strategies for implementing the Fountain Valley Crossings District Specific Plan.

As previously described in this Book, the existing utilities infrastructure in the Fountain Valley Crossings District is largely adequate to meet future needs. Therefore, the Specific Plan primarily calls for capital improvements that enhance the district's multimodal transportation functionality, accessibility, and connections, both internally and externally to the rest of the City and region. The external connections will ensure that Fountain Valley residents can easily access housing and jobs in the Specific Plan area, as well as patronize the businesses in the future Activity Core. Internal connections will ensure that Plan Area residents and workers can easily access the Activity Core's housing and retail on foot and by bicycle – thus reducing local vehicle trips and parking demand while creating a vibrant, active public realm. The only other high-priority investment will be the installation of fiber optic cable in order to provide future gigabit internet service for the district's businesses.

Section 3.6.1 below summarizes the infrastructure projects to be implemented as part of the Fountain Valley Crossings District Specific Plan, including a breakdown of these projects by priority ranking/phasing as well as identification of the primary funding sources that could be deployed to pay for each improvement. Section 3.6.2 describes the identified potential funding sources in more detail. Section 3.6.3 describes the actual implementation activities for the Specific Plan, including phasing of public and private actions and funding sources over time.

3.5.1 SUMMARY OF PLAN IMPLEMENTATION CAPITAL PROJECTS AND CITY PROGRAMS

The Specific Plan's transportation infrastructure improvements focus on several broad categories of need:

- *Pedestrian Connectivity*: The plan includes new and enhanced crosswalks, new countdown clocks, pedestrian friendly stoplight signalization, and the construction of new sidewalks where there are gaps in the sidewalk network.
- *Pedestrian Comfort/Placemaking*: Improvements include selective construction of sidewalk bulb-outs at busy intersections, the installation of street trees, tree wells, and measures to increase safe interactions of automobiles and pedestrians. The latter improvements include shortening intersection crossings and slowing vehicle traffic, as appropriate.
- *Bicycle Connectivity*: The Specific Plan includes bicycle lanes in targeted locations, and potential future bike routes along side streets and alleyways.
- *Transit Improvements*: The Specific Plan will enhance the existing transit experience by incorporating enhanced bus stops that offer shade and seating, and improving street lighting to create a safer feeling space for riders as they wait. In the long term, the Specific Plan acknowledges that there may be larger investments needed as the district grows.
- *Vehicular Improvements:* The Specific Plan calls for additional on-street parking on several streets.

Other major projects include:

- *Installation of fiber optic data lines throughout the district:* This process is not a single major project, but instead will be completed over time as other utility projects move forward.
- *Regional bicycle connections:* Long-term projects include connecting the district to the Santa Ana River Bicycle Trail, and either constructing a potential bicycle bridge over the Santa Ana River or incorporating bicycle lanes and additional pedestrian space on Talbert Avenue.

The phased implementation strategy described in this section also includes staff activities requiring ongoing city funding. These activities include convening a stakeholder group focused on building shared capacity to address workforce housing and other shared districtwide issues, and proactively engaging with businesses, property owners, and brokers to attract targeted retailers and restaurants to the future Activity Core.

The table below summarizes discrete programs and infrastructure projects to be funded in the Plan Area, broken out by project type and location. The table also assigns a timeframe for implementation. The "timing" description indicates relative prioritization for implementation, with "short-term" entries intended to be low-cost, high-impact projects that the City could quickly implement with existing resources. The "funding sources" are described in detail in the following section.

Summary of Programs and Infrastructure Projects: Locations, Timing, and Funding Sources

Project #	*Project Type* Location	Timing	Funding Sources
1.	*Stripe On-Street Parking Spaces* Mt. Washington St. and Condor Ave.	Short-Term	City Resources
2.	*Stripe On-Street Parking and/or Add a Bicycle Lane* Northbound Euclid St. between I-405 and Condor Ave.	Short-Term	
3.	*Traffic Signal Timing Adjustments* Euclid St. and Newhope St.	Short-Term	
4.	*Sidewalk and Landscape Improvements* Mt. Washington St. and Condor Ave.	Mid-Term	City Resources Outside Grants Developer Contributions District-Based Tools
5.	Talbert between Euclid St. and Mt. Washington St.	Mid-Term	
6.	*New Traffic Signals, Intersections, and Crosswalks* New signalized intersection, Mt. Washington St. and Talbert Ave. at the Shops at Costco Plaza entrance.	Mid-Term	
7.	Signalized mid-block crossing on Euclid St. between I-405 and Condor Ave.	Mid-Term	
8.	Mid-block crosswalk on Ward St. between Ellis St. and I-405.	Long-Term	
9.	*Crosswalk Enhancements* District-wide.	Ongoing	City Resources Outside Grants Developer Contributions District-Based Tools
10.	*Transit Service Infrastructure Improvements* District-wide.	Ongoing	
11.	*Broadband/Fiber Optic Installation* District-wide.	Ongoing	
12.	*Business and Property Owner Siting Assistance (ongoing staffing)* Activity Core.	Ongoing	City Resources
13.	*Major Bicycle/Pedestrian Access Improvements* Bike path access to the Santa Ana River Trail, from corner of Condor Ave. and Mt. Washington St.	Long-Term	City Resources Outside Grants Developer Contributions District-Based Tools
14.	Bike/pedestrian bridge over the Santa Ana River Trail, or bike/pedestrian improvements to Talbert Ave.	Long-Term	

FIG. 3.5.1: SUMMARY OF PROGRAMS AND INFRASTRUCTURE PROJECTS: LOCATION, TIMNG, AND FUNDING SOURCES

3.5.2 POTENTIAL FUNDING SOURCES AND MECHANISMS

This section provides a menu of potential funding sources for implementing the capital improvements and programmatic activities identified in the Fountain Valley Crossings Specific Plan. In many cases, multiple funding sources will need to be combined in order to pay for specific projects. While each source is described individually below, the subsequent section provides a strategy for selecting and implementing these funding tools along with other actions the City and others can take to implement improvements and programs in the Fountain Valley Crossings Specific Plan.

Funding Source Categories and Examples

Category	Examples
City Resources	General Fund Capital Improvement Program User Fees
Outside Grants	Regional, State, and Federal Grants
Developer Contributions	Development Standards CEQA Mitigations Impact Fees Negotiated Agreements
District-Based Tools	Assessment District Community Facilities District Enhanced Infrastructure Finance District

FIG. 3.5.2: FUNDING SOURCE CATEGORIES AND EXAMPLES

A. City Resources:

- **General Fund:** General Fund revenues include property tax, sales tax, transient occupancy tax, and other revenues that are primarily used to pay for ongoing municipal services and operations. Both the General Fund and the Capital Improvement Program are critical funding sources for the Specific Plan's highest-priority, "short-term" infrastructure improvements. The General Fund will also need to support ongoing programmatic activities that require City staff time, such as business development and site assistance to match targeted business types with properties in the future Activity Core.
- **Capital Improvement Program (CIP):** Infrastructure projects identified in the Specific Plan are candidates for inclusion in the City's Capital Improvement Program, which is updated annually and includes a projection of ten years of future infrastructure projects. As of 2016, the CIP receives funding from 18 different sources, including General Fund revenues, enterprise funds, development in-lieu and impact fees, grants, revenue bonds, and gas taxes to pay for ongoing improvements and maintenance of city streets, utilities, and parks.
- **User Fees:** User fees and rates include the fees charged for the use of public infrastructure or goods. It may be possible to use some portion of user fee or rate revenue toward financing the costs of new infrastructure, but user fees are unlikely to be a major source of funding for implementation of the Specific Plan.

B. Outside Grants:

Various federal, state, and regional grant programs distribute funding for public improvements. Because grant programs are typically competitive, grant funds are an unpredictable funding source, and the City of Fountain Valley must remain vigilant in applying for grants to implement the Specific Plan. Unique grant funding opportunities may be available due to the district's inclusion of transit service, proximity to the Santa Ana River, and potential integration with the Santa Ana River Trail.

C. Developer Contributions:

- **Development Standards:** Each new development project will contribute to the Specific Plan's implementation by meeting requirements regulating each project's land uses, height, density, bulk, parking requirements, on-site circulation, on-site open space and other features. These standards are adopted in the City's zoning ordinance and must be satisfied in order for a project to be granted approval.
- **CEQA Mitigations:** The environmental review process requires the analysis of a project's environmental impacts and the identification of measures to reduce or eliminate these impacts. As a requirement of approval, developers may be required to undertake a number of mitigation measures, such as off-site traffic mitigation as defined by the California Environmental Quality Act (CEQA).
- **Impact Fees:** Impact fees are one-time fees imposed on new developments within the Fountain Valley Crossings Specific Plan (FVCSP) to pay for improvements and facilities that serve the new development and reduce impacts caused by the project on the existing community. Fee revenues cannot be used to fund existing deficiencies in infrastructure. Examples of current City impact fees include a Transportation Impact Fee and parkland fee. To ensure future development pays it fair share towards transportation improvement projects, the City shall:
    - Identify the cost of improvements to all identified transportation improvements, within the Project area and surrounding vicinity to reduce significant project impacts to a less than significant level within and surrounding the proposed Fountain Valley Crossings Specific Plan.
    - Clearly apportion existing and projected demand on these facilities and costs between existing users, the City, and proposed future development projects.
    - Define a development impact fees rate for all residential and non-residential projects to ensure that each project pays its fair share of public infrastructure costs. Development impact fee rates shall be based upon a set formula (e.g., $X per peak hour trip generated, etc.)
    - Include a regular fee update schedule, consistent with the City's Capital Improvement Program.
- **Negotiated Agreements:** Community benefits are developer contributions that exceed the baseline features required through development standards, environmental mitigation measures, and impact fees. Fountain Valley has historically pursued negotiated agreements for large projects, especially given the City's limited existing impact fees.

D. District-Based Tools:

Land-based financing tools are typically associated with new real estate development to generate benefit-based special assessment revenues or property tax revenues to finance improvements through bond repayment or paying for improvements over time. District-based tools provide a stable revenue stream while ensuring that properties benefitting from improvements also contribute to those public investments.

- **Assessment Districts:** In an assessment district, property owners within the district agree to pay an additional special assessment in order to fund improvements within a specific geographic area. The amount that each property owner pays must be proportional to the benefit the property will receive from the proposed improvement. Assessment districts are established by a majority vote of the property owners, and can therefore be challenging to form unless property owners believe the district will provide significant benefits. A variety of assessment districts exist and each features unique rules for formation and use; examples include business improvement, sewer, utility, parking, and landscaping and lighting districts. Assessment districts are most useful for funding ongoing operations and maintenance costs.
- **Community Facilities Districts (CFDs):** Like assessment districts, Mello-Roos Community Facilities Districts are formed when the property owners in a geographical area agree to impose a special assessment on their properties in order to fund infrastructure improvements. Unlike assessment districts, however, CFDs are most commonly formed in cases where the geographic area encompasses a small number of property owners who intend to subdivide the land for sale. To be enacted, CFDs require a two-thirds vote of property owners, which can be a difficult hurdle in an infill setting unless a single or few large property owners exist.
- **Enhanced Infrastructure Financing Districts (EIFD):** EIFDs were established in California in 2014, and provide a means of capturing a portion of the growth, or increment, of property tax value growth resulting from new development and property value increases. Proceeds can be used to fund public facilities, infrastructure, and affordable housing, but not ongoing operations and maintenance expenses. Formation of an EIFD can be challenging due to required approval by all affected taxing entities and a vote by property owners. However, property owners may favor EIFDs since the owners' total property tax payments do not increase. EIFDs provide a flexible revenue source that is appealing to property owners, but are ultimately a relatively small revenue source that requires a long-term strategy for cultivating property owner interest and paying for improvements.

3.5.3 IMPLEMENTATION STRATEGY

Implementing the Fountain Valley Crossings Specific Plan will require ongoing effort on the part of the City, as well as putting funding in place to pay for various capital improvements as funds are available. This approach is intended to work with real estate market trends and to allow individual property owners to choose whether or not they want to take advantage of the Plan's provision for more intensive development in the area. In the early years following Plan adoption, the City will either directly pay for various improvements, or will seek funding from other governmental agencies. However, as the area evolves there may be opportunities to capture some of the increases in property values through a potential combination of an EIFD and benefit assessment district (see descriptions above).

Early actions also target attraction of new retail and restaurant businesses to the future Activity Core.

The implementation strategy's actions are broken into four phases, which are ordered based on relative timing and the likely funding sources applicable to each phase's activities. However, the actual timing of phases will vary and overlap. Phase I actions are described in greater detail since they will be implemented in the near future and are catalysts for subsequent actions.

A. Phase I: Proactive and Low-Cost City-Driven Actions

The Phase I actions are designed to accelerate and shift market activity in Fountain Valley Crossings by strategically implementing the highest-priority and most easily-achievable public improvements to the district's transportation network. At the same time, Phase I's programmatic actions lay the groundwork for attracting grant funding and establishing shared capacity for future action by private property owners, businesses, and developers. Phase I funding primarily relies on City sources.

Phase I Actions:

1. **Initiate the "short-term" priority streetscape, traffic calming, and non-motorized connectivity improvements,** including traffic signal timing adjustments, striping of on-street parking spaces, and/or creation of on-street bicycle lanes.
2. **Establish a City-convened Fountain Valley Crossings Implementation Advisory Committee**. This group will meet regularly throughout plan implementation in order to identify and address district-wide needs for fulfilling the Specific Plan's goals. Represented stakeholders should include business and property owners from within the district. The group can work toward collaborative solutions for meeting workforce housing needs, implementing district-level funding tools, and identifying and achieving other shared goals. Other stakeholders from the surrounding area could be included as necessary to address broader issues, such as connectivity between Fountain Valley Crossings and other parts of the City, or strategies to address workforce housing needs for surrounding institutions and businesses.
3. **Assess potential district-based financing tools – particularly an enhanced infrastructure financing district (EIFD) – with a goal of eventually funding long-term district-wide improvements.** An EIFD could potentially include both Fountain Valley Crossings District and the Southpark Specific Plan area to the north, in order to include the hospital and other major property owners. The City should begin the process of assessing potential district-based funding tools by identifying targeted longer-term improvements and commencing outreach to property and business owners.
4. **Dedicate City staff resources to engage in active business development and attraction by facilitating connections between business owners, property owners, brokers, and developers.** The City should dedicate staff resources to identify and attract experiential retailers and restaurants to the district. Business development activities could also include assistance to new business startups in the activity center, such as assistance in navigating regulatory requirements, or connecting businesses with local resources provided through the U.S. Small Business Administration.
5. **Analyze and publicize potential real estate reinvestment and redevelopment opportunities in the district.** Fountain Valley recently retained consultant services to analyze the financial feasibility of privately-led property redevelopment in the Fountain Valley Crossings District. The City should complete these analyses and use the results to demonstrate the potential benefits of property reinvestment and redevelopment to the district's property owners.
6. **Study potential housing development opportunity sites in the Specific Plan area for inclusion in the next Housing Element Update.** Fountain Valley's current General Plan Housing Element is valid through 2021. The Housing Element does not identify any housing opportunity sites in the Specific Plan area, but the next update should explore whether any new opportunity sites exist based on the Specific Plan's new zoning. These sites could help the City fulfill its Regional Housing Needs Allocation and fulfill workforce housing needs.
7. **Explore options for installing gigabit data services and fiber optic network installation in the district over time.** The Specific Plan identifies a goal of installing gigabit internet service in the district. The City should research options and policies for installing this service over time, including discussions with internet service providers and examination of how other cities have implemented this service. The process of installing fiber optic lines and activating gigabit service should occur throughout the Specific Plan's implementation.

B. Phase II: Proactive Grant-Funded Actions

Phase II consists of the ongoing opportunistic use of grant funding for any aspect of specific plan implementation.

Phase II Actions:

1. **Examine plan components for alignment with typical grant-funding opportunities.** In order to increase its competitiveness for grant funding, the City must first examine how plan components align with typical grant-funding goals and sources. For example, pedestrian and bicycle improvements may qualify for active transportation-related funding, particularly if the improvements are integrated within the larger regional transportation system. Curb, gutter, and sidewalk improvements may be competitive for grants intended to reduce storm drain demand or improve runoff water quality.
2. **Monitor and pursue grant funding opportunities.** The City should continue to monitor and compete for grant funding opportunities as they become available, while recognizing that most programs will require a local funding match.

C. Phase III: Development-Driven and District-Funded Actions

Phase III actions leverage developer-, business-, and property owner-led actions. As private development and reinvestment occur, developer contributions will gradually contribute toward shared infrastructure (such as filling gaps in sidewalks, intersection improvements, etc.) and amenities (such as open space, parking, and circulation improvements). Phase III actions also prepare the Fountain Valley Crossings District to successfully manage future needs resulting from the district's growth and transformation, by furthering the establishment of transportation demand management and district-based value capture tools.

Phase III Actions:

1. **Monitor and ensure that new development projects and properties undergoing major changes of use fulfill obligations under the Specific Plan's development requirements**, including contributions to area infrastructure needs.
2. **Establish a transportation demand management program and implement measures outlined in the Specific Plan.**
3. **Establish the EIFD or other district-based value capture tools in order to overlap and fill gaps in district financing.** Use district-based funding to continue buildout of infrastructure and/or maintenance of improvements in the Specific Plan area.
4. **As necessary, negotiate development agreements with developers of large projects.**

D. Phase IV: Long-Range Actions

Phase IV's actions focus on implementing the high-cost transportation infrastructure improvements necessary to support the much more intense mix of uses envisioned to emerge in the Fountain Valley Crossings District over time. These improvements will be critical to achieving the long-term goal of supporting a functional mix of uses served by a variety of transportation access options.

Phase IV Actions:

1. **Explore opportunities to implement major transportation projects, such as a pedestrian and bicycle bridge across the Santa Ana River (or pedestrian/bicycle capacity enhancements to the existing Talbert Avenue bridge), bicycle connections to the Santa Ana River Trail, and improvements to local transit and/or parking.**
2. **Explore other funding mechanisms that are required to pay for emerging needs driven by density.** Potential funding tools include additional district-based value capture tools, and newly-available grants (including grants now available due to the changing character of the district).

Summary of Implementation Phasing and Actions

Phase I: Proactive and Low-Cost City-Driven Actions

1. Initiate the "short-term" priority streetscape, traffic calming, and non-motorized connectivity improvements
2. Establish a Fountain Valley Crossings Implementation Advisory Committee
3. Assess potential district-based financing tools
4. Engage in active business development and attraction efforts
5. Analyze and publicize real estate redevelopment opportunities
6. Study potential housing development opportunity sites for inclusion in the Housing Element
7. Explore options for installing of gigabit data services over time

Phase II: Proactive Grant-Funded Actions

1. Examine plan components for alignment with typical grant-funding opportunities
2. Opportunistically pursue grants for implementation of the Specific Plan's infrastructure projects

Phase III: Development-Driven and District-Funded Actions

1. Ensure new development projects fulfill Specific Plan development standards requirements and contribute to infrastructure needs
2. Establish a transportation demand program
3. Establish a district-based value capture funding mechanism to help fund infrastructure and ongoing needs
4. As necessary, negotiate development agreements

Phase IV: Long-Range Development and Grant-Driven Actions

1. Explore opportunities to construct large-scale bicycle and pedestrian projects, such as connections across the Santa Ana River and to the Santa Ana River Trail
2. Explore other funding mechanisms to pay for emerging needs driven by increasing density and activity in the district

FIG. 3.5.3: SUMMARY OF IMPLEMENTATION PHASING AND ACTIONS

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