



City of Huntington Beach Planning Department
STUDY SESSION REPORT

TO: Planning Commission
FROM: Scott Hess, AICP, Director of Planning
BY: Rosemary Medel, Associate Planner *RM*
DATE: May 12, 2009

SUBJECT: **GENERAL PLAN AMENDMENT NO. 08-002, ZONING MAP AMENDMENT NO. 08-002 AND ZONING TEXT AMENDMENT NO. 08-002 (BEACH AND EDINGER CORRIDORS SPECIFIC PLAN)**

LOCATION: The project site extends along Beach Boulevard, from the Coastal Zone boundary in the south to Edinger Avenue, and along Edinger Avenue from Beach Boulevard westward to Goldenwest Street. (Attachment No. 1)

PROJECT OVERVIEW

The City proposes to amend the Huntington Beach General Plan and Zoning and Subdivision Ordinance in order to establish the Beach and Edinger Corridors Specific Plan, SP14. The objective is to intensify land uses as one travels north along Beach Boulevard from the southern boundary of the study area, developing a Town Center concept at the major intersection of Beach Boulevard and Edinger Avenue and at Five Points. Mixed uses would be allowed throughout the area. On March 24, 2009 the Planning Commission held a study session on the overall concept of the proposed Specific Plan, including the development of the Specific Plan to-date and a review of previous workshops. On April 14, 2009 the Planning Commission held the second in the series of Beach and Edinger Corridor Specific Plan study sessions to discuss the Five Points and Edinger Districts.

Because future development along the Specific Plan area is envisioned differently along different portions of the corridor, the Specific Plan area has been divided into five general areas or segments. Within the five larger areas are smaller center or district designations that will define uses. The focus of this study session is Residential Parkway, Neighborhood Parkway, and Neighborhood Boulevard Segments as described below.

- **Residential Parkway** (*Beach Boulevard, from Adams south to the Specific Plan boundary*): Infill and replacement development would consist primarily of mixed-use development which would include low- and medium-density residential and retail uses
- **Residential Parkway Neighborhood Center** (*Shopping Center on southeast corner of Beach Boulevard and Atlanta Avenue*): Infill development would consist of mixed-use development, including neighborhood serving retail, residential, office, and hotel uses.

- **Neighborhood Parkway** (*Beach Boulevard, between Five Points and Adams Avenue*): Infill and replacement development would include residential and retail uses.
 - **Neighborhood Parkway Neighborhood Center** (*The eastside of Beach Boulevard between Adams Avenue and Yorktown Avenue, and the southwest corner of Beach Boulevard and Garfield Avenue*): Infill development within the two designated neighborhood centers would consist of mixed-use development, including, neighborhood serving retail, residential, office, and hotel uses.
- **Neighborhood Boulevard** (*Beach Boulevard, between Warner Avenue and Five Points*): Development along this segment would allow mixed use, with an emphasis on commercial and medical offices.
 - **Neighborhood Center** (*Various locations within the Neighborhood Boulevard segment would be designated for Neighborhood Centers along Beach Boulevard*): Infill development would consist of mixed-use development, including neighborhood serving retail, residential, office, and hotel uses.

The intent of the study session is to: 1) discuss Existing Conditions, the Planning Approach and Strategy, and Envisioned Future Segments as described in Book I of the Specific Plan for Beach Boulevard Corridor; and 2) to focus on the proposed development standards for these areas provided in Book II Development Code. Within the Draft Specific Plan, Beach Boulevard also includes the Five Points District and Town Center Boulevard north of Warner Avenue. These were discussed at a separate study session and are not included here.

APPLICATION PROCESS AND TIMELINES

<u>DATE OF COMPLETE APPLICATION:</u>	<u>MANDATORY PROCESSING DATE(S):</u>
Draft EIR: January 20, 2009	Within 1 year of complete application; January 2010
General Plan Amendment: October 20, 2008	Not Applicable
Zoning Text Amendment: October 20, 2008	Not Applicable

CEQA ANALYSIS/REVIEW

Adoption of Specific Plans are typically accompanied by a Program EIR, as opposed to a Project EIR. The Program EIR for the Beach Boulevard and Edinger Avenue Corridors Specific Plan is currently being drafted. The required 30 day review period for the Notice of Preparation of the EIR was held from July 31, 2008 to August 29, 2008.

In addition, to facilitate three projects that are proposed within the Corridor, the City agreed to also concurrently prepare project level EIRs for these sites. The three sites are: former Levitz, southwest corner of Beach and Warner, and southeast corner of Beach and Ellis. Thus, the City will release a Program EIR and then subsequently release three project level EIRs that will rely in part on the information in the Program EIR level document.

It is anticipated that the Program EIR will be released by mid-August and the project level EIRs approximately two months after.

COMMENTS FROM CITY DEPARTMENTS AND OTHER PUBLIC AGENCIES

The analysis and conclusions of the draft document are based in part on consultation with the City Staff Core Team, which is comprised of the Departments of Economic Development, Fire, Public Works, Police and Planning, including Community Input and direction from City Council.

PUBLIC MEETINGS, COMMENTS AND CONCERNS

A series of community meetings and workshops were held prior to the drafting of the specific plan document. They were held on the following dates:

- May 10, 2007 – Workshop #1
- June 20, 2007 – Workshop # 2
- August 27, 2007 – Workshop #3 – Traffic Discussion
- September 20, 2007 – Workshop #4 –Edinger Vision
- January 7, 2008 – City Council Study Session
- January 30, 2008 Workshop #5 – Character and Identity
- February 27, 2008 Workshop #6 –Beach Blvd. Vision
- April 17, 2008 – City Council Study Session

A joint Study Session of City Council and Planning Commission was held on October 20, 2008. The Draft Specific Plan was made public on this date. A public comment period on the Draft Specific Plan document was held from October 20, 2008 to December 19, 2008 and a total of 17 public comment letters were received.

PLANNING ISSUES

The primary issues for the Planning Commission to consider when analyzing this project are:

- The General Plan Amendment request to change the current land use designations to Mixed Use
- The Zoning Text Amendment to adopt the Specific Plan
- Compatibility with surrounding land uses
- The overall conformance with the goals, objectives, and policies of the General Plan

The approach in this study session is to focus on the remaining Centers and Segments of Beach Boulevard. Staff's objective is to introduce the basis for the suggested development standards by providing an overview of the existing conditions, the suggested planning approach, planning strategy and envisioned future strategy for these areas. Staff will review the development standards that create the vision of the Specific Plan and compare them with the Huntington Beach Zoning and Subdivision Ordinance.

Book I Community Intent

Beach Boulevard Centers and Segments (excerpt from pages 13-21 of draft Specific Plan)

Existing Conditions: The majority of the existing commercial strip is a linear pattern of exclusively commercial buildings and low-rise surface parking lots. Because the Centers and Segments are interrelated we will review them as a collective vision for the transformation of the Beach Boulevard Corridor. The following segments and centers are within the Beach Boulevard Corridor.

Residential Parkway Segment (SP Boundary to Adams Avenue): The southernmost segment of Beach Boulevard is unique among all the other segments of the Specific Plan because it is almost entirely composed of residential development. Residential developments are well protected from the wide thoroughfare of Beach Boulevard by generous planting, intervening service lanes, decorative walls, and by virtue of the developments orientation toward side streets.

Neighborhood Parkway Segment (Adams Avenue to Five Points): This segment of Beach Boulevard changes most dramatically at the properties clustered around the Adams Avenue intersection. From Adams intersection northward, the residential parkway is abruptly replaced by aging single-story commercial strip development, surface parking lots, minimal landscaping and pedestrian amenities.

Neighborhood Centers (Located throughout Beach Corridor): Several clusters of conveniently located anchored neighborhood shopping centers currently serve residents, hotel guests and businesses located in the Residential Parkway and Neighborhood Parkway segments. All the shopping centers are single-story surface-parked, with the exception of the multi-story development located at the southwest corner of Beach and Warner; they consist of exclusively commercial uses.

Neighborhood Boulevard (Five Points to Warner): Characterized by a significant amount of aging commercial strip development. There are three value-generating assets present in this segment; Wal-Mart, Huntington Hospital and the densely populated and potential source of demand for a wider range of neighborhood shops and services.

Planning Approach: The suggested approach for the Residential Parkway segment of Beach Boulevard is for the preservation of existing residential development. The remaining segments excluding the Neighborhood Boulevard district is to encourage the eventual transition of properties to greater land use efficiency and mixture of complimentary uses. Finally, within the Neighborhood Boulevard Segment, the approach will be to facilitate long-term transition from strip retail, to uses more focused on nearby populations, featuring development types that retain visibility to motorists on Beach Boulevard, while providing a much more attractive and comfortable pedestrian environment.

Planning Strategy: The implementation of this Specific Plan is intended to begin the transformation from the linear commercial strip that has fallen out of favor with market trends to a pattern of centers, boulevard and parkway segments more in keeping with contemporary consumer and investor preferences and with value already in place along the corridors.

Infill and replacement development in the south portion of Beach Boulevard will be directed by the Specific Plan regulations to subtly improve upon the best features of the existing pattern of development. The Neighborhood Boulevard segment of the corridor is poorly positioned to attract substantial new retail investment other than that supportable by residential uses in relatively close proximity. In order to maximize the likelihood of much needed new investment in this segment, a wider range of land uses will be permitted than in the exclusively residential segment of the Residential Parkway. So that new investment continues to mimic the look of Residential Parkway segment, all development, with the exception of the Neighborhood Centers, is required to provide front setbacks and landscaping, as well as street improvements that are so important to increasing identification. The Neighborhood Centers will focus on neighborhood-serving retail and services. The intent is to encourage maximum efficiency of land use and less auto-oriented type of development providing for mixed use development. The Neighborhood Boulevard segment will also employ tools that will emphasize this segment's difference from those closer to the beach or 405 Freeway. Furthermore, it will insure that new development contributes to the emergence of a more attractive street environment.

Envisioned Future Strategy:

The future corridor will be increasingly characterized by an emerging structural difference. Centers will be clusters of shops, activity, mix and intensity. Segments will be the linear portions distinguished by cohesive building types, frontage landscaping, and emerging market demand. The emerging Centers and Segments will have a much wider appeal. Town Centers will offer community services as well as commercial goods and services that cater to the entire City in a setting of comfortable walking streets and transit service. These centers and segments will rely on primarily infill development to maximize new investment. The wider range of land uses will contribute to the revitalization. New homes will face neighborhood streets lined with shade trees, while new offices or hotel uses may prefer to formally face Beach Boulevard. The resulting smaller blocks will add incrementally to the walk-ability of the neighborhood, and the growing internal neighborhood circulation. Neighborhood Centers will be distinguished from the rest of the developed areas of the parkway segments by their enhanced visibility from the roadway. Finally, new development will contribute to the emergence of a more attractive street environment with landscaping improvements that extend from the right-of-way line to the existing back-of-curb.

Book II Development Code (All Districts and Segments)

The Development Code will regulate all future private development actions within the Specific Plan area. The policies are applicable to all New Development, Additions and Exterior Renovations. Existing uses have the right of continued use. Maximum Amount of Net New Development (MAND) establishes the maximum amount of net new construction of residential and commercial development permitted in the Beach and Edinger Corridors Specific Plan as measured in Equivalent Development Units (EDU's) and will be finalized in conjunction with the EIR for the project. For the purposes of this Plan, development will be measured by converting building uses into EDU's.

The underlying principle of the proposed specific plan is Smart Growth. Smart Growth is development that takes into account the economy, community, and the environment. Smart Growth makes it possible for communities to grow in ways that support economic development and jobs and create strong

neighborhoods with a range of housing, commercial, and transportation options. It identifies appropriate locations for density, connects people to services, creates parking alternatives and creates a sense of place.

The Specific Plan uses Form Based Code, a method of regulating development to achieve specific urban form, as the means to implement Smart Growth. Form Based Codes create predictable public realm by controlling physical form with a lesser focus on land use, while addressing the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. This is in contrast to conventional zonings' focus on the micromanagement and segregation of land uses, and the control of development intensity through abstract and sometimes uncoordinated parameters (e.g., FAR, dwelling per acre, setbacks, parking ratios, etc.) to the neglect of the integrated built form. Staff had previously created and distributed a vision brochure for the proposed Specific Plan. An updated version, with anticipated study session dates, is provided as Attachment No. 3.

The proposed Specific Plan development standards are organized by segment and have accompanying development regulations, which define and illustrate the standards. See attachment No. 4 Organizational Chart from the Specific Plan. The column labeled 2.1 Development Standards lists the various centers and segments. This is analogous to the ZSO categorizations of the standards for Residential, Commercial and other land uses. However, in a form based code the categorization is developed around the area in question in order to achieve compatibility and place making for that area rather than focusing on individual or discreet land uses, e.g. residential vs. commercial. This is achieved by controlling the placement of buildings on a site, regulating building materials, and identifying better uses for a given area with control of landscaping and street furniture to create a theme.

Book II Development Code-Analysis for Beach Boulevard Centers and Segments

The Beach Boulevard Centers and Segments are intended to develop as infill connecting the primary Core Districts of Five Points and the Edinger Avenue Corridor Core Center, which are the most urbanized and development intense areas. The development standards are reflective of the desired transition in these districts. The Centers and Segments areas permit mixed use development with the exception of the Residential Parkway segment, which only allows for residential development. The Neighborhood Center District standards provides for the largest variety of land uses within the Beach Boulevard Corridor. This district anchors major street intersections, while allowing for mixed use development.

Staff has prepared a Comparative Development Matrix to illustrate the differences between the proposed Specific Plan and existing zoning regulations for the Residential Parkway, Neighborhood Parkway, and Neighborhood Center area (Attachment No. 5). The following paragraphs address differences in the permitted uses for the areas.

Specific Plan (Residential Parkway, Neighborhood Parkway, Neighborhood Center and Neighborhood Boulevard) compared to HBZSO

The Huntington Beach Zoning and Subdivision Ordinance designation for the majority of the Edinger Corridor and the entire Beach Boulevard Corridor is Commercial General (CG) allowing for predominantly retail commercial uses. The list of uses on the Building Use Regulations Comparison

Chart (Attachment No. 6) identifies the various use types. There are many similar uses permitted in the HBZSO and the Draft Specific Plan within the remaining centers and segments with minor exceptions because of the potential visual and location impact. For instance, Entertainment Anchors are not permitted in any of the centers or segments, while in the Commercial General zoning designation it is a permitted use. In addition, vehicle sales establishments would only be allowed along Beach Boulevard from the intersection of Adams north to the 405 but would not be permitted in the Town Center Neighborhood or the Neighborhood Centers (e.g. Newland Center). The building height of new construction in this segment of Beach Boulevard is restricted by standards to require a visual transition appropriate for the area. Additionally, the most restrictive segment is the Residential Parkway as it only allows for three commercial land use types within the segment (Convenience Uses, Business Services and Personal Services). This is the only segment that will permit single family detached development. As stated earlier in this report, the intent of this segment is to continue to promote the predominately residential land uses and allow for transition to more intense development as one travels north along Beach Boulevard.

By comparison, the only residential use permitted in the Commercial General district is Single Room Occupancy. Single room occupancy, while residential in nature, is considered a commercial use within the HBZSO. The Specific Plan will allow for mixed use development (includes residential) throughout but the type of residential development is more flexible allowing for multiple-family and live work units. In response to the Housing Element Update process, the areas within the Specific Plan that require residential development compliment the adjacent zoning and are intended to allow for the proper transition within the Specific Plan and existing zoning surrounding the Specific Plan boundaries.

Specific Plan (Connecting to Core Centers)

As mentioned at the April 14th study session, the Beach and Edinger Corridors Specific Plan will allow mixed use development throughout the project area. The Core areas such as Five Points, create a more vertical urban environment gradually allowing for less intense development further away from the core. An objective of the Specific Plan is to insure the retention of the core retail area by requiring continued ground floor retail and services in that central portion of the Core Districts and to create the conditions for long-term intensification.

The intersection of Beach/Main/Ellis is designated as the Town Center Neighborhood and is a critical component to the transformation of this core area. The Neighborhood Parkway Segment to the south of this district along Beach Boulevard starts to limit the more intense commercial uses and begins the transition to more service oriented commercial and residential development until finally permitting residential only in the Residential Parkway segment. The Neighborhood Boulevard segment north on Beach Boulevard allows for a wide variety of uses but is very deliberate in the structure, location and configuration while using landscaping as a major contributor to the change in environment. Finally, the Neighborhood Center areas will provide the connectivity to the various centers and segments while providing the infill between the primary Core Districts.

ATTACHMENTS:

1. Proposed Specific Plan Area- GPA No. 08-002, ZMA No. 08-002, ZTA No. 08-002
2. Project Timeline
3. Beach and Edinger Vision Statement Brochure
4. Organizational Chart
5. Comparison of Development Standards
6. Building Use Regulations Comparison Chart and Comparative Development Matrix

Proposed Beach Edinger Specific Plan Area *City of Huntington Beach*



BEACH and EDINGER DRAFT SPECIFIC PLAN

TENTATIVE PROJECT TIMELINE

<u>TASK</u>	<u>ESTIMATED COMPLETION *DATE*</u>
Introduction and Book I Overview PC Study Session # 1	March 24, 2009
Book II Overview PC Study Session #2	April 14, 2009
Book II continued Overview PC Study Session #3	May 12, 2009
Book III Overview PC Study Session #4	May 26, 2009
Book III Continued Overview PC Study Session #5	June 9, 2009
Publication of Draft EIR	August 14, 2009
45-Day Draft EIR Public Review Period Begins	Aug 14-Sept 28, 2009
Public Comment Meeting on Draft EIR	September 16, 2009
45-Day Draft EIR Public Review Period Ends	September 28, 2009
Planning Commission Study Session (Project)	October 13, 2009
Publication of Final EIR	October 26, 2009
Planning Commission Study Session (EIR)	October 27, 2009
Planning Commission Public Hearing (EIR and Project) (possible special meeting)	November 17, 2009

*All dates are approximate and subject to change based upon completion of noted milestones.

**BEACH and EDINGER CORRIDORS
SPECIFIC PLAN
VISION STATEMENT**

**Beach & Edinger
Corridors
Tentative
Schedule:**

Planning Commission
Study Sessions

- April 14, 2009
- May 12th
- May 26th
- June 9th

Draft Environmental
Impact Report
Available
August 2009

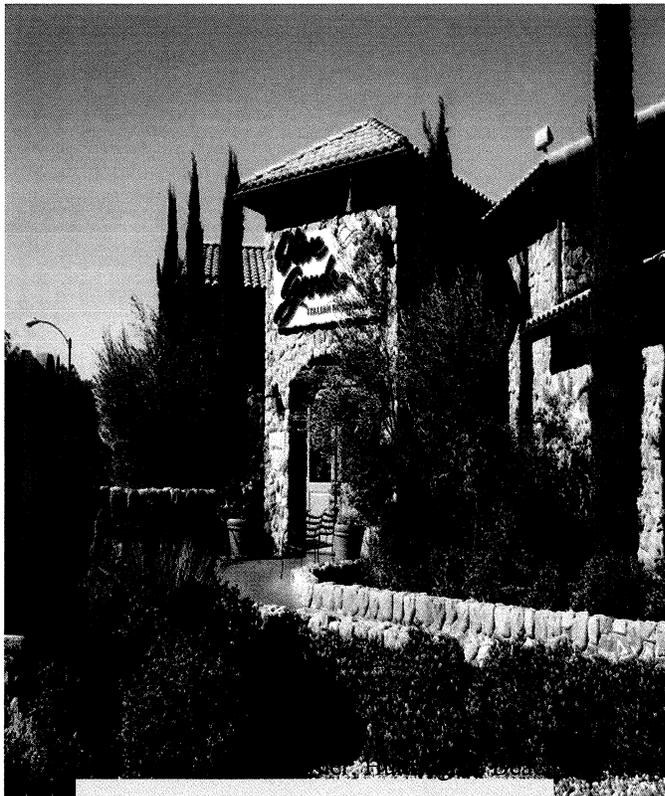
For further information
visit [www.surfcity-hb.org/
departments/planning](http://www.surfcity-hb.org/departments/planning)

Or call:
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Kellee Fritzel, Deputy
Director of Economic
Development
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The Beach and Edinger Corridors Specific Plan will present the vision for the evolution and continued growth of the two corridors, and establish the primary means of regulating land use and development within the Specific Plan area.

The Specific Plan is also proposed to facilitate private and public investment activities along the corridors and immediate vicinity, and to support and promote investment that will enhance the beauty and vitality of the City.



**The overall goals of the
Specific Plan are:**

Actualize Market Demand
Enable Most Promising
Opportunities First
Maximize existing value
Promote a Range of New
Housing Choices
Support and augment
current and potential
future Auto-
Dealerships along
Beach Boulevard
Integrate and Coordinate
Interdependent
Specific Plans to
Enhance the
Community Vision
Leverage Goldenwest
College and the Transit
Center

Smart Growth Development

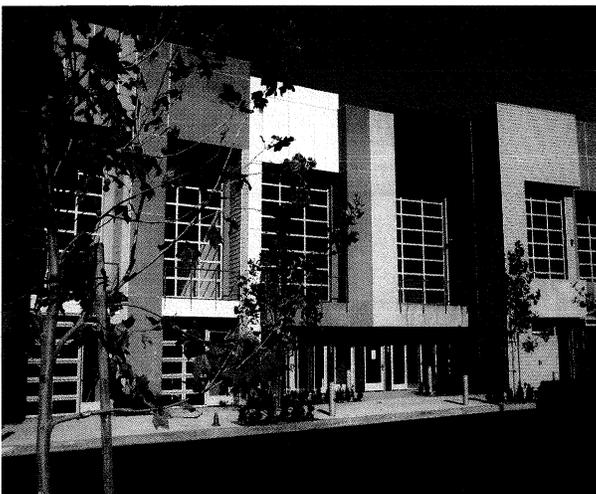
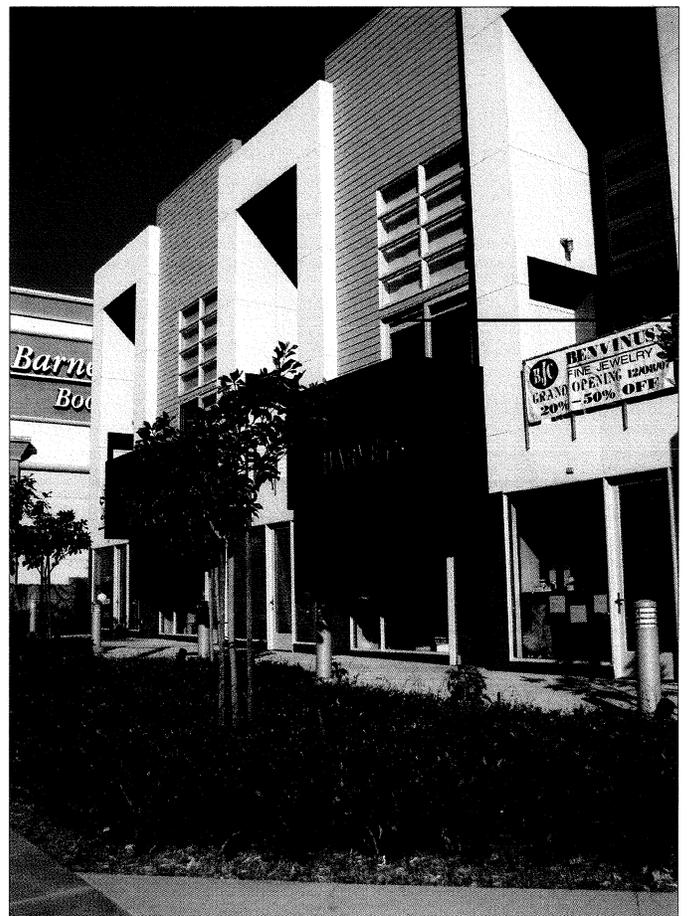
The underlying principle of the proposed Specific Plan is “Smart Growth.”

What is Smart Growth?

Smart Growth is development that takes into account the economy, community, and the environment. It provides a framework for communities to make informed decisions about how and where they grow. Smart growth makes it possible for communities to grow in ways that support economic development and jobs; creates strong neighborhoods with a range of housing, commercial, and transportation options; and achieve healthy communities that provide families with a clean and safe environment.



*Bella Terra (Specific Plan 13),
Huntington Beach, CA*



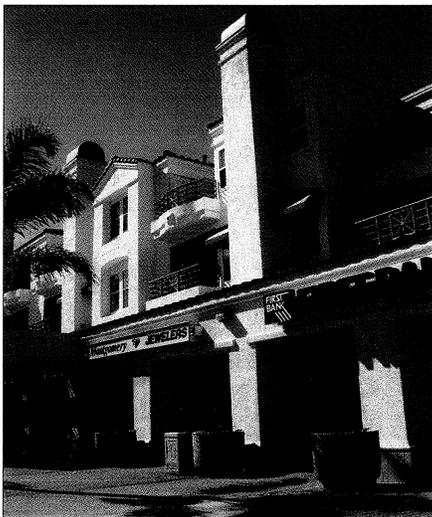
“City Place”

*Mixed Use Development-across the street from
The Main Place Mall, Santa Ana, CA*



Design Principles of Smart Growth

1. Identify appropriate locations for density.
2. Connect people and places to home, shops, schools and offices.
3. Add more jobs and homes to areas through Mixed Use development.
4. Create parking alternatives because mixed use areas help minimize demand for parking by allowing people to park once and reach a number of shops.
5. Create a sense of place in a neighborhood.



(Photos to the left: Plaza Almeria and Town Square Huntington Beach, CA)

“Soco District,” Transit Station & Mixed Use Development, City of Fullerton



The Beach and Edinger Corridors Specific Plan will be a Form Based Code...

Beach & Edinger Corridors Specific Plan Tentative Schedule:

Planning Commission Tentative Study Session s

- April 14, 2009
- May 12th
- May 26th
- June 9th

Environmental Impact Report Available
August 2009

For further information visit
www.surfcity-hb.org/departments/planning

Or call:

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What is Form Based Code?

A method of regulating development to achieve a specific urban form. Form-based codes create a predictable public realm primarily by controlling physical form, with a lesser focus on land use, through city or county regulations. Form-based codes address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks.

Mixed use comes in many forms. It may be a corner store in each neighborhood. It may be a neighborhood work center for people who sometimes telecommute during the week. Mixed use can help add jobs or homes to an area, improving a jobs/housing balance. This balance benefits the community when people relocate to the area to be within walking distance of jobs.

So how is a great Mixed Use development achieved through Form Based Codes?

The regulations and standards in Form-Based codes are keyed to a *regulating plan* that designates the appropriate form and scale (and therefore, character) of development rather than only distinctions in land-use types. This is in contrast to conventional zoning's focus on the micromanagement and segregation of land uses, and the control of development intensity through abstract and uncoordinated parameters (e.g., FAR, dwellings per acre, setbacks, parking ratios, traffic Level Of Service-LOS) to the neglect of an integrated built form. Not to be confused with design guidelines or general statements of policy, Form-based codes are regulatory, not advisory.

Source: *Smart Growth Network*
October 2008

Specific Plan available
online
www.surfcity-hb.org/departments/planning

2.0	ORIENTATION	2.1	DEVELOPMENT STANDARDS	2.2	BUILDING USE REGULATIONS	2.3	BUILDING SCALE REGULATIONS	2.4	FRONTAGE & BUILDING PLACEMENT REGULATIONS	2.5	STREET REGULATIONS	2.6	OPEN SPACE REGULATIONS	2.7	PARKING REGULATIONS	2.8	ARCHITECTURE REGULATIONS	2.9	SIGNAGE REGULATIONS
2.0.1	APPLICABILITY	2.1.1	MAXIMUM AMOUNT OF NEW DEVELOPMENT (MAND)	2.2.1	USE TYPES	2.3.1	BUILDING HEIGHT	2.4.1	BUILDING ORIENTATION TO STREETS AND PUBLIC OPEN SPACES	2.5.1	ADJACENTNESS TO EXISTING STREETS	2.6.1	PROVISION OF PUBLIC OPEN SPACE	2.7.1	PROVISION OF PARKING	2.8.1	FACADE HEIGHT ARTICULATION REGULATIONS	2.9.1	PRESTANDING SIGN SETBACKS
2.0.2	HOW TO USE THE DEVELOPMENT CODE	2.1.2	ESTABLISHMENT OF CORRIDOR CENTERS AND SEGMENTS	2.2.2	SPECIAL RETAIL CONFIGURATION	2.3.2	SPECIAL BUILDING HEIGHT LIMITS	2.4.2	PRIVATE FRONTAGE TYPES	2.5.2	PROHIBITION OF NEW STREETS	2.6.2	SPECIAL PUBLIC OPEN SPACE REQUIREMENTS	2.7.2	PARKING TYPES	2.8.2	ARCHITECTURAL ELEMENTS REGULATIONS	2.9.2	TOTAL SIGN AREA
2.0.3	DEVELOPMENT CODE CATEGORIES	2.1.3	TOWN CENTER - CORE	2.2.3	AFFORDABLE HOUSING REQUIREMENT	2.3.3	BUILDING LENGTH	2.4.3	FRONT YARD SETBACK	2.5.3	MINIMUM STREET WIDTH	2.6.3	PROVISION OF PRIVATE OPEN SPACE	2.7.3	GENERAL PARKING REQUIREMENTS	2.8.3	ARCHITECTURAL CHARACTER	2.9.3	SIGN TYPE REGULATIONS
2.0.4	DEVELOPMENT CODE ORGANIZATION	2.1.4	TOWN CENTER - NEIGHBORHOOD			2.3.4	SPECIAL BUILDING HEIGHT 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	SIGN GUIDELINES - ALL SIGN TYPES
2.0.5	HOW TO GET YOUR PROJECT APPROVED	2.1.5	NEIGHBORHOOD CENTER			2.3.5	BUILDING MASSING	2.4.5	REAR YARD SETBACK	2.5.5	REQUIRED FRONT YARD SETBACK	2.6.5	PRIVATE OPEN SPACE TYPES						
		2.1.6	TOWN CENTER BOULEVARD SEGMENT					2.4.6	ALLEY SETBACK	2.5.6	RESIDENTIAL FRONT YARD SETBACK	2.6.6	STORAGE AREA BEST MANAGEMENT PRACTICES						
		2.1.7	NEIGHBORHOOD BOULEVARD SEGMENT					2.4.7	FRONTAGE COVERAGE	2.5.7	STREET TREE AND SHED DESIGN	2.6.7	STORMWATER BMP TYPES						
		2.1.8	NEIGHBORHOOD PARKWAY SEGMENT					2.4.8	SPACE BETWEEN BUILDINGS	2.5.8	STREET LIGHTING	2.6.8	GREEN SPACE LANDSCAPING						
		2.1.9	RESIDENTIAL PARKWAY SEGMENT					2.4.9	BUILD-TO-CORNER	2.5.9	STREET LIGHTING	2.6.9	STORAGE AREA LANDSCAPING						
		2.1.10	RESIDENTIAL TRANSITION ZONE																

COMPARISON OF DEVELOPMENT STANDARDS

ISSUE	EXISTING STANDARDS		PROPOSED STANDARDS			
	ADOPTED MU-TCD	HBZSO	BEACH EDINGER SPECIFIC PLAN			
			Residential Parkway	Neighborhood Center	Neighborhood Parkway	Neighborhood Boulevard
purpose	provides for pedestrian-friendly, transit-oriented development in areas adjacent to existing transit infrastructure (within 1/4 mile)	to implement the policies of the General Plan	promote new housing in a wide variety of formats and densities to support corridor retail and services.	orchestrate private and public investment activities along the corridors and support and promote investment that will enhance the vitality of the City's primary commercial corridors	promote new housing in a wide variety of formats and densities to support corridor retail and services.	orchestrate growth and change in the Plan Area in keeping with the community's vision for the two corridors.
design principles	required	Urban Design Guidelines	Form Based Code	Form Based Code	Form Based Code	Form Based Code
maximum commercial density	2.35 FAR	1.5 FAR (commercial)	none	none	none	none
residential density	none	Not Permitted	N/A	N/A	N/A	N/A
maximum height	75 ft	50 ft (commercial)	4 stories	5 stories	4 stories	4 stories
max bldg length	300 ft	No length restriction (40% of front elevation permitted at min setback)	80 ft / 120 ft	300 ft	80 ft / 120 ft	300 ft
bldg massing proportions	required	Max 2 stories before vertical	required	required	required	required
building orientation to streets/public open space	Not required	Urban Design Guidelines	required except Beach Blvd	required	required except on Beach Blvd	required
setbacks						
front	5 ft	50 ft Beach/Edinger (25 ft when entirely landscaped)	30 ft (or 20% of parcel length whichever is smaller) Beach Blvd no max	Beach Blvd: 5 ft / 10 ft; 0 ft / 5 ft (with shopfront) Other streets 5 ft / 15 ft	30 ft (or 20% of parcel length whichever is smaller) Beach Blvd no max 5 -15 ft other sites	5 ft / 25 ft
interior side	10 ft	0 ft (commercial)	5 ft / 10 ft	10 ft	10 ft	10 ft
street side	5 ft	10 ft (commercial)	10 ft / 25 ft	5 ft / 10 ft	5 ft / 10 ft	12 ft / 25 ft
rear	10 ft	0 ft (commercial)	20 ft	10 ft	25 ft	15 ft
min frontage coverage	Not required	0 ft (commercial)	70% (Beach Blvd no min)	50%	70% (Beach Blvd no min)	50%
min space between	20 ft	none	20 ft	20 ft	20 ft	20 ft
build to corner	Not required	Urban Design Guidelines	not required	required	not required	required
residential transition street	Not required	Not Required	not required	not required	not required	not required
minimum open space	150 sq ft	25% of residential floor area per unit	110 - 210 sq ft per unit	110-210 sq ft per unit	110-210 per unit	110 -210 sq ft per unit
common	min. dim 10'	min dim 10'	50 - 150 sq ft	50 - 150 sq ft	50 - 150 sq ft	50 - 150 sq ft
private	60 sf, min dim 6'	60 sf (studio/1 br), 120 sf (2+ br)	60 sq ft per unit	60 sq ft per unit	60 sq ft per unit	60 sq ft per unit
landscaping	8%	8%	required	required	required	required
parking and loading	Chapter 231 Off Street Parkng HBZSO	Chapter 231 Off Street Parking	Per 2.7 Parking Regulations	Per 2.7 Parking Regulations	Per 2.7 Parking Regulations	Per 2.7 Parking Regulations
residential	studio--1 per unit	studio --- 1 per unit	studio--1 min / 1 max*	studio--1 min / 1 max*	studio--1 min / 1 max*	studio--1 min / 1 max*
	1 bdrm -- 2 per unit	1 bdrm-1 per unit	1 bdrm unit-1 min/1.5 max*	1 bdrm unit-1 min/1.5 max*	1 bdrm unit-1 min/1.5 max*	1 bdrm unit-1 min/1.5 max*
	2 bdrm--2 per unit	2 bdrm-2 per unit	2 bdrm + unit 1.5 min/ 2 max*	2 bdrm + unit 1.5 min/ 2 max*	2 bdrm + unit 1.5 min/ 2 max*	2 bdrm + unit 1.5 min/ 2 max*
	3 + bdrm--2.5 per unit	3 + bdrm--2.5 per unit	guest spaces per 10 units: 2 min/3max*	guest spaces per 10 units: 2 min/3max*	guest spaces per 10 units: 2 min/3max*	guest spaces per 10 units: 2 min/3max*
	compact/tandem permitted per special provision	not allowed	not addressed	not addressed	not addressed	not addressed

* Max refers to maximum number of spaces in surface parking lot

ATTACHMENT NO. 5

BUILDING USE REGULATIONS COMPARISON CHART

2.2 Building Use Regulations		Neighborhood Center	Residential Parkway	Neighborhood Parkway	Neighborhood Boulevard	HBZSO Commercial General
2.2.1 Use Types						
1) Retail						
a) Specialty Goods Anchors	Not Permitted	Not Permitted	Not Permitted	Not Permitted	Not Permitted	permitted
b) Community Oriented Anchors	permitted	Not Permitted	Not Permitted	permitted	permitted	permitted
c) Entertainment Anchors	Not Permitted	Not Permitted	Not Permitted	Not Permitted	Not Permitted	permitted
d) Eating & Drinking Establishments	permitted	Not Permitted	permitted	permitted	permitted	permitted
e) Specialty Goods & Foods	permitted	Not Permitted	Not Permitted	permitted	permitted	permitted
f) Entertainment & Recreation	permitted	Not Permitted	Not Permitted	Not Permitted	permitted	permitted
g) Convenience Uses	permitted	permitted	permitted	permitted	permitted	permitted
h) Business Services	permitted	permitted	permitted	permitted	permitted	permitted
i) Personal Services	permitted	permitted	permitted	permitted	permitted	permitted
j) Personal Enrichment	permitted	Not Permitted	permitted	permitted	permitted	permitted
k) Service Commercial & Repair	permitted	Not Permitted	Not Permitted	permitted	permitted	permitted
l) Large Scale Commercial Goods	Not Permitted	Not Permitted	Not Permitted	permitted	permitted	permitted
m) Vehicle Sales	Not Permitted	Not Permitted	permitted	permitted	permitted	permitted
2) Civic & Cultural	permitted	Not Permitted	permitted	permitted	permitted	permitted
3) Office						
a) Professional Services	permitted	Not Permitted	permitted	permitted	permitted	permitted
b) Medical Services	permitted	Not Permitted	permitted	permitted	permitted	permitted
4) Lodging	permitted	Not Permitted	permitted	permitted	permitted	permitted
5) Live Work	permitted	Not Permitted	permitted	permitted	permitted	Not Permitted
6) Residential						
a) Multi-Family w/ Common Entry	permitted	permitted	permitted	permitted	permitted	Senior Housing/Single Room Occupancy
b) Multi Family w/ Individual Entries	permitted	permitted	permitted	permitted	permitted	Not Permitted
c) Attached Single Family	Not Permitted	permitted	permitted	permitted	permitted	Not Permitted
d) Detached Single Family	Not Permitted	permitted	permitted	Not Permitted	Not Permitted	Not Permitted

Notes:

Permitted items are subject to location regulations.

BOOK II: DEVELOPMENT

		DEVELOPMENT		
2.0. ORIENTATION	2.1. DEVELOPMENT STANDARDS	2.2. BUILDING USE REGULATIONS	2.3. BUILDING SCALE REGULATIONS	2.4. FRONTAGE & BUILDING PLACEMENT REGULATIONS
2.0.1. APPLICABILITY	2.1.1. MAXIMUM AMOUNT OF NEW DEVELOPMENT (MAND)	2.2.1. USE TYPES	2.3.1. BUILDING HEIGHT	2.4.1. BUILDING ORIENTATION TO STREETS AND PUBLIC OPEN SPACES
2.0.2. HOW TO USE THE DEVELOPMENT CODE	2.1.2. ESTABLISHMENT OF CORRIDOR CENTERS AND SEGMENTS	2.2.2. SPECIAL RETAIL CONFIGURATION	2.3.2. SPECIAL BUILDING HEIGHT LIMITS	2.4.2. PRIVATE FRONTAGE TYPES
2.0.3. DEVELOPMENT CODE CATEGORIES	2.1.3. TOWN CENTER - CORE	2.2.3. AFFORDABLE HOUSING REQUIREMENT	2.3.3. BUILDING LENGTH	2.4.3. FRONT YARD SETBACK
2.0.4. DEVELOPMENT CODE ORGANIZATION	2.1.4. TOWN CENTER - NEIGHBORHOOD		2.3.4. SPECIAL BUILDING LENGTH LIMITS	2.4.4. SIDE YARD SETBACK
2.0.5. HOW TO GET YOUR PROJECT APPROVED	2.1.5. NEIGHBORHOOD CENTER		2.3.5. BUILDING MASSING	2.4.5. REAR YARD SETBACK
	2.1.6. TOWN CENTER BOULEVARD SEGMENT			2.4.6. ALLEY SETBACK
	2.1.7. NEIGHBORHOOD BOULEVARD SEGMENT			2.4.7. FRONTAGE COVERAGE
	2.1.8. NEIGHBORHOOD PARKWAY SEGMENT			2.4.8. SPACE BETWEEN BUILDINGS
	2.1.9. RESIDENTIAL PARKWAY SEGMENT			2.4.9. BUILD-TO-CORNER
	2.1.10. RESIDENTIAL TRANSITION ZONE			

			Beach Blvd no max	5 ft / 10 ft	5 -15 ft other sites	no max	
interior side	10 ft	0 ft (commercial)	5 ft / 10 ft	10 ft	10 ft	10 ft	
street side	5 ft	10 ft (commercial)	10 ft / 25 ft	5 ft / 10 ft	5 ft / 10 ft	12 ft / 25 ft	
rear	10 ft	0 ft (commercial)	20 ft	10 ft	25 ft	15 ft	
min frontage coverage	Not required	0 ft (commercial)	70% (Beach Blvd no min)	50%	70% (Beach Blvd no min)	50%	
min space between	20 ft	none	20 ft	20 ft	20 ft	20 ft	
build to corner	Not required	Urban Design Guidelines	not required	required	not required	required	
residential transition street	Not required	Not Required	not required	not required	not required	not required	
minimum open space	150 sq ft	25% of residential floor area per unit	110 - 210 sq ft per unit	110-210 sq ft per unit	110-210 per unit	110 -210 sq ft per unit	
common	min. dim 10'	min dim 10'	50 - 150 sq ft				
private	60 sf, min dim 6'	60 sf (studio/1 br), 120 sf (2+ br)	60 sq ft per unit				
landscaping	8%	8%	required	required	required	required	
parking and loading	Chapter 231 Off Street Parkng HBZSO	Chapter 231 Off Street Parking	Per 2.7 Parking Regulations				
residential	studio--1 per unit	studio --- 1 per unit	studio--1 min / 1 max*				
	1 bdrm -- 2 per unit	1 bdrm-1 per unit	1 bdrm unit-1 min/1.5 max*				
	2 bdrm--2 per unit	2 bdrm-2 per unit	2 bdrm + unit 1.5 min/2 min/ 2 max*	2 bdrm + unit 1.5 min/2 min/ 2 max*	2 bdrm + unit 1.5 min/2 min/ 2 max*	2 bdrm + unit 1.5 min/2 min/ 2 max*	
	3 + bdrm--2.5 per unit	3 + bdrm--2.5 per unit	guest spaces per 10 units: 2 min/3max*				
	compact/tandem permitted per special provision	not allowed	not addressed	not addressed	not addressed	not addressed	

* Max refers to maximum number of spaces in surface parking lot

Neighborhood Parkway	Neighborhood Boulevard	HBZSO Commercial General
Not Permitted	Not Permitted	permitted
Not Permitted	permitted	permitted
Not Permitted	Not Permitted	permitted
permitted	permitted	permitted
permitted	permitted	permitted
Not Permitted	permitted	permitted
permitted	permitted	permitted
permitted	permitted	permitted
permitted	permitted	permitted
permitted	permitted	permitted
Not Permitted	permitted	permitted
permitted	permitted	permitted
permitted	permitted	permitted
permitted	permitted	permitted
permitted	permitted	permitted
permitted	permitted	permitted
permitted	permitted	permitted
permitted	permitted	Not Permitted
permitted	permitted	Senior Housing/Single Room Occupancy
permitted	permitted	Not Permitted
permitted	permitted	Not Permitted
Not Permitted	Not Permitted	Not Permitted